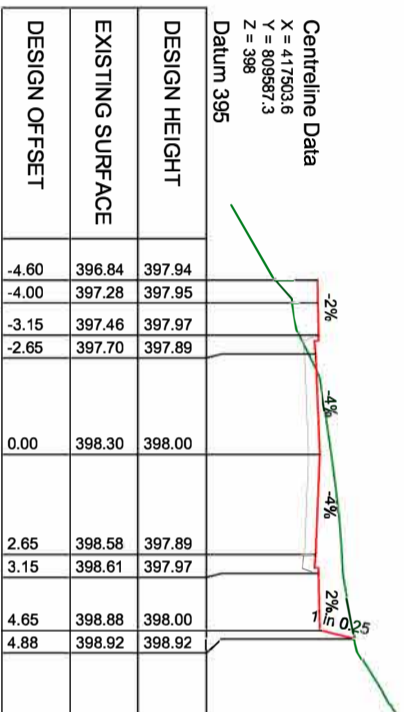
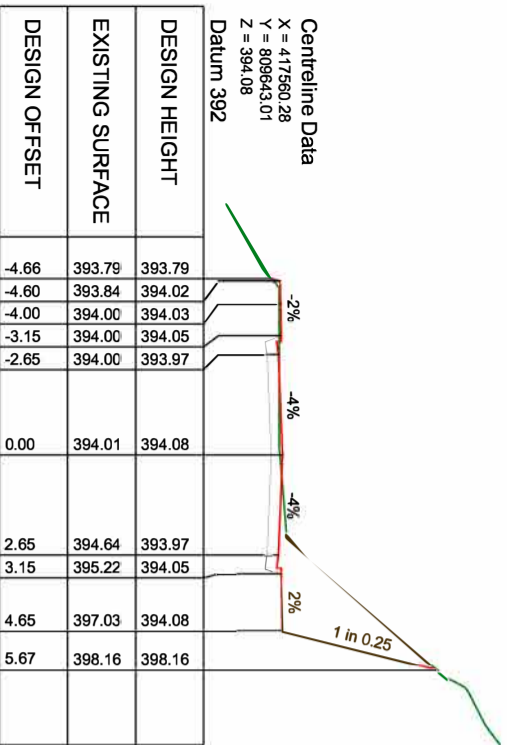


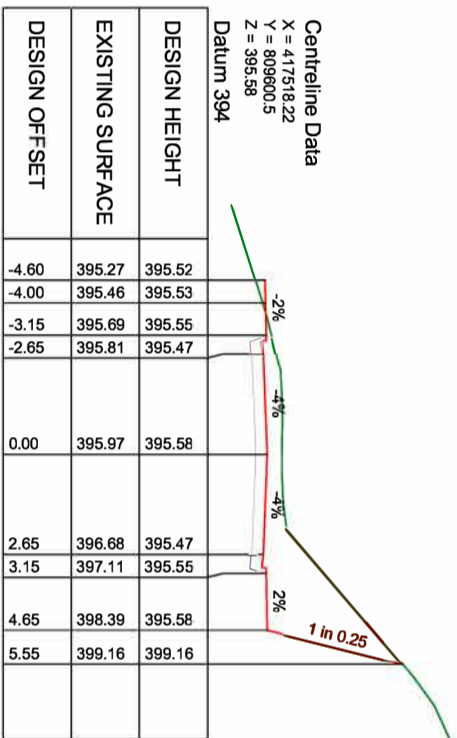
CHAINAGE 220.000



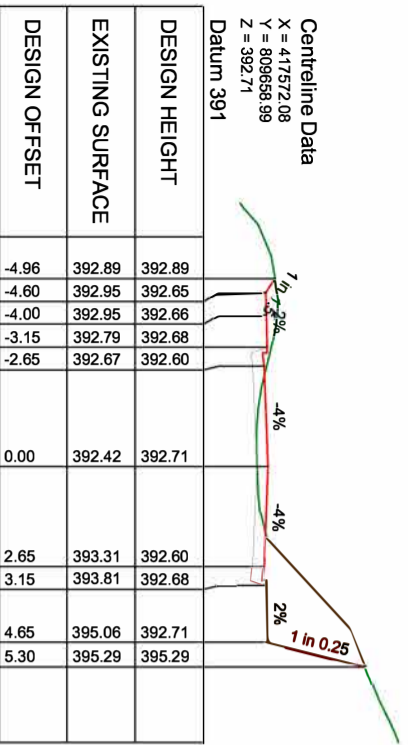
CHAINAGE 280.000



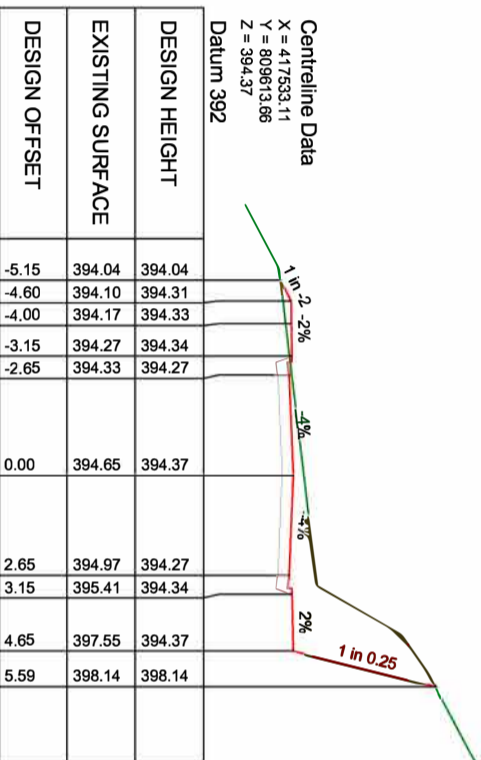
CHAINAGE 200.000



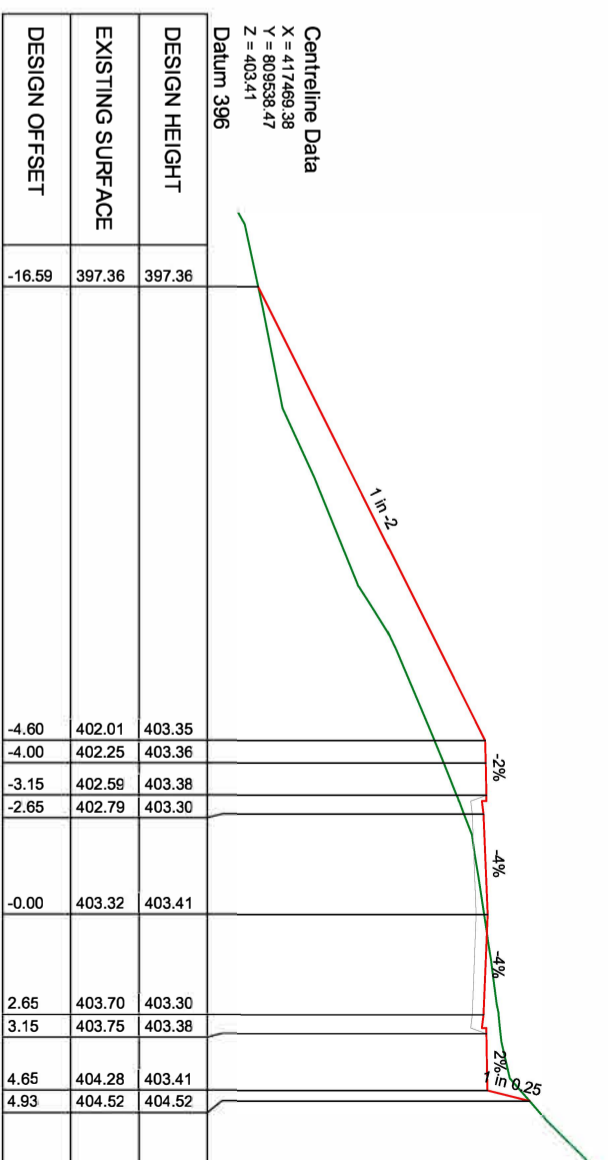
CHAINAGE 260.000



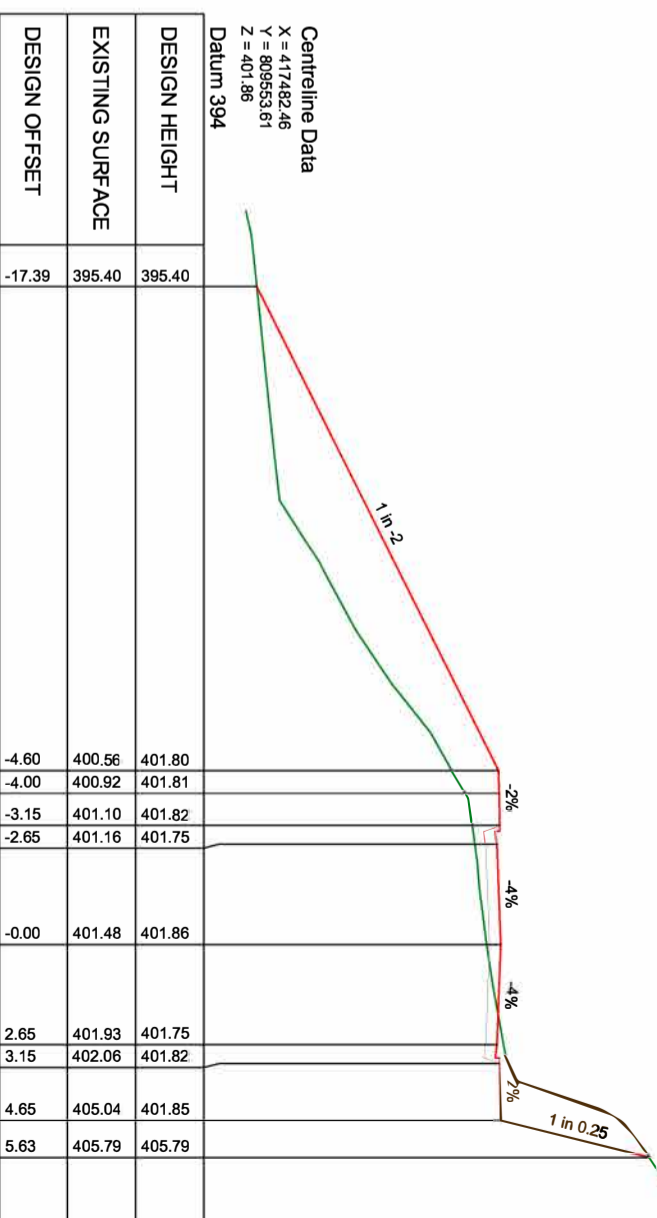
CHAINAGE 180.000



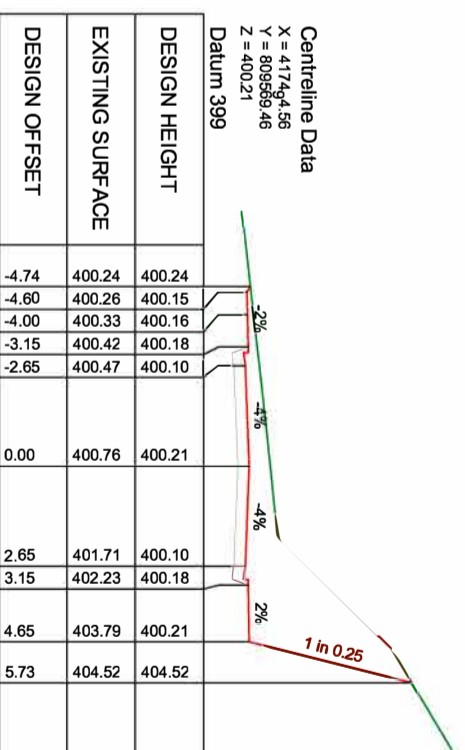
CHAINAGE 240.000




CHAINAGE 340.000



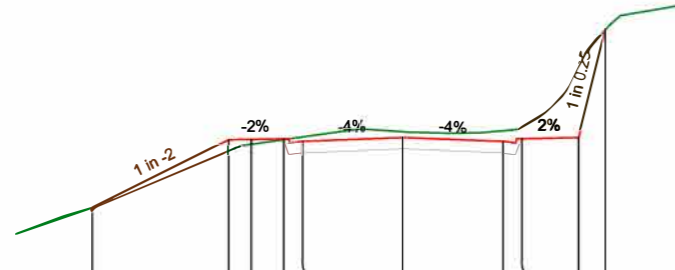
CHAINAGE 320.000



CHAINAGE 300.000

REV		DATE	DESCRIPTION	APPROVED
8	18.09.19		ALIGNMENTS REVISION	JFM
4	27.08.19		DRAFT	JFM
CONSULTANT				
 CIVILISED LTD PO BOX 1461 QUEENSTOWN 9348 T: 027 223 3096 E: john@civilised.co.nz				
CLIENT		SUNSHINE BAY LTD		
PROJECT/LOCATION		PROPOSED SUBDIVISION GLENORCHY RD / ARAWATA TCE - QUEENSTOWN		
TITLE		PROPOSED ACCESS FEASIBILITY - ARAWATA TCE ARAWATA TRACK CROSS SECTIONS Sheet 2		
CONTRACT NUMBER		SCALE (1:1) A3		
DRAWING NUMBER		1:200		
REVISION		B		

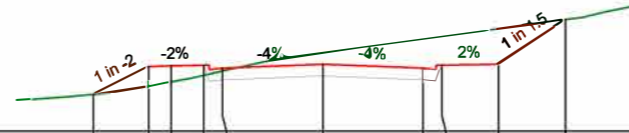
Centreline Data
 X = 417438.72
 Y = 809488.15
 Z = 407.78
 Datum 404



DESIGN HEIGHT	405.91		407.72	407.73	407.74	407.67		407.78	407.67	407.74	407.77	410.63
EXISTING SURFACE	405.91		407.41	407.60	407.72	407.79		407.93	407.96	408.03	409.62	410.63
DESIGN OFFSET	-8.21		-4.60	-4.00	-3.15	-2.65		0.00	2.65	3.15	4.65	5.36

CHAINAGE 400.000

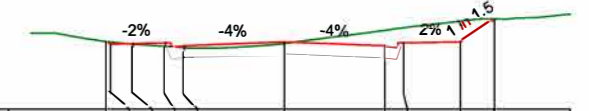
Centreline Data
 X = 417425.57
 Y = 809409.62
 Z = 404.76
 Datum 403



DESIGN HEIGHT	403.97	404.70	404.72	404.73	404.66		404.76	404.66	404.73	404.76	405.94
EXISTING SURFACE	403.97	404.19	404.30	404.47	404.58		405.08	405.43	405.50	405.70	405.94
DESIGN OFFSET	-6.06	-4.60	-4.00	-3.15	-2.65		-0.00	2.65	3.15	4.65	6.42

CHAINAGE 480.000

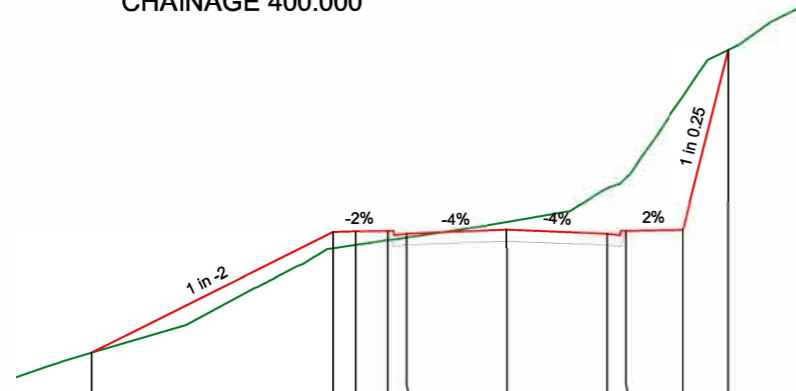
Centreline Data
 X = 417424.89
 Y = 809369.62
 Z = 399.77
 Datum 398



DESIGN HEIGHT	399.78	399.71	399.73	399.74	399.67		399.77	399.67	399.74	399.77	400.38
EXISTING SURFACE	399.78	399.77	399.72	399.73	399.65		399.73	400.08	400.14	400.32	400.38
DESIGN OFFSET	-4.70	-4.60	-4.00	-3.15	-2.65		0.00	2.65	3.15	4.65	5.55

CHAINAGE 520.000

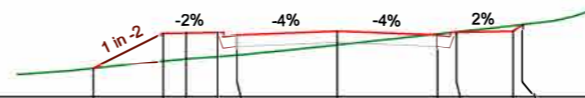
Centreline Data
 X = 417444.57
 Y = 809507.24
 Z = 406.51
 Datum 402



DESIGN HEIGHT	403.27		406.45	406.47	406.48	406.41		406.51	406.41	406.48	406.51	411.28
EXISTING SURFACE	403.27		406.02	406.11	406.24	406.31		406.71	407.61	407.89	410.02	411.28
DESIGN OFFSET	-10.97		-4.60	-4.00	-3.15	-2.65		-0.00	2.65	3.15	4.65	5.84

CHAINAGE 380.000

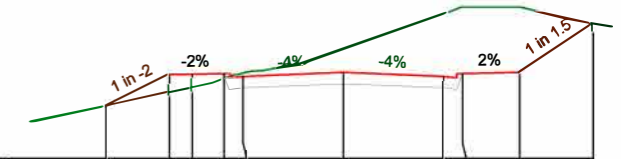
Centreline Data
 X = 417425.97
 Y = 809429.61
 Z = 406.73
 Datum 405



DESIGN HEIGHT	405.75	406.67	406.69	406.70	406.63		406.73	406.63	406.70	406.73	406.91
EXISTING SURFACE	405.75	405.94	405.99	406.06	406.10		406.37	406.66	406.71	406.88	406.91
DESIGN OFFSET	-6.45	-4.60	-4.00	-3.15	-2.65		-0.00	2.65	3.15	4.65	4.91

CHAINAGE 460.000

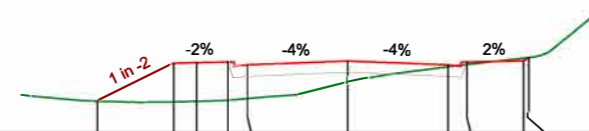
Centreline Data
 X = 417425.23
 Y = 809389.62
 Z = 402.27
 Datum 400



DESIGN HEIGHT	401.39	402.21	402.23	402.24	402.17		402.27	402.17	402.24	402.27	403.57
EXISTING SURFACE	401.39	401.75	401.88	402.11	402.25		402.81	403.82	404.00	404.00	403.57
DESIGN OFFSET	-6.26	-4.60	-4.00	-3.15	-2.65		0.00	2.65	3.15	4.65	6.80

CHAINAGE 500.000

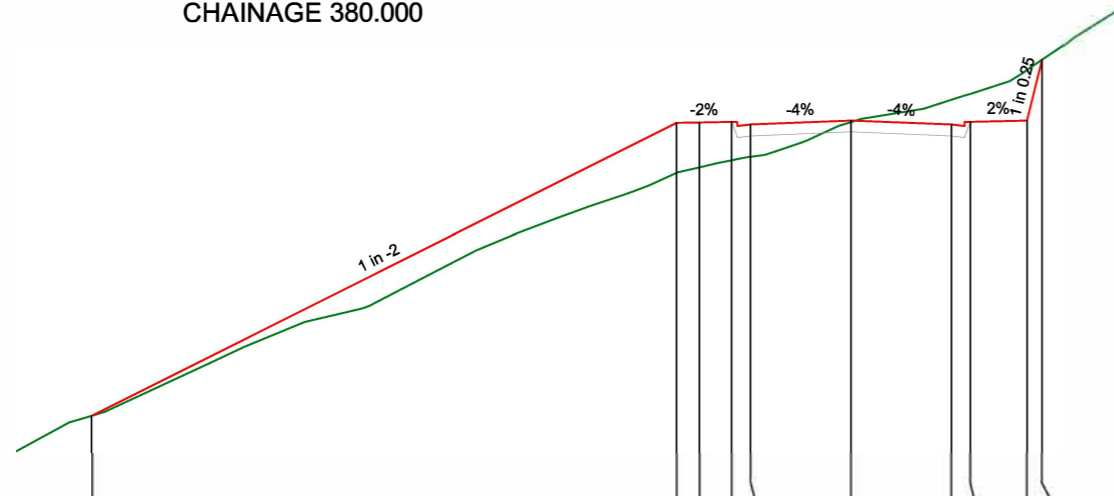
Centreline Data
 X = 417428.98
 Y = 809449.35
 Z = 407.89
 Datum 406



DESIGN HEIGHT	406.83	407.83	407.84	407.86	407.79		407.89	407.79	407.86	407.89	407.98
EXISTING SURFACE	406.83	406.81	406.82	406.85	406.89		407.33	407.73	407.79	407.97	407.98
DESIGN OFFSET	-6.61	-4.60	-4.00	-3.15	-2.65		-0.00	2.65	3.15	4.65	4.79

CHAINAGE 440.000

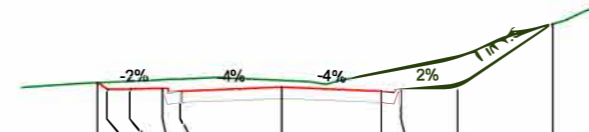
Centreline Data
 X = 417456.3
 Y = 809523.34
 Z = 404.96
 Datum 395



DESIGN HEIGHT	397.17	404.90	404.91	404.93	404.86		404.96	404.86	404.93	404.96	406.57
EXISTING SURFACE	397.17	403.58	403.73	403.91	404.00		404.92	405.51	405.67	406.29	406.57
DESIGN OFFSET	-20.05	-4.00	-3.15	-2.65		-0.00	2.65	3.15	4.65	5.05	

CHAINAGE 360.000

Centreline Data
 X = 417433.85
 Y = 809468.75
 Z = 408.24
 Datum 407



DESIGN HEIGHT	408.36	408.18	408.19	408.21	408.13		408.24	408.13	408.21	408.24	409.91
EXISTING SURFACE	408.36	408.40	408.43	408.46		408.42	408.62	408.68	408.99		409.91
DESIGN OFFSET	-4.87	-4.00	-3.15	-2.65		-0.00	2.65	3.15	4.65		7.16

CHAINAGE 420.000

REV	DATE	DESCRIPTION	APPROVED
B	18.09.19	ALIGNMENTS REVISED	JFM
A	27.08.19	DRAFT	JFM

CONSULTANT



CIVILISED LTD
 PO BOX 1461
 QUEENSTOWN 9348
 T: 027 223 3036
 E: john@mccartneys.nz

JFM	27.08.19
DESIGN	DATE
JDR	27.08.19
DRAWN	DATE
JFM	27.08.19
CHECKED	DATE

CLIENT

SUNSHINE BAY Ltd

201

PROJECT LOCATION

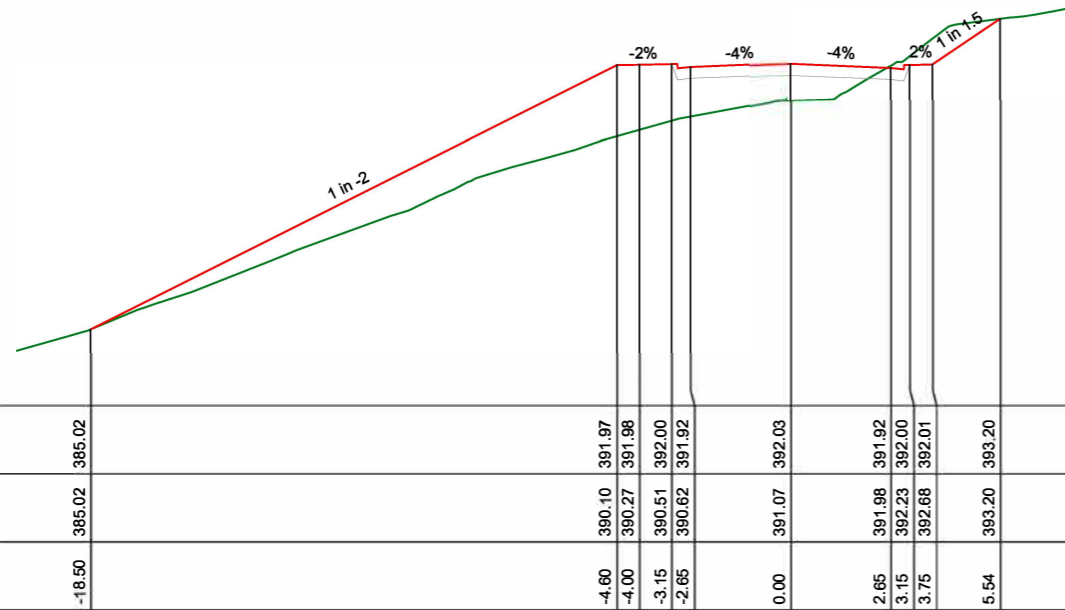
PROPOSED SUBDIVISION
 GLENORCHY RD / ARAWATA TCE - QUEENSTOWN

TITLE

PROPOSD ACCESS FEASIBILITY - ARAWATA TCE
 ARAWATA TRACK CROSS SECTIONS Sheet 3

CONTRACT NUMBER	-
SCALE (AT A3)	1:200
DRAWING NUMBER	QV029-F-1230
REVISION	B

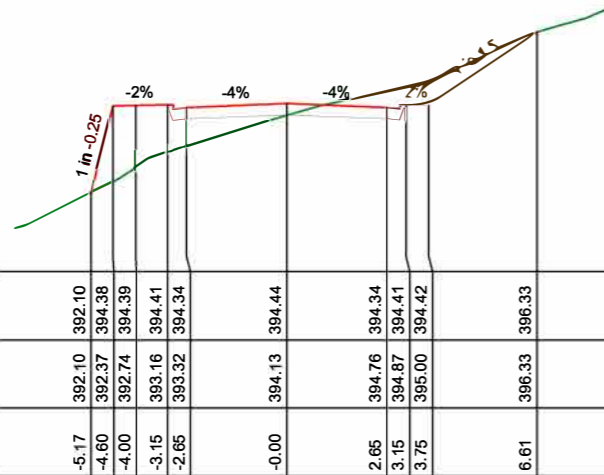
Centreline Data
 X = 417497.73
 Y = 809526.72
 Z = 392.03
 Datum 383



DESIGN HEIGHT		385.02		390.10	391.97		390.27	391.98		390.51	392.00		390.62	391.92		391.07	392.03		391.98	391.92		392.23	392.00		392.68	392.01		393.20	393.20	
EXISTING SURFACE		385.02																												
DESIGN OFFSET		-18.50		-4.60	-4.00	-3.15	-2.65	0.00	2.65	3.15	3.75																			

CHAINAGE 60.000

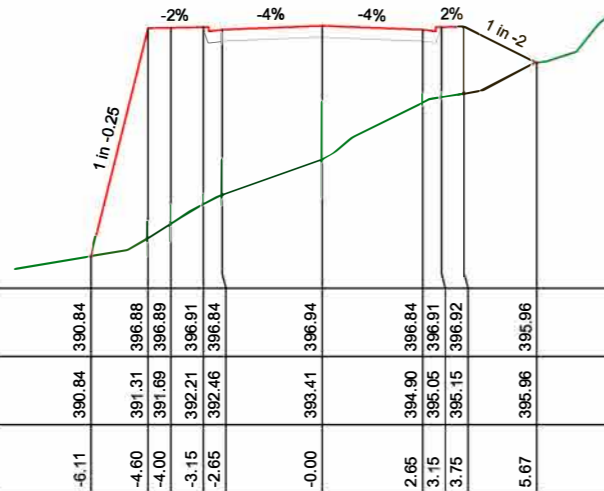
Centreline Data
 X = 417505.26
 Y = 809545.21
 Z = 394.44
 Datum 390



DESIGN HEIGHT		392.10	392.10	394.38	394.39	394.41	394.34		394.44		394.34	394.41	394.42		396.33	396.33
EXISTING SURFACE		392.10	392.37	394.38	394.39	394.41	394.34		394.13	394.44	394.34	394.41	394.42		396.33	396.33
DESIGN OFFSET		-5.17	-4.60	-4.00	-3.15	-2.65	-0.00	2.65	3.15	3.75					6.61	

CHAINAGE 40.000

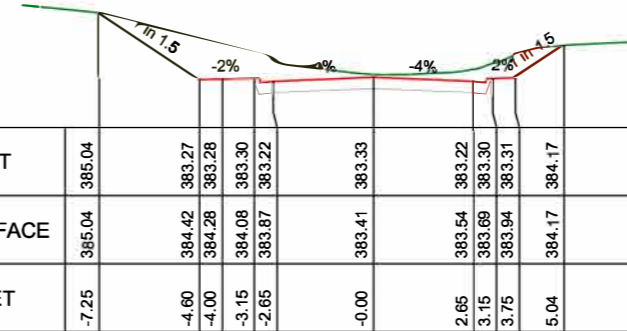
Centreline Data
 X = 417509.95
 Y = 809564.16
 Z = 396.94
 Datum 390



DESIGN HEIGHT		390.84	396.88	396.89	396.91	396.84		396.94		396.84	396.91	396.92		396.96	396.96
EXISTING SURFACE		390.84	391.31	391.69	392.21	392.46	393.41	394.90	395.05	395.91	396.15	396.92		396.96	396.96
DESIGN OFFSET		-6.11	-4.60	-4.00	-3.15	-2.65	-0.00	2.65	3.15	3.75				5.67	

CHAINAGE 20.000

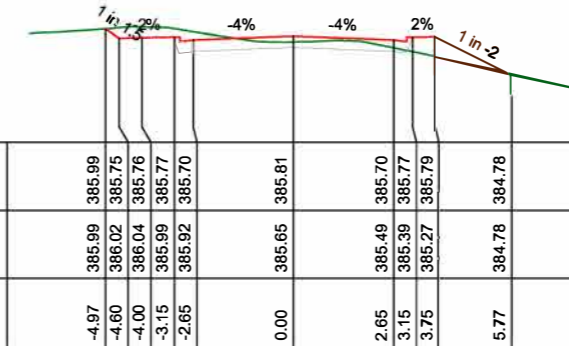
Centreline Data
 X = 417516.35
 Y = 809480.4
 Z = 383.33
 Datum 382



DESIGN HEIGHT		385.04	383.27	383.28	383.30	383.22		383.33		383.41	383.22	383.30	383.31		384.17	384.17
EXISTING SURFACE		385.04	384.42	384.28	384.08	383.87	383.41	383.28	383.22	383.30	383.30	383.31	383.31		384.17	384.17
DESIGN OFFSET		-7.25	-4.60	-4.00	-3.15	-2.65	0.00	2.65	3.15	3.75						

CHAINAGE 140.000

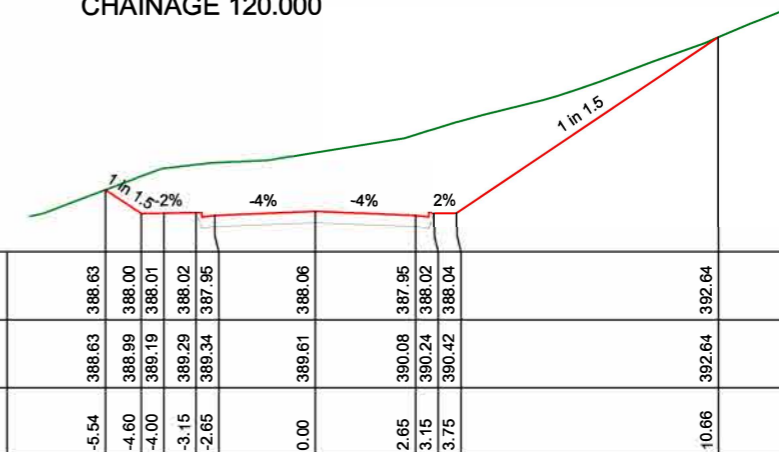
Centreline Data
 X = 417498.85
 Y = 809473.77
 Z = 385.81
 Datum 383



DESIGN HEIGHT		385.99	385.75	385.76	385.77	385.70		385.81		385.70	385.77	385.79		384.78	384.78
EXISTING SURFACE		385.99	386.04	385.76	385.77	385.70	385.65	385.70	385.77	385.79	385.79	385.79		384.78	384.78
DESIGN OFFSET		-4.97	-4.60	-3.15	-2.65	0.00	2.65	3.15	3.75					5.77	

CHAINAGE 120.000

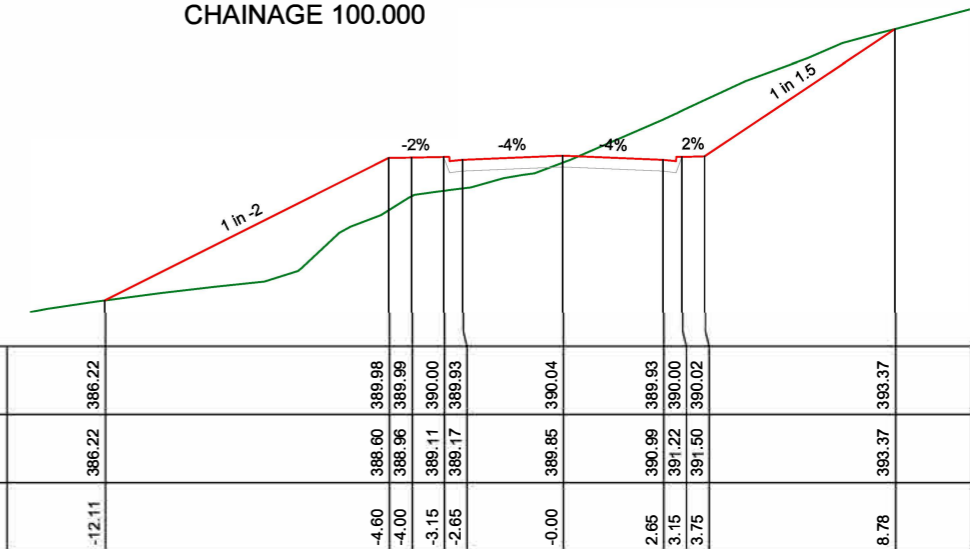
Centreline Data
 X = 417487.03
 Y = 809488.29
 Z = 388.06
 Datum 387



DESIGN HEIGHT		388.63	388.00	388.01	388.02	387.95		388.06		387.95	388.02	388.04		392.64	392.64
EXISTING SURFACE		388.63	388.99	389.19	389.29	389.34	388.61	388.06	388.02	388.04	388.04	388.04		392.64	392.64
DESIGN OFFSET		-5.54	-4.60	-4.00	-3.15	-2.65	0.00	2.65	3.15	3.75				10.66	

CHAINAGE 100.000

Centreline Data
 X = 417491.89
 Y = 809507.59
 Z = 390.04
 Datum 385



DESIGN HEIGHT		386.22	389.98	389.99	390.00	389.93		390.04		389.93	390.00	390.02		393.37	393.37
EXISTING SURFACE		386.22	388.60	388.96	389.11	389.17	388.85	389.99	389.99	390.00	390.00	390.02		393.37	393.37
DESIGN OFFSET		-12.11	-4.60	-4.00	-3.15	-2.65	-0.00	2.65	3.15	3.75				8.78	

CHAINAGE 80.000

REV	DATE	DESCRIPTION	APPROVED
B	18.09.19	ALIGNMENTS REVISED	JFM
A	27.08.19	DRAFT	JFM

CONSULTANT



CIVILISED LTD
 PO BOX 1461
 QUEENSTOWN 9348
 T: 027 223 3036
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JFM	27.08.19
DESIGN	DATE
JDR	27.08.19
DRAWN	DATE
JFM	27.08.19
CHECKED	DATE

CLIENT

SUNSHINE BAY Ltd

202

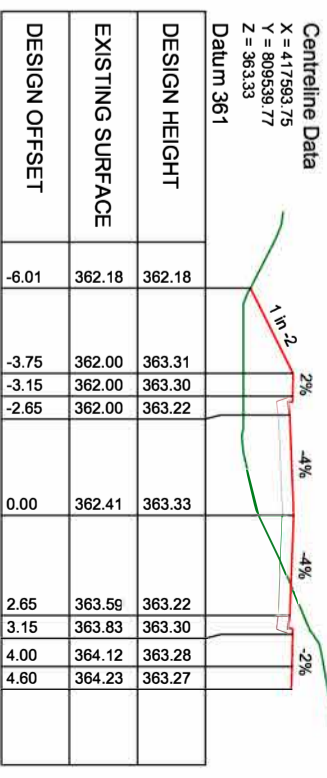
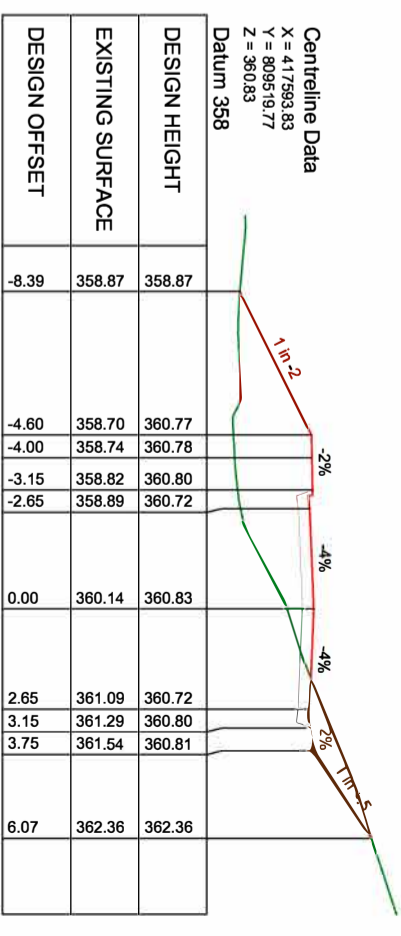
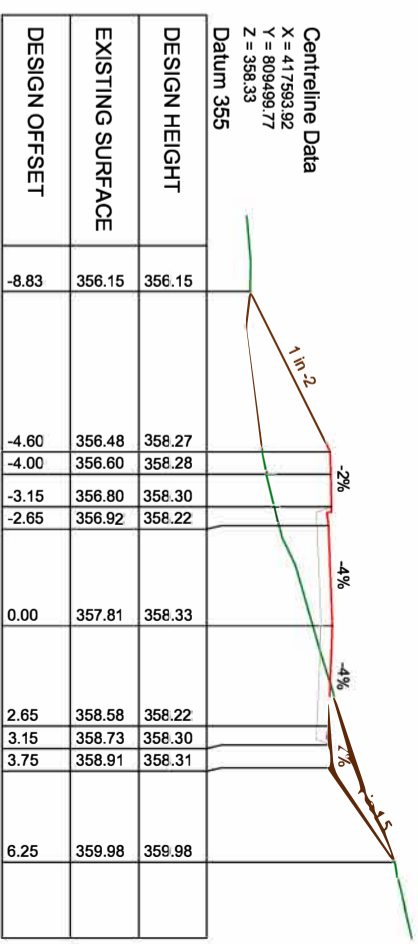
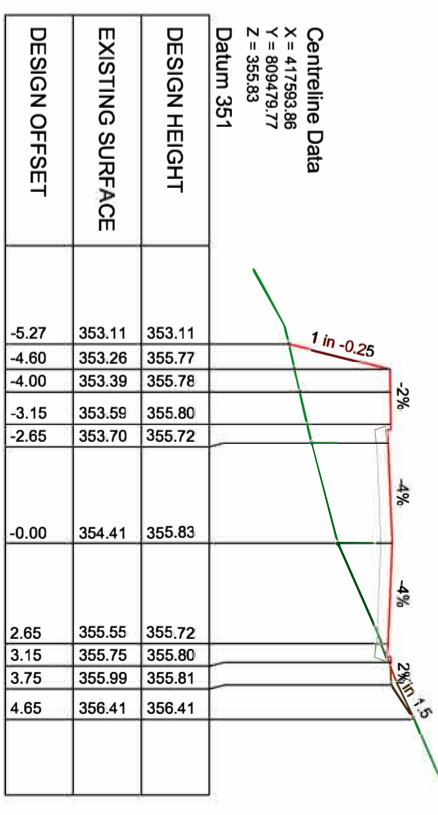
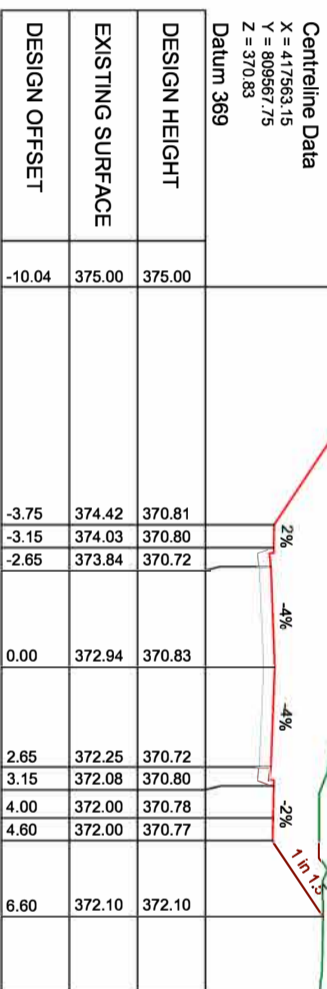
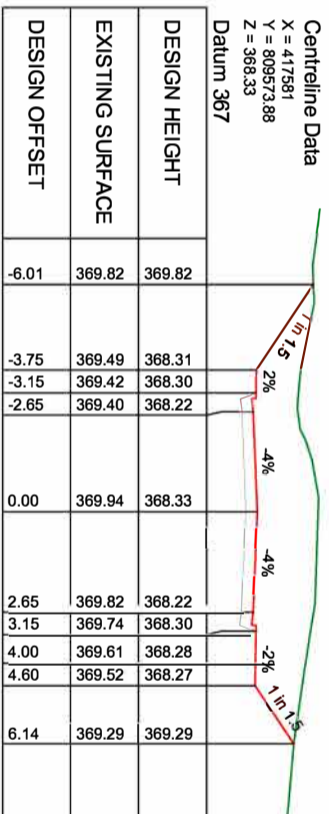
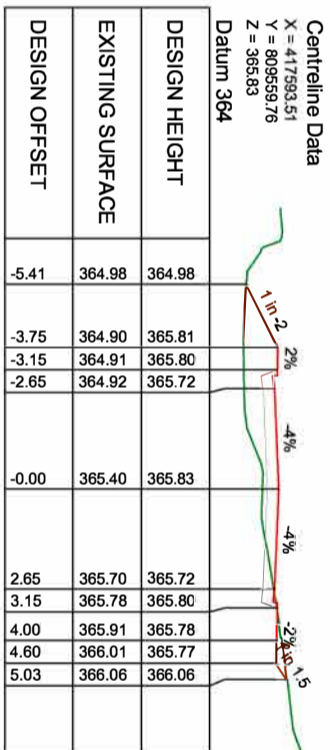
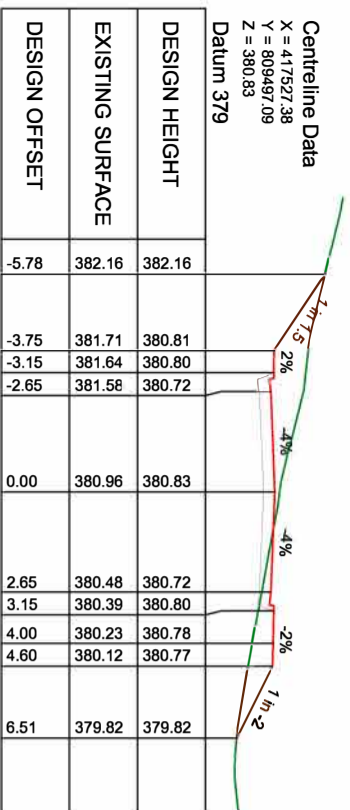
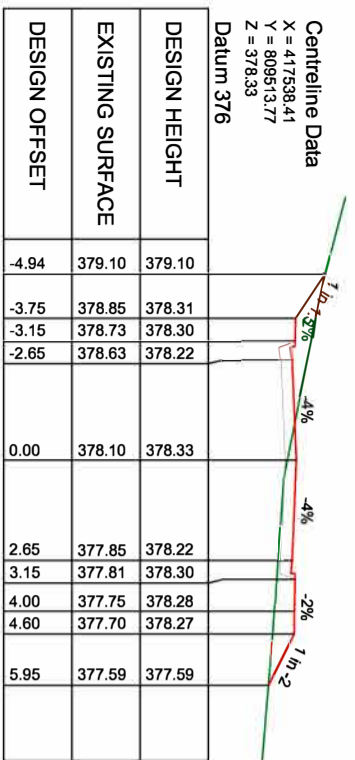
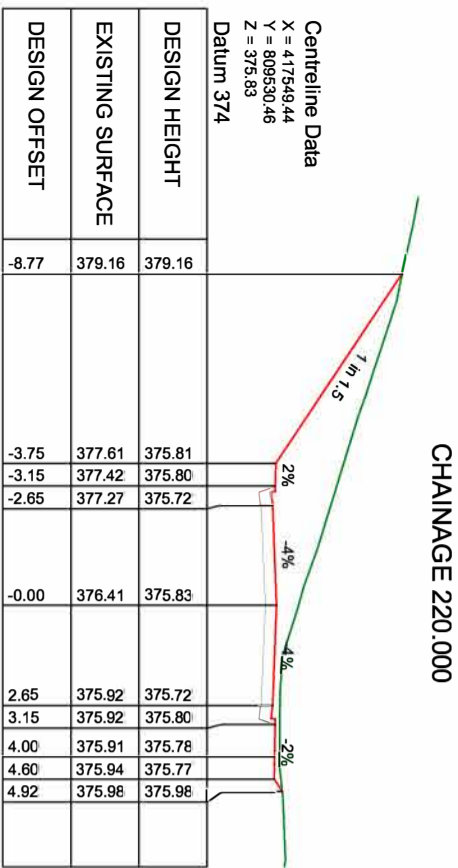
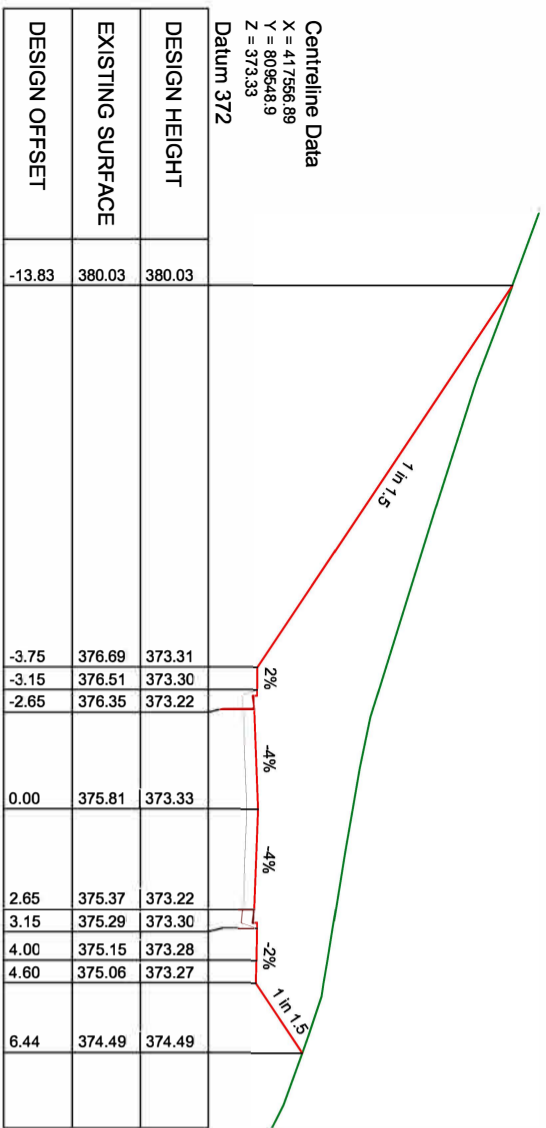
PROJECT LOCATION

PROPOSED SUBDIVISION
 GLENORCHY RD / ARAWATA TCE - QUEENSTOWN

TITLE

PROPOSD ACCESS FEASIBILITY - ARAWATA TCE
 ALIGNMENT 1 CROSS SECTIONS Sheet 1

CONTRACT NUMBER	
SCALE (AT A3)	1:200
DRAWING NUMBER	QV029-F-1240
REVISION	B



CHAINAGE 160.000

CHAINAGE 200.000

CHAINAGE 220.000

CHAINAGE 240.000

CHAINAGE 280.000

CHAINAGE 260.000

CHAINAGE 360.000

CHAINAGE 340.000

CHAINAGE 320.000

CHAINAGE 300.000

CONSULTANT		CLIENT		PROJECT/LOCATION	
CIVILISED LTD PO BOX 1461 QUEENSTOWN 9348 T: 027 223 3036 E: john@civilised.co.nz		SUNSHINE BAY LTD		PROPOSED SUBDIVISION GLENORCHY RD / ARAWATA TCE - QUEENSTOWN	
JFM DESIGN JDR DRAWN JFM CHECKED		DATE 27.08.19 DATE 27.08.19 DATE 27.08.19 DATE 27.08.19		SCALE (A1: A3) 1:200	
18.09.19 27.08.19 18.09.19 27.08.19		APPROVED JFM JFM		DRAWING NUMBER QV029-F-1245	
ALIGNMENTS REVISED DRAFT		APPROVED		REVISION B	

Centreline Data
 X = 417569.81
 Y = 809426.16
 Z = 351.26

Datum 348

DESIGN HEIGHT		349.59		351.20	351.21			351.26	
EXISTING SURFACE			350.13	350.27	351.23	351.15			
DESIGN OFFSET		-7.82	-4.60	-4.00	-3.15	-2.65	-0.00	2.65	3.15

CHAINAGE 420.000

Centreline Data
 X = 417540.65
 Y = 809375.04
 Z = 353.94

Datum 348

DESIGN HEIGHT		350.47		353.88	353.89			353.94	
EXISTING SURFACE		350.47	350.99	351.34	353.89	353.91			
DESIGN OFFSET		-5.45	-4.60	-4.00	-3.15	-2.65	-0.00	2.65	3.15

CHAINAGE 480.000

Centreline Data
 X = 417501.45
 Y = 809330.87
 Z = 354.61

Datum 350

DESIGN HEIGHT		351.31		354.55	354.56			354.61	
EXISTING SURFACE		351.31	352.66	352.81	353.02	353.12			
DESIGN OFFSET		-11.07	-4.60	-4.00	-3.15	-2.65	0.00	2.65	3.15

CHAINAGE 540.000

Centreline Data
 X = 417581.97
 Y = 809442.01
 Z = 351.88

Datum 349

DESIGN HEIGHT		350.85		351.82	351.84			351.88	
EXISTING SURFACE		350.85	351.20	351.27	351.85	351.78			
DESIGN OFFSET		-6.55	-4.60	-4.00	-3.15	-2.65	0.00	2.65	3.15

CHAINAGE 400.000

Centreline Data
 X = 417546.46
 Y = 809394.01
 Z = 352.69

Datum 348

DESIGN HEIGHT		350.85		352.63	352.64			352.69	
EXISTING SURFACE		350.85	351.05	351.27	352.66	352.67			
DESIGN OFFSET		-5.04	-4.60	-4.00	-3.15	-2.65	0.00	2.65	3.15

CHAINAGE 460.000

Centreline Data
 X = 417512.53
 Y = 809347.52
 Z = 355.38

Datum 349

DESIGN HEIGHT		350.71		355.32	355.33			355.38	
EXISTING SURFACE		350.71	353.15	353.48	354.02	354.36			
DESIGN OFFSET		-13.81	-4.60	-4.00	-3.15	-2.65	0.00	2.65	3.15

CHAINAGE 520.000

Centreline Data
 X = 417590.29
 Y = 809460.14
 Z = 353.45

Datum 348

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CHAINAGE 380.000

Centreline Data
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 Y = 809410.74
 Z = 351.57

Datum 348

DESIGN HEIGHT		350.21		351.51	351.52			351.57	
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Datum 349

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CHAINAGE 500.000

REV	DATE	DESCRIPTION	APPROVED
B	18.09.19	ALIGNMENTS REVISED	JFM
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JDR	27.08.19
DRAWN	DATE
JFM	27.08.19
CHECKED	DATE

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SUNSHINE BAY Ltd

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PROJECT LOCATION

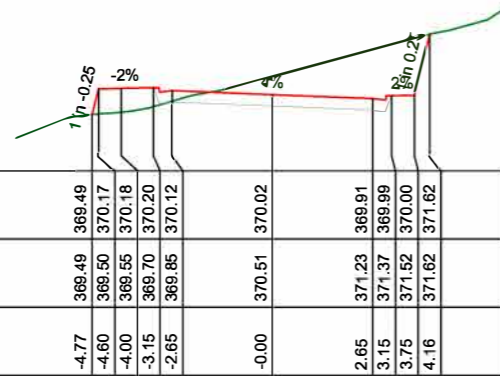
PROPOSED SUBDIVISION
 GLENORCHY RD / ARAWATA TCE - QUEENSTOWN

TITLE

PROPOSD ACCESS FEASIBILITY - ARAWATA TCE
 ALIGNMENT 1 CROSS SECTIONS Sheet 3

CONTRACT NUMBER	
SCALE (AT A3)	1:200
DRAWING NUMBER	QV029-F-1250
REVISION	B

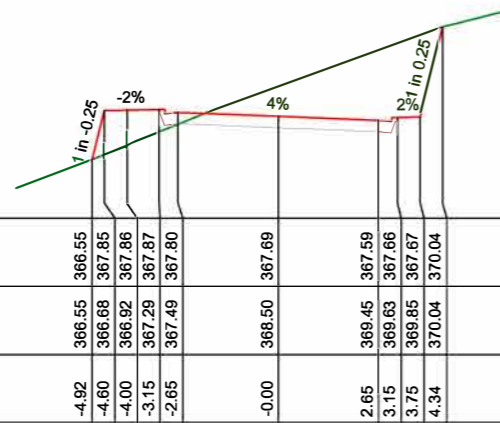
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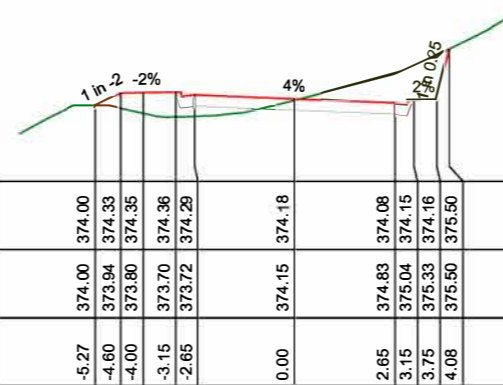
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 Datum 365



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CHAINAGE 40.000

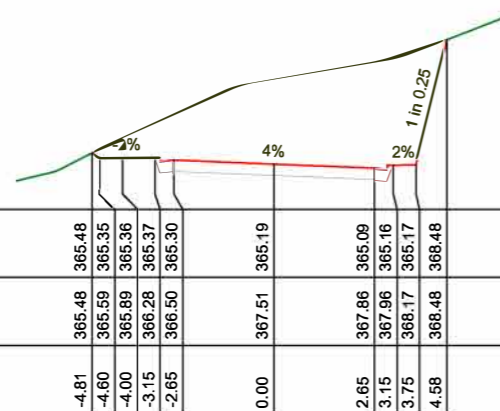
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CHAINAGE 100.000

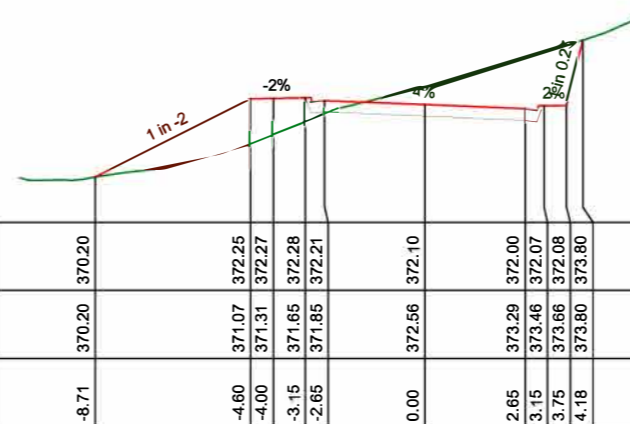
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CHAINAGE 80.000

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PROJECT LOCATION

PROPOSED SUBDIVISION
 GLENORCHY RD / ARAWATA TCE - QUEENSTOWN

TITLE

PROPOSD ACCESS FEASIBILITY - ARAWATA TCE
 ALIGNMENT 2 CROSS SECTIONS Sheet 1

CONTRACT NUMBER	-
SCALE (AT A3)	1:200
DRAWING NUMBER	QV029-F-1255
REVISION	B

ECOLOGICAL ASSESSMENT OF THE PROPOSED SUNSHINE BAY URBAN DEVELOPMENT, QUEENSTOWN



 providing
outstanding
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R5152

ECOLOGICAL ASSESSMENT OF THE PROPOSED SUNSHINE BAY URBAN DEVELOPMENT, QUEENSTOWN



Bracken fernland and schist bluffs with tall Douglas fir above the bluffs.

Contract Report No. 5152

August 2019

Project Team:

Kelvin Lloyd - Report author

Prepared for:

Sunshine Bay Limited
C/- Young and Partners



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1. INTRODUCTION

Sunshine Bay Ltd own a 6.47 hectare site above the Glenorchy-Queenstown Road, immediately to the west of the low-density Queenstown suburb of Sunshine Bay (Figure 1). Sunshine Bay Ltd is proposing a plan change and variation to enable a master-planned urban development on the land, potentially comprising around 100 residential properties. Two initial master plan development scenarios have been produced. The land has some relatively gently-sloping areas but is predominantly steep land sloping down towards Lake Wakatipu.

As part of the plan change process, Sunshine Bay Ltd requires a number of technical reports. These include an ecology report that assesses, describes, and maps the ecological features and values of the site, and assesses the ecological significance of these values. These assessments will contribute to further refinement of the development plan for the site. This report describes the results of the ecological assessment.

2. METHODS

2.1 Desktop assessment

Aerial imagery of the site was viewed to gain an initial idea of the vegetation and habitat pattern. A previous ecological assessment of the site (Natural Solutions for Nature 2003) was reviewed. Databases such as the Department of Conservation Herpetofauna database and the Threatened Environment Classification were assessed for both ecological context and site-specific information relevant to the site.

2.2 Field assessment

A three hour field assessment was undertaken on 14 August 2019, involving a traverse on foot through most of the site, and views from available vantage points.

All vascular plant species observed during the site visit were recorded and assigned into coarse abundance classes.

All fauna, and sign of fauna, observed within the site, was also documented. Habitat suitability for lizards and bats was assessed through inspecting potential habitat for these species.

3. ECOLOGICAL CONTEXT

3.1 Topographic and edaphic context

The Sunshine Bay site is located on moderately-steep southeast facing slopes, mostly of colluvial origin, spanning an elevation range of 340-420 metres above sea level between the Lake Wakatipu shoreline and significant schist bluffs above the site. Pallic soils occur across the site (Fundamental Soils Layer, Landcare Research), and

are relatively deep based on inspection of test pits excavated in various parts of the site the day prior to the site visit (Plate 1).



Plate 1: Soil test pit in the upper western part of the site, showing deep soil with schist bedrock in the base of the pit.

The surface geological landform based on QMap (GNS Science) comprises moraine deposits of glacial till from lateral moraines, however the schist bluffs in the west of the site comprise glacially smoothed bedrock terrain. The site is generally well-drained, apart from areas of poor drainage in the western part of the site, exposed by excavation of test pits and also evident as habitat for willow trees.

3.2 Shotover Ecological District

The Sunshine Bay site is located in the Shotover Ecological District, within the Lakes Ecological Region. The climate comprises hot summers, cold winters, and a relatively dry climate in the rainshadow of the Main Divide, with annual rainfall ranging from 650-1,600 millimetres per annum (McEwen 1987). The Sunshine Bay site is located in the western part of the Shotover Ecological District, and likely experiences the higher rainfall end of this gradient. Remnants of red beech (*Fuscospora fusca*) forest occur along the shores of Lake Wakatipu, with mountain beech (*Fuscospora cliffortioides*) forest in gullies up to the treeline (McEwen 1987).

3.3 Recent history of the site

Natural Solutions for Nature (2003) described the history of the site as having supported extensive bracken (*Pteridium esculentum*) fernland in 1959, with a few eucalypts and pines being present. A fire in 1974 burned across most of the site, and evidently followed frequent earlier fires as the land was repeatedly burned to enable



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Figure 1: Location of the Sunshine Bay site



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Date:	14/08/2019
Cartographer:	TP
Format:	A3

farming operations. Subsequently, wilding conifers spread across the rocky western ridges of the site, and tī kōuka/cabbage trees (*Cordyline australis*) and broadleaved trees started to regenerate in various parts of the site. In 2003 the vegetation pattern comprised bracken fernland on open colluvial slopes, eucalypts and wilding conifers, and a number of characteristic indigenous shrubs, on rocky ridges, shrubs, ferns, and grasses on rock outcrops, and broadleaved forest along streams and in gullies. Given the clearance by fire in 1974, most of the vegetation on the site is now c.45 years old.

3.4 Former vegetation

Historically, prior to anthropogenic clearance of forest in the area, the site would have supported beech forest, most likely dominated by mountain beech on shallow soils and in less productive sites, and red beech on deeper more productive soils. Both species occur nearby (Natural Solutions for Nature 2003). Subcanopy broadleaved trees would have included kapuka/broadleaf (*Griselinia littoralis*), kōtukutuku/fuchsia (*Fuchsia excorticata*), three finger (*Pseudopanax colensoi*), putaputaweta (*Carpodetus serratus*), horopito (*Pseudowintera colorata*), and possibly kamahi (*Weinmannia racemosa*), and there may have been sparse podocarps including rimu (*Dacrydium cupressinum*), miro (*Prumnopitys taxifolia*), and Halls totara (*Podocarpus laetus*).

4. VEGETATION AND HABITATS

4.1 Overview

Six vegetation/habitat units were identified and mapped:

- Broadleaved forest (2.25 hectares).
- Douglas fir-Corsican pine forest (1.39 hectares).
- Poplar forest (0.22 hectares).
- Kōhūhū/bracken fernland (1.93 hectares).
- Mixed exotic shrubland (0.66 hectares).
- Bluff vegetation (0.05 hectares).

These habitat types are described below and are mapped in Figure 2.

4.2 Broadleaved forest

Relatively young broadleaved forest dominated by kōhūhū (*Pittosporum tenuifolium*), makomako/wineberry (*Aristotelia serrata*), kotukutuku, tutu (*Coriaria arborea*), kapuka, three finger, and tī kōuka/cabbage tree dominates in the eastern part of the site (Plate 2) and occurs on the fringes of exotic coniferous forest and poplar forest elsewhere. Bracken, blackberry (*Rubus fruticosus*), mahoe (*Melicytus ramiflorus*), shining karamu (*Coprosma lucida*), and mingimingi (*Coprosma propinqua*) are common within this vegetation, and occasional Himalayan honeysuckle (*Leycesteria formosa*). Golden willow is emergent above the forest canopy on damp ground in the eastern part of the site, and better-drained areas in the eastern part have frequent rowan (*Sorbus aucuparia*) and buddleia (*Buddleja davidii*).



Plate 2: Broadleaved forest dominated by kōhūhū, three finger, and makomako, with young emergent golden willow on poorly-drained soil.

4.3 Douglas fir-Corsican pine forest

Evergreen exotic coniferous forest of tall Douglas fir (*Pseudotsuga menziesii*) and Corsican pine (*Pinus nigra*) is dominant on a ridge above bluffs in the western part of the property, and near Glenorchy-Queenstown Road in the lower eastern part of the property (Figure 2). Kapuka and kōhūhū occur on the margins of these conifer stands, with shining karamu common in the understorey, with occasional sweet brier (*Rosa rubiginosa*) and Khasia berry (*Cotoneaster simsonii*). The ground layer is mostly covered in litter (Plate 3), due to the dense shade beneath the Douglas fir canopy.



Plate 3: Douglas fir and Corsican pine forest with shining karamu in the understorey, and litter occupying the ground layer.



Legend

Vegetation and habitat type

- 1. Bluff vegetation
- 2. Broadleaved forest
- 3. Douglas fir-Corsican pine forest
- 4. Kohuhu/bracken fernland
- 5. Mixed exotic shrubland and grassland
- 6. Poplar forest

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Figure 2: Vegetation and habitats at the Sunshine Bay site



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 Date: 21/08/2019
 Cartographer: TP
 Format: A3

4.4 Poplar forest

Deciduous forest dominated by poplar (*Populus* sp.) occurs in the west of the site, in two discrete areas (Figure 2), that were formerly part of a continuous block of poplars that appear to have been harvested prior to 2010 (Plate 4). Makomako and, tī kōuka are the most common subcanopy trees within these poplar stands, with shrubs koromiko (*Hebe salicifolia*) and Scotch broom (*Cytisus scoparius*), and common blackberry and bracken.



Plate 4: Mixed exotic shrubland in a formerly cleared area of poplars, now dominated by Scotch broom, buddleia, and regenerating Douglas fir and poplar. Uncleared poplar forest is visible in the background, as a grove of deciduous trees

4.5 Kohuhu/bracken fernland

Bracken fernland up to two metres tall occurs extensively across the middle part of the site, and in smaller patches elsewhere. Kōhūhū shrubs commonly emerge from the bracken, with occasional tī kōuka (Plate 5). Regenerating mahoe and tutu are also present, and scattered shining karamu. Blackberry is distributed through most areas of bracken fernland.

4.6 Mixed exotic shrubland and grassland

Mixed shrubland and grassland now occupies an area corresponding to that which was formerly cleared of poplars in the southwestern corner of the site. Buddleia, Scotch broom, and regenerating Douglas fir and poplar are the main shrubland species (Plate 4). The exotic grasses cocksfoot (*Dactylis glomerata*), sweet vernal (*Anthoxanthum odoratum*), and browntop (*Agrostill capillaris*) are prominent in the ground layer, as well as exotic herbs such as pennyroyal (*Mentha pulegium*) and catsear (*Hypochaeris radicata*) and blackberry is scattered throughout.



Plate 5: Kōhūhū/bracken fernland, with occasional emergent tī kōuka.

4.7 Bluff vegetation

Schist bluffs in the western part of the site (Figure 2) are an important habitat that many indigenous and exotic plants are restricted to within the site as they contain several microhabitats defined by soil depth, shade, and moisture. At the bases of these bluffs there are often dense groves of ferns, comprising maiden hair fern (*Adiantum cunninghamii*), hen and chicken fern (*Asplenium bulbiferum*), bracken, and *Asplenium richardii* (Plate 6). In crevices on sunny rock faces, scattered indigenous *Coprosma rugosa*, blue tussock (*Poa colensoi*), *Rytidosperma buchananii* and *Pseudognaphalium luteo-album* are present, and the exotic shrubs and herbs sweet brier, wild oregano (*Origanum vulgare*), St John's wort (*Hypericum perforatum*), stonecrop (*Sedum acre*), and pennyroyal. On shallow soils at the tops of bluffs, indigenous grasses such as meadow rice grass (*Microlaena stipoides*), *Rytidosperma unarede*, and *Anthosachne solandri* are present (Plate 7), along with scattered rock fern (*Cheilanthes sieberi*), *Asplenium flabellatum*, *A. trichomanes*, and *Luzula banksiana*. On partially shaded bluffs, *Asplenium appendiculatum*, *A. hookerianum*, *Polystichum neozelandicum*, and *Epilobium pubens* were common.

Open habitat on these bluffs is being increasingly constrained by the establishment and growth of Douglas fir and Corsican pine trees at the bases and tops of the bluffs. Several plant species described from these bluffs in 2003, including the indigenous shrubs *Olearia avicenniifolia*, matagouri (*Discaria toumatou*), false beech (*Gaultheria antipoda*), and niniao (*Helichrysum aggregatum*), were not observed in the 2019 survey, although one dead matagouri plant was seen. While not every bluff habitat was observed in 2019, most of them were, and it seems likely that competition from exotic conifers is responsible for these absences.



Plate 6: Maiden hair fern and regenerating putaputawētā at the base of a schist bluff.



Plate 7: Indigenous grasses on thin soils at the top of a schist bluff. Young regenerating Douglas fir can be seen to the lower right, and if left uncontrolled would likely shade out the habitat of these indigenous grasses.

5. FLORA

5.1 Overview

A total of 88 vascular plant species were observed across the Sunshine Bay site, of which 43 were indigenous and 45 were exotic species. As described above, the schist bluffs in the western part of the site provided habitat for the majority of these species, many of which were restricted to it.

5.2 Notable taxa

No Threatened taxa, and only one taxon with an At Risk threat status, were recorded at the site. Mānuka (*Leptospermum scoparium*) is classified as At Risk-Declining (de Lange *et al.* 2018), but on a precautionary basis as a member of the Myrtaceae family which is affected by myrtle rust (*Austropuccinia psidii*), a recent invader to New Zealand. A few small mānuka individuals were seen on a track in the west of the site.

Few elements of the most likely former vegetation are present, with no podocarps or species of beech seen, and only some of the likely subcanopy trees such as kāpuka, kōtukutuku, putaputawētā, and makomako.

6. FAUNA

6.1 Birds

Ten bird species were observed at the site, comprising six indigenous species and four exotic species (Table 1).

Table 1: Bird species observed during the site visit.

Common Name	Species	Status	Endemicity
Riroriro/grey warbler	<i>Gerygone igata</i>	Not Threatened	Species
Chaffinch	<i>Fringilla coelebs</i>	Introduced and Naturalised	NA
Kōparapara/bellbird	<i>Anthornis melanura</i>	Not Threatened	Genus
Piwaiwaka/fantail	<i>Rhipidura fuliginosa</i>	Not Threatened	Species
Pipihi/silvereye	<i>Zosterops lateralis</i>	Not Threatened	Not endemic to NZ
Gold finch	<i>Carduelis carduelis</i>	Introduced and Naturalised	NA
Kōkō/Tui	<i>Prothemadera novaeseelandiae</i>	Not Threatened	Genus
Greenfinch	<i>Carduelis chloris</i>	Introduced and Naturalised	NA
Miromiro/tomtit	<i>Petroica macrocephala</i>	Not Threatened	Species
Blackbird	<i>Turdus merula</i>	Introduced and Naturalised	NA

None of the indigenous bird species are classified as Threatened or At Risk (Robertson *et al.* 2016). Kōkō/tui (*Prothemadera novaeseelandiae*) and kōparapara/bellbird (*Anthornis melanura*) are the most ecologically important of the

indigenous birds, being significant pollinators and seed dispersers, and also being more deeply endemic to New Zealand, at genus level, than the other indigenous species (Table 1).

6.2 Lizards

Indigenous lizards are not likely to be present at the site, due to the shady aspect and relatively low quality lizard habitats (such as creviced rock outcrops) being present. No recent lizard records have been obtained in the Sunshine Bay area (Wildland Consultants 2019), but McCann's skink (*Oligosoma maccannii*) could possibly present in areas of open habitat (Carey Knox, Wildland Consultants, pers. comm.). McCann's skink has a threat classification of Not Threatened (Hitchmough *et al.* 2016).

6.3 Bats

A significant long-tailed bat (*Chalinolobus tuberculatus*) population is known to be present in the lower Dart catchment and there are previous records of unknown bat species from the Glenorchy area some 20 kilometres northwest of the Sunshine Bay site, but bats have not been recorded in recent times in the Queenstown area (Wildland Consultants 2019).

7. ECOLOGICAL SIGNIFICANCE

Ecological values at the Sunshine Bay site were assessed against the ecological significance criteria outlined in Chapter 33 of the Proposed Queenstown Lakes District Plan. Policy 33.2.1.8 defines these criteria, which are listed below. The assessment of site values is provided below for each criterion.

a. Representativeness

Whether the area is an example of an indigenous vegetation type or habitat that is representative of that which formerly covered the Ecological District;

As discussed above, the current forest vegetation on the Sunshine Bay site is not very representative of the former beech/broadleaved forest that would have historically dominated the site. Of the broadleaved trees present at the site, those such as kāpuka, kōtukutuku, putaputawētā, and makomako have higher representative value than do kōhūhū and tī kōuka, but forest at the site is primarily young and regenerating and does not meet the representativeness criterion.

The bluff vegetation has higher representative value, as it likely contains many species that were historically present in these bluff habitats. This bluff vegetation, while modified, does meet the representativeness criterion.

b. Rarity

Whether the area supports;

- i. indigenous vegetation and habitats within originally rare ecosystems;*
- ii. indigenous species that are threatened, at risk, uncommon, nationally or within the ecological district;*

- iii. *indigenous vegetation or habitats of indigenous fauna that has been reduced to less than 20 % of its former extent, regionally or within a relevant Land Environment or Ecological District;*

The Sunshine Bay site does not contain any originally rare ecosystems (Williams *et al.* 2007), thus the Rarity criterion b.i is not triggered.

The only nationally At Risk species identified at the site is mānuka, however as discussed above, its threat status was assigned on a precautionary basis due to the then unknown threat posed by myrtle rust to Myrtaceae in New Zealand. Myrtle rust has since invaded the North Island, the upper South Island, and west coast of the South Island, but has not yet been recorded in Otago. To date, myrtle rust has strongly affected ramarama (*Lophomyrtus bullata*) and has also been found in pohutukawa (*Metrosideros excelsa*), but has not greatly affected mānuka or kānuka in the North or South Islands¹. Little weight should currently be placed on the At Risk classification of mānuka in the Queenstown Lakes District.

Meadow rice grass (*Microlaena stipoides*), observed at the top of a schist bluff at the site, and vulnerable to over-shading by Douglas fir in this location, may be an uncommon species in Shotover Ecological District. For example, this species was not recorded in a detailed survey of the 1,775 hectare Mt Dewar area some 10 kilometres to the northeast, which recorded some 200 indigenous plant species (Wildland Consultants 2007), nor by Natural Solutions for Nature (2003). The schist bluff habitat at the site would therefore trigger Rarity Criterion b.ii.

The site occurs on critically under-protected land environments, which retain more than 30% cover but have less than 10% legal protection. Regenerating broadleaved forest and fernland is a relatively common low elevation vegetation type on slopes above Lake Wakatipu. Rarity criterion b. iii is therefore not triggered.

c. *Diversity and Pattern*

Whether the area supports a highly diverse assemblage of indigenous vegetation and habitat types, and whether these have a high indigenous biodiversity value including:

- i. *indigenous taxa;*
- ii. *ecological changes over gradients;*

The site does not support a highly diverse assemblage of indigenous taxa. The schist bluff habitat does have gradients in sunniness, moisture, and soil depth, and these are illustrated by the different plant species growing in these microhabitats, however while the bluff vegetation is diverse compared to the rest of the site, it is not highly diverse vegetation in a wider landscape context. The diversity and pattern criterion is not triggered.

¹ <https://www.myrtlerust.org.nz/about-myrtle-rust/new-landing-page/> (accessed 20 August 2019)

- d. *Distinctiveness*
Whether the area supports or provides habitats for indigenous species:
- i. *at their distributional limit within Otago or nationally;*
 - ii. *are endemic to the Otago region;*
 - iii. *are distinctive, of restricted occurrence or have developed as a result of unique environmental factors;*

No distinctive values were recorded within the site. The Distinctiveness criterion is not met.

- e. *Ecological Context*
The relationship of the area with its surroundings, including whether the area proposed to be cleared:
- i. *has important connectivity value allowing dispersal of indigenous fauna between different areas;*
 - ii. *has an important buffering function to protect values of an adjacent area or feature;*
 - iii. *is important for indigenous fauna during some part of their life cycle.*

The site does not have important connectivity value, or an important buffering function. It provides moderately important forest habitat for indigenous forest birds, but not sufficiently important to trigger the ecological context criterion.

8. ECOLOGICAL IMPORTANCE

The relative ecological importance of each vegetation and habitat type is summarised in Table 2 and mapped in Figure 3. The bluff vegetation is clearly of greatest ecological importance within the site, having significant representative value, a diverse range of habitats, and providing habitat for a locally uncommon plant species. Broadleaved forest is of high importance because it contains elements of representative forest vegetation and provides a large area of habitat for indigenous forest birds. Kōhūhū/bracken fernland is moderately important, being dominated by indigenous plant species, and on a successional trajectory towards broadleaved forest. The two exotic forest types have relatively low ecological importance, but do provide habitat for indigenous forest birds, especially the poplar forest which contains a largely indigenous understorey. Mixed exotic shrubland and grassland in the area previously cleared of poplars has very low ecological value.

Table 2: Relative ecological importance within the site of the identified vegetation and habitat types.

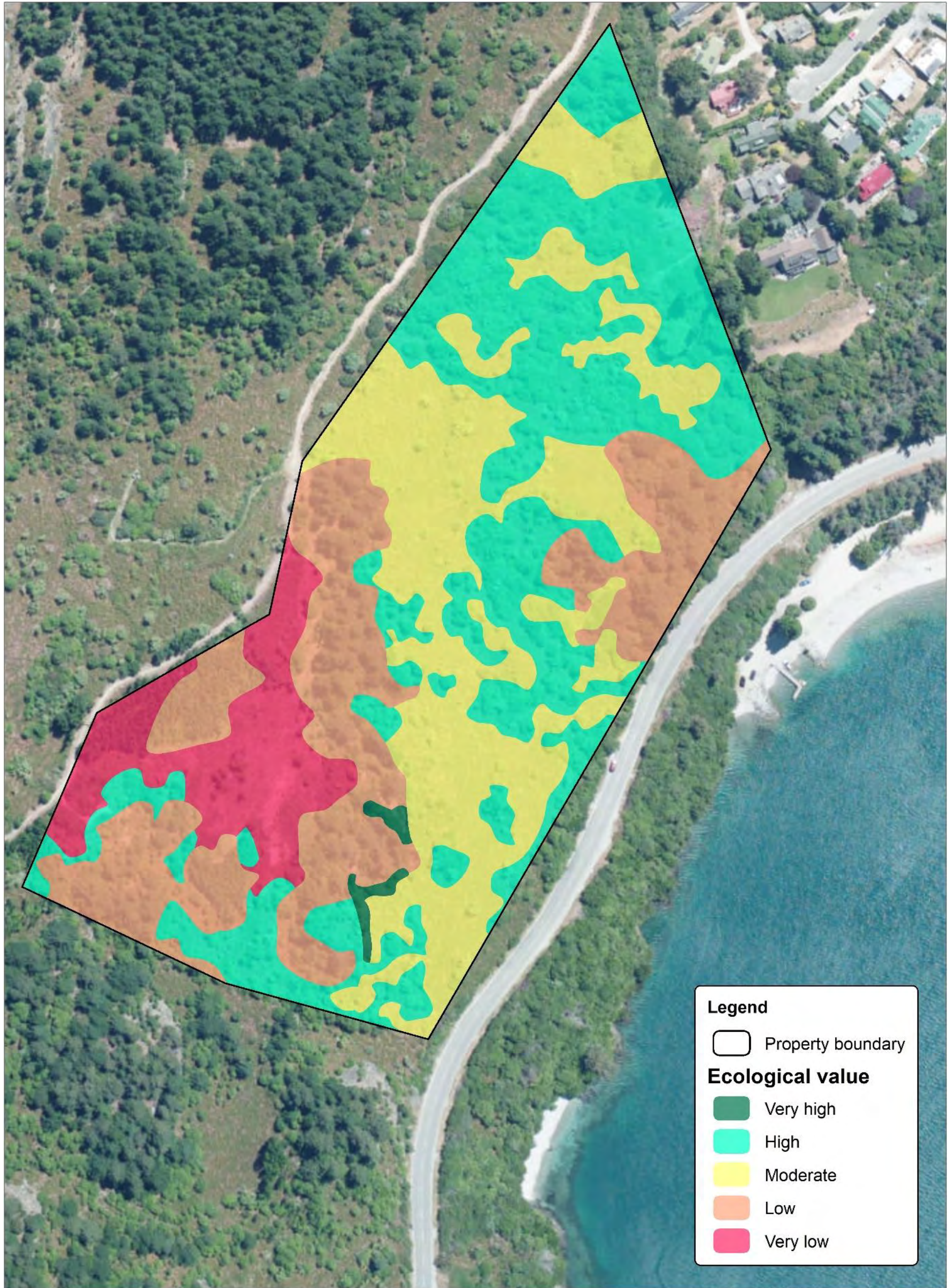
Vegetation/Habitat Type	Area (hectares)	Ecological Value
Bluff vegetation	0.0462	Very high
Broadleaved forest	2.2466	High
Douglas fir-Corsican pine forest	1.3925	Low
Kohuhu/bracken fernland	1.9274	Moderate
Mixed exotic shrubland and grassland	0.6589	Very low
Poplar forest	0.2184	Low

9. CONCLUSIONS

The Sunshine Bay site mostly comprises lateral moraine landforms, but has some ice-scoured bedrock terrain. It is located in the wetter, western end of the Shotover Ecological District, and prior to anthropogenic deforestation the site is likely to have supported forest dominated by mountain beech and red beech. In recent decades, vegetation on the site has been subject to repeated fires, and subsequent invasion of wilding conifers.

The Sunshine Bay site is currently dominated by relatively young regenerating indigenous broadleaved forest and bracken fernland vegetation, having regenerated for approximately 45 years since previous clearance. The indigenous forest vegetation has relatively low diversity, and is typical of similar forest vegetation elsewhere on the lower slopes above Lake Wakatipu. Schist bluffs at the site are more diverse, and while modified have significant representative value and provide habitat for one locally uncommon plant species. Some areas are dominated by exotic conifers and exotic deciduous broadleaved trees, and the conifers in particular threaten the persistence of indigenous plant species on the schist bluffs.

Future development should avoid adverse effects on bluff habitat, and minimise adverse effects on indigenous broadleaved forest within the site. There is scope to mitigate, offset, and compensate for adverse effects on indigenous vegetation and habitats through clearance of exotic trees and forest, particularly exotic conifers and willows, and planting of appropriate locally-sourced indigenous species in any areas of remaining bracken fernland to hasten its succession to broadleaved forest.



Legend

□ Property boundary

Ecological value

- Very high
- High
- Moderate
- Low
- Very low

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Figure 3: Relative ecological value of vegetation and habitats at the Sunshine Bay site



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 Cartographer: TP
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ACKNOWLEDGMENTS

Blair Devlin of Vivian+Espie Ltd is thanked for providing project liaison and advice on access within the site.

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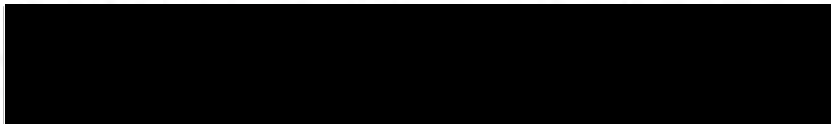
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VASCULAR PLANT SPECIES RECORDED AT THE SITE

Exotic species are denoted by asterisks. Abundance ratings are for the whole site.

Species	Common Name	Plant Type	Abundance
<i>Acaena novae-zelandiae</i>	Bidibidi	Dicot herb	Rare
<i>Achillea millefolium</i> *	Yarrow	Dicot herb	Occasional
<i>Adiantum cunninghamii</i>	Maidenhair	Fern	Occasional
<i>Agrostis capillaris</i> *	Browntop	Grass	Occasional
<i>Anagallis arvensis</i> *	Scarlet pimpernel	Dicot herb	Rare
<i>Anthosachne solandri</i>		Grass	Rare
<i>Anthoxanthum odoratum</i> *	Sweet vernal	Grass	Occasional
<i>Aristolelia serrata</i>	Wineberry	Tree	Frequent
<i>Arthropodium candidum</i>		Monocot herb	Rare
<i>Asplenium appendiculatum</i>	Ground spleenwort	Fern	Occasional
<i>Asplenium flabellifolium</i>	Necklace fern	Fern	Occasional
<i>Asplenium hookerianum</i>	Hooker's spleenwort	Fern	Rare
<i>Asplenium richardii</i>	Richard's spleenwort	Fern	Occasional
<i>Asplenium trichomanes</i>	Spleenwort	Fern	Rare
<i>Astelia fragrans</i>	Kakaha	Monocot herb	Rare
<i>Blechnum chambersii</i>	Lance fern, rereti	Fern	Rare
<i>Buddleja davidii</i> *	Buddleia	Shrub	Frequent
<i>Cardamine hirsuta</i> *	Bitter cress	Dicot herb	Occasional
<i>Carpodetus serratus</i>	Putaputāwētā	Tree	Rare
<i>Centaureum erythraea</i> *	Centauray	Dicot herb	Occasional
<i>Cerastium fontanum</i> *	Mouse-ear chickweed	Dicot herb	Occasional
<i>Cerastium glomeratum</i>	Chickweed	Dicot herb	Occasional
<i>Cheilanthes sieberi</i>	Rock fern	Fern	Rare
<i>Cirsium vulgare</i> *	Scotch thistle	Dicot herb	Rare
<i>Conium maculatum</i> *	Hemlock	Dicot herb	Rare
<i>Coprosma linariifolia</i>		Tree	Rare
<i>Coprosma lucida</i>	Karamu	Tree	Frequent
<i>Coprosma propinqua</i>	Mingimingi	Shrub	Frequent
<i>Coprosma rugosa</i>		Shrub	Rare
<i>Cordyline australis</i>	Cabbage tree / ti kouka	Tree	Frequent
<i>Coriaria arborea</i>	Tree tutu	Shrub	Occasional
<i>Cotoneaster lacteus</i> *	Cotoneaster	Shrub	Occasional
<i>Cotoneaster microphyllus</i> *	Cotoneaster	Shrub	Occasional
<i>Cotoneaster simonsii</i> *	Khasia berry	Shrub	Rare
<i>Cytisus scoparius</i> *	Scotch broom	Shrub	Occasional
<i>Dianthus armeria</i> *	Deptford pink	Dicot herb	Occasional
<i>Dichelachne crinita</i>	Plume grass	Grass	Rare
<i>Digitalis purpurea</i> *	Foxglove	Dicot herb	Occasional
<i>Echium vulgare</i> *	Vipers bugloss	Dicot herb	Rare
<i>Epilobium ciliatum</i> *	Tall willowherb	Dicot herb	Occasional
<i>Epilobium pubens</i>	Willow herb	Dicot herb	Occasional
<i>Euchiton audax</i>	Native cudweed	Dicot herb	Rare
<i>Fuchsia excorticata</i>	Tree fuchsia, kotukutuku	Tree	Occasional
<i>Galium aparine</i> *	Cleavers	Dicot herb	Occasional
<i>Griselinia littoralis</i>	Broadleaf	Tree	Occasional
<i>Hebe salicifolia</i>	Koromiko	Shrub	Occasional
<i>Holcus lanatus</i> *	Yorkshire fog	Grass	Occasional

Species	Common Name	Plant Type	Abundance
<i>Hydrocotyle moschata</i>		Dicot herb	Occasional
<i>Hypericum androsaemum</i> *	Tutsan	Shrub	Occasional
<i>Hypericum perforatum</i> *	St Johns wort	Dicot herb	Rare
<i>Hypochaeris radicata</i> *	Catsear	Dicot herb	Occasional
<i>Leptecophylla juniperina</i>	Prickly mingimingi	Shrub	Rare
<i>Leptospermum scoparium</i>	Mānuka	Tree	Rare
<i>Leucanthemum vulgare</i> *	Oxeye daisy	Dicot herb	Occasional
<i>Leycesteria formosa</i> *	Himalayan honeysuckle	Shrub	Occasional
<i>Linum catharticum</i> *	Purging flax	Dicot herb	Rare
<i>Lupinus arboreus</i> *	Tree lupin	Shrub	Occasional
<i>Luzula banksiana</i>	Woodrush	Rush	Rare
<i>Melicytus ramiflorus</i>	Māhoe	Tree	Occasional
<i>Mentha pulegium</i> *	Pennyroyal	Dicot herb	Occasional
<i>Microlaena stipoides</i>	Meadow rice grass, pātiti	Grass	Rare
<i>Microtis</i> sp.	Onion orchid	Orchid	Rare
<i>Muehlenbeckia australis</i>	Pōhuehue	Vine	Occasional
<i>Mycelis muralis</i> *	Wall lettuce	Dicot herb	Occasional
<i>Origanum vulgare</i> *	Wild oregano	Dicot herb	Occasional
<i>Pilosella officinarum</i> *	Mouse-ear hawkweed	Dicot herb	Rare
<i>Pinus nigra</i> *	Black pine	Tree	Occasional
<i>Pittosporum tenuifolium</i>	Kohuhu	Tree	Abundant
<i>Plantago lanceolata</i> *	Narrow-leaved plantain	Dicot herb	Rare
<i>Polystichum neozelandicum</i>	Shield fern	Fern	Occasional
<i>Polystichum vestitum</i>	Shield fern / puniu	Fern	Occasional
<i>Populus</i> sp*	Poplar	Tree	Frequent
<i>Pseudognaphalium luteoalbum</i>	Jersey cudweed	Dicot herb	Rare
<i>Pseudotsuga menziesii</i> *	Douglas fir	Tree	Frequent
<i>Pteridium esculentum</i>	Bracken	Fern	Abundant
<i>Ranunculus repens</i> *	Creeping buttercup	Dicot herb	Rare
<i>Rosa rubiginosa</i> *	Sweet briar	Shrub	Occasional
<i>Rubus cissoides</i>	Lawyer	Vine	Occasional
<i>Rubus cissoides</i>	Lawyer	Vine	Occasional
<i>Rubus fruticosus</i> *	Blackberry	Shrub	Abundant
<i>Rytidosperma buchananii</i>	Danthonia / bristle grass	Grass	Rare
<i>Rytidosperma unarede</i>	Danthonia	Grass	Rare
<i>Salix alba</i> var. <i>vitellina</i> *	Golden willow	Tree	Occasional
<i>Sedum acre</i> *	Stone crop	Dicot herb	Occasional
<i>Senecio quadridentatus</i>	Cotton fireweed	Dicot herb	Occasional
<i>Sorbus aucuparia</i> *	Rowan	Tree	Occasional
<i>Trifolium arvense</i> *	Haresfoot trefoil	Dicot herb	Occasional
<i>Trifolium repens</i> *	White clover	Dicot herb	Rare
<i>Vicia sativa</i> *	Vetch	Dicot herb	Occasional



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 providing
outstanding
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services to
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and improve our
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MITIGATION AND OFFSETTING OPTIONS TO ADDRESS ECOLOGICAL EFFECTS OF URBAN DEVELOPMENT AT SUNSHINE BAY, QUEENSTOWN



Bracken fernland suitable for planting to restore indigenous forest cover.

Contract Report No. 5152a

May 2020

Project Team:

Kelvin Lloyd - Report author

Prepared for:

Sunshine Bay Ltd
Queenstown



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Reviewed and approved for release by:



W.B. Shaw
Director/Principal Ecologist
Wildland Consultants Ltd

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1. INTRODUCTION

Sunshine Bay Ltd own a 6.47 hectare site above the Glenorchy-Queenstown Road, immediately to the west of the low-density Queenstown suburb of Sunshine Bay (Figure 1). A plan change and variation is proposed to enable a master-planned urban development on part of the site, to comprise approximately 200 residential properties. Two master plan development scenarios were initially produced, and a concept plan has more recently been developed. It is recognised that the proposal is for a rezoning, and not for a resource consent for land use. The concept plan (Figure 3) shows a possible development, but the actual urban development of the site, if the rezoning application is successful, may be different, and will be subject to consenting.

As part of the plan change process, Sunshine Bay Ltd previously commissioned an ecology report that describes and maps the ecological features and values of the site, and assessed the ecological significance of these values (Wildland Consultants 2019a). Sunshine Bay Ltd have now required a report that identifies options for remediation, mitigation and/or offsetting of potential adverse effects on these values from urban development. Wildlands have made this assessment on the basis that the roading layout in the concept plan is reasonably certain, and that development will be focussed within the three parts of the site that have flat to gently-sloping land. This report outlines within-site options for remediation, mitigation, and/or offsetting of potential adverse effects of development in these areas. Offsite works are not considered necessary.

2. CURRENT AND FORMER VEGETATION

The land has some relatively gently-sloping areas but is predominantly steep land, sloping down towards Lake Wakatipu.

Current vegetation on the site is dominated by broadleaved forest, bracken fernland with scattered broadleaved trees, exotic coniferous forest, and smaller areas of mixed exotic shrubland, poplar forest, and bluff vegetation (Wildland Consultants 2019a; Figure 2). Indigenous vegetation on the site is recovering from historic burning used to maintain pasture for farming operations (Natural Solutions for Nature 2003). Prior to human settlement of New Zealand, the site would have supported beech forest, with mountain beech occurring on less productive soils and red beech where soils were more productive (Wildland Consultants 2019a). Podocarps such as rimu (*Dacrydium cupressinum*), miro (*Prumnopitys taxifolia*), and Halls totara (*Podocarpus laetus*) may also have been present. Bluffs would have supported shrubs, grasses, and ferns.

3. INDIGENOUS FAUNA

A range of common forest birds currently utilise the site, including kōparapara/bellbird (*Anthornis melanura*), kōkō/tui (*Prothemadera novaeseelandiae*), piwaiwaka/fantail (*Rhipidura fuliginosa*), pipihi/silvereye (*Zosterops lateralis*), and miromiro/tomtit (*Petroica macrocephala*) (Wildland Consultants 2019a). The site has low habitat value for indigenous lizards, due to its shady aspect and lack of creviced rocks (Wildland Consultants 2019a).

4. ECOLOGICAL SIGNIFICANCE

Bluff habitats have the greatest ecological significance at the site, and many plant species were only observed on these bluffs (Wildland Consultants 2019a). The site provides moderately important habitat for forest birds, with broadleaved forest the most important of these habitats (Wildland Consultants 2019a).

5. OUTSTANDING NATURAL LANDSCAPE

An outstanding natural landscape (ONL) covers the south-western part of the site (Appendix 1). The proposed urban development avoids the ONL (Figure 4).

6. POTENTIAL EFFECTS OF RESIDENTIAL DEVELOPMENT

Clearance and permanent loss of indigenous vegetation and habitat is the main adverse effect of urban development at the site. The concept plan would result in clearance of 0.91 hectares (40%) of broadleaved forest from the site, and 1.01 hectares (52%) of the kōhūhū/bracken shrubland (Figure 3). However, broadleaved forest in the southern part of the site - adjacent to a gully and in the centre of the site - would not be cleared. Bluff habitats would be maintained, with development only extending to near the base of the bluffs. The concept plan would also result in clearance of exotic-dominant vegetation, including 0.4 hectares of Douglas fir-Corsican pine forest, 0.24 hectares of mixed exotic shrubland, and 0.13 hectares of poplar forest (Figure 3).

Two other indirect adverse effects of residential development are also likely:

Firstly, ecological weeds may be dispersed into uncleared habitats as garden escapes from residential gardens. In this respect, most of the residential units at the site do not appear to be associated with gardens, but eight residences in the northern part of the site are low density units with space for curtilages and gardens.

Secondly, residential development is likely to increase the density of rodents and cats given that residential housing provides shelter and food for rodents while cats will be kept as pets. This could result in additional pest animal pressure on indigenous forest birds using the site and adjacent areas.

In addition, a permanent walking track will be created across the site. This track is likely to be located in areas dominated by bracken fernland, and its construction should be able to avoid adverse effects on indigenous trees. As such, the adverse effects of construction of the track are considered to be minimal.

8. MITIGATION AND OFFSETTING OF ADVERSE EFFECTS

8.1 Planting

Planting of ecologically-appropriate indigenous tree species within the site is an important action that would help to mitigate clearance of indigenous vegetation. Planting could be undertaken in remaining areas (totalling 0.82 hectares) of kōhūhū/bracken fernland or areas where exotic woody species have been controlled (if the remaining Douglas fir-Corsican pine forest was cleared, this would result in almost one additional hectare of land becoming available for planting of indigenous trees. Many of the areas mapped as ‘broadleaved forest’ within the site contain bracken-filled gaps and these could also be planted. Examples of where this planting could occur are shown in Figure 4. Planting of kowhai and ecologically-appropriate shrubs and tussock grasses could also be undertaken at the top of the bluff habitat, which likely supported similar natural vegetation historically. Table 1 identifies ecologically-appropriate trees and shrubs that could be planted in different habitats within the site, and approximate planting densities. The selection of tree species includes a range of fast-growing fleshy-fruited species broadleaf (*Griselinia littoralis*), three finger (*Pseudopanax colensoi*), lancewood (*P. crassifolius*), fuchsia (*Fuchsia excorticata*), and species such as kowhai (*Sophora microphylla*) that produce copious nectar and provide an important winter food source for kereru (*Hemiphaga novaeseelandiae*). In addition, eventual canopy-dominant species such as mountain beech, red beech, and Hall’s totara are also included. A selection of riparian species is included for planting beside any permanent or ephemeral streams that pass through the planting sites. The fleshy-fruited broadleaved trees described above would ultimately form a subcanopy below emergent beech trees. The planting densities described in Table 1 would result in planting at approximately one metre spacing in most places, more rapidly achieving canopy closure and reducing the need for ongoing maintenance of planted trees.

Table 1: Indigenous trees, shrubs, and grasses that could be planted in different habitats within uncleared parts of the site.

Species	Common Name	Plant Type	Habitat	Density per Hectare
<i>Discaria toumatou</i>	Matagouri	Shrub	Above bluffs	200
<i>Carpodetus serratus</i>	Putaputaweta	Tree	Most places	500
<i>Chionochloa rigida</i>	Narrow-leaved snow tussock	Tussock grass	Above bluffs	200
<i>Coprosma propinqua</i>	Mingimingi	Shrub	Above bluffs Riparian	200 500
<i>Cordyline australis</i>	Cabbage tree	Tree	Most places	500
<i>Cortaderia richardii</i>	Toetoe	Tussock grass	Riparian	200
<i>Hebe salicifolia</i>	Koromiko	Shrub	Riparian	200
<i>Griselinia littoralis</i>	Broadleaf	Tree	Most places	2,500
<i>Leptospermum scoparium</i>	Manuka	Tree	Most places	1,000
<i>Fuchsia excorticata</i>	Fuchsia	Tree	Most places	500
<i>Fuscospora fusca</i>	Red beech	Tree	Deep soils, sunny aspects	500
<i>Fuscospora cliffortioides</i>	Mountain beech	Tree	Most places	2500
<i>Olearia arborescens</i>		Shrub	Above bluffs	200
<i>Phormium cookianum</i>	Mountain flax	Monocot herb	Above bluffs	400
<i>Pittosporum tenuifolium</i>	Kohuhu	Tree	Most places	1,000

<i>Podocarpus hallii</i>	Hall's totara	Tree	Most places	100
<i>Pseudopanax colensoi</i>	Three finger	Tree	Most places	1,000
<i>Pseudopanax crassifolius</i>	Lancewood	Tree	Most places	500
<i>Sophora microphylla</i>	Kowhai	Tree	Above bluffs	100

It should be noted that while planting would ultimately mitigate the loss of indigenous forest habitat at the site, it would not do so in the short term, due to the time it would require for indigenous trees to mature and replace the ecological functions of the cleared indigenous forest. Thus other actions, such as wilding tree and pest animal control, should also be considered.



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Figure 1: Location of the Sunshine Bay site



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Legend

Vegetation and habitat type

1. Bluff vegetation
2. Broadleaved forest
3. Douglas fir-Corsican pine forest
4. Kohuhu/bracken fernland
5. Mixed exotic shrubland and grassland
6. Poplar forest

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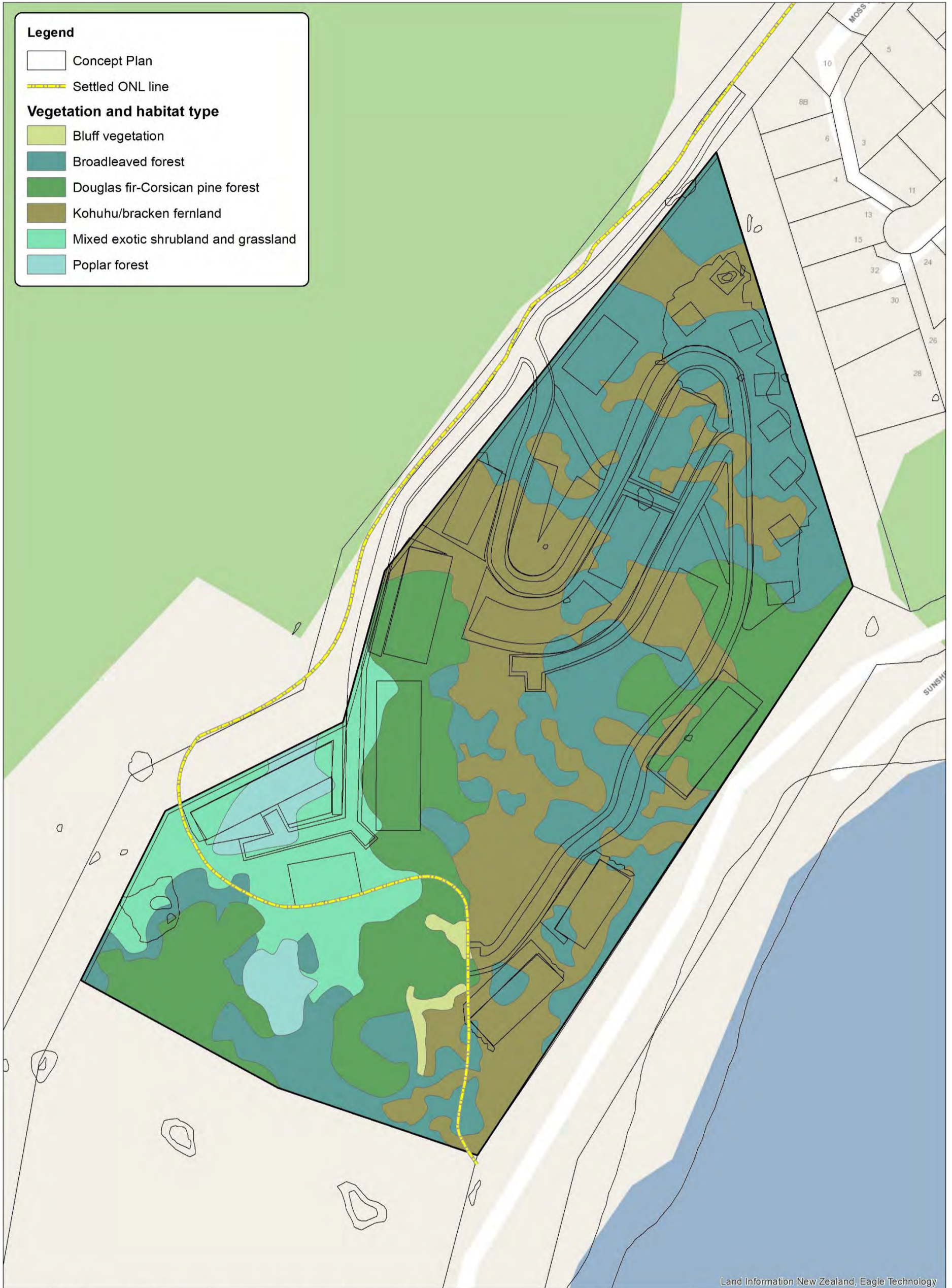
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Figure 2: Vegetation and habitats at the Sunshine Bay site



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Legend

- Concept Plan
- Settled ONL line

Vegetation and habitat type

- Bluff vegetation
- Broadleaved forest
- Douglas fir-Corsican pine forest
- Kohuhu/bracken fernland
- Mixed exotic shrubland and grassland
- Poplar forest

Land Information New Zealand, Eagle Technology

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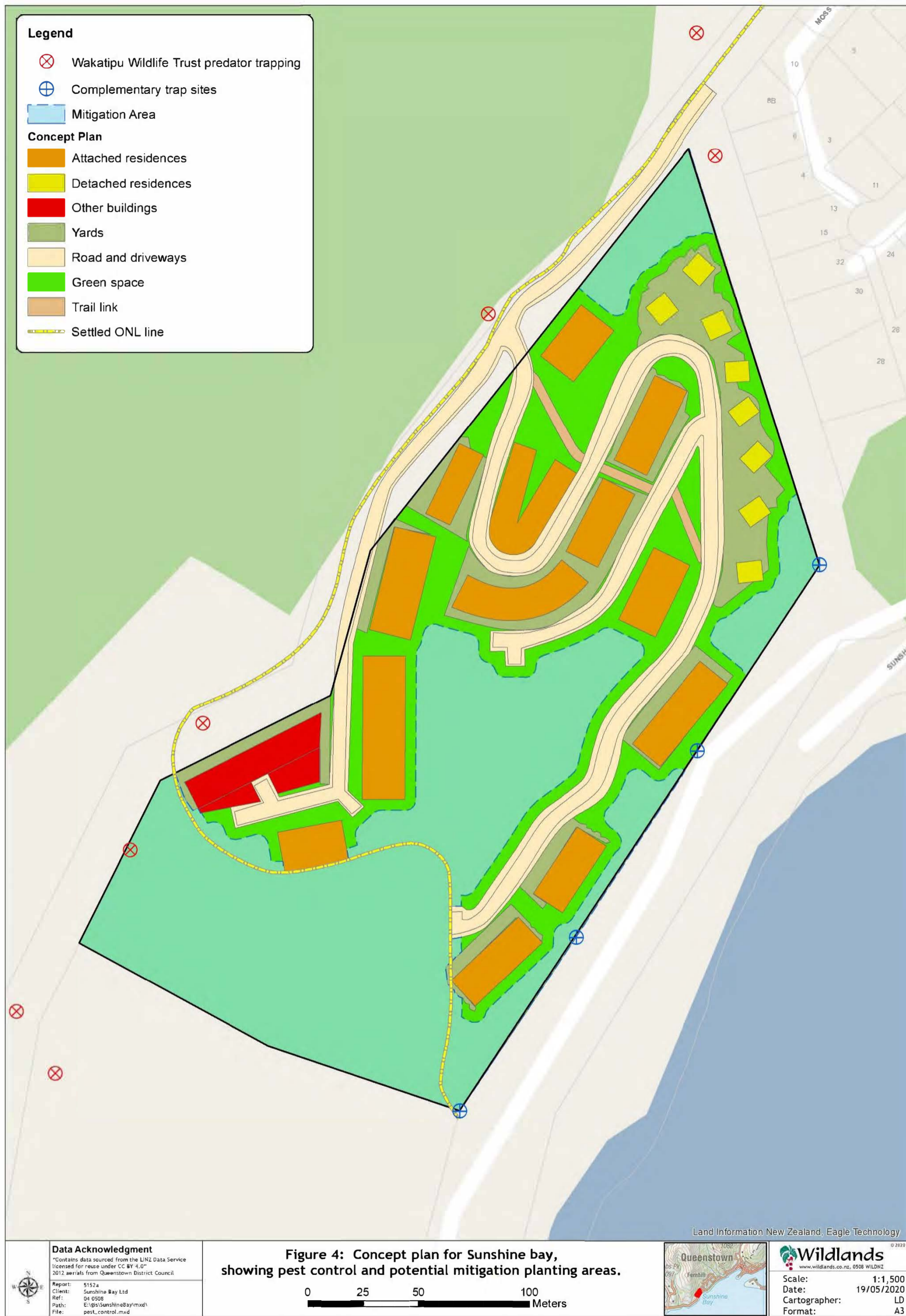
Figure 3: Sunshine Bay vegetation/habitat types with Concept Plan overlaid.

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8.2 Control of exotic trees

The clearance of exotic trees, especially Douglas fir (*Pseudotsuga menziesii*) and Corsican pine (*Pinus nigra*), should also be addressed, and would be a positive effect of the proposal. Control of these trees would need to be undertaken in any case to allow the proposed urban development in parts of the site, but in other parts (particularly in the southern part of the site), urban development would not coincide with stands of exotic conifers. Control of wilding conifers and other exotic trees in these areas would therefore form an additional conservation action consistent with biodiversity offsetting principles.

Where these trees are concentrated along the top of the bluffs in the south-western part of the site, control of these trees needs to take into account the important bluff habitats on and at the base of these bluffs. Conifer trees would likely be felled and dragged above the bluffs for further processing. Conifers in other parts of the site can be felled and left lying, but care should be taken not to restrict access for planting of indigenous trees.

Other woody weeds that warrant control within the site include buddleia (*Buddleja davidii*), shrubs of cotoneaster, rowan (*Sorbus aucuparia*), poplars (*Populus* spp.), and willows (*Salix* spp.). The latter three species/groups of species can re-sprout from cut stumps so if controlled by felling, stumps need to be pasted with a suitable herbicide.

8.3 Pest animal control

There is likely to be an increase in cat and rodent density within the site due to the proposed residential development. Undertaking rodent control could therefore constitute an action that would help offset the loss of forest bird habitat and mitigate the adverse effects of predation by rodents and cats. Pest control should not be undertaken as a one-off activity, but undertaken on a permanent, ongoing basis. This can be most efficiently achieved by maintaining grids of bait stations and/or traps.

For a small site like this, it is important that pest animal control is coordinated with external control efforts so as to obtain a protected core area that is not constantly reinvaded by pest animals. In this respect, the development site is located within an area where pest control is undertaken across the wider landscape by the Whakatipu Wildlife Trust who coordinate a trapping programme in the Queenstown area. The site is also within a suggested 'Predator Free Queenstown' area (Wildland Consultants 2019b).

The Whakatipu Wildlife Trust have developed a trap line on the Arawhata Track directly above the Sunshine Bay site (Figure 4), as part of the Alpine Bird Song project (Wildland Consultants 2019b). This line comprises a mix of traps that primarily target mustelids (*Mustela* spp.) and possums (*Trichosurus vulpecula*), but which would also capture rats (*Rattus* spp). While mustelid trap lines are generally spaced up to 600 metres apart, a parallel trapline could be established along the lower margin of the site approximately 200 metres below the Arawhata Track, to better control mustelids and possums in this area. Consolidation of trapping effort has been recommended to the Whakatipu Wildlife Trust as a medium priority action within the Queenstown Lakes area (Wildland Consultants 2019b) and establishment of a parallel trap line on the site

would complement the existing trapping network on the Arawhata Track. Figure 4 illustrates a line of four traps as an indicative complementary trapping line.

In addition, while the density of rodents at the site is not known, rat densities are likely to be relatively low in this area (Wildland Consultants 2019b). If rat densities are low, this means that maintaining rodent bait stations on a 50 metre grid within the site would be capable of suppressing rats within the site, thus providing an additional benefit to indigenous forest birds. Pest animal control could be managed by the Whakatipu Wildlife Trust, Queenstown Lakes District Council, and/or any body corporate or the developer.

Due to proximity to existing and newly-developed residential areas, control of cats would need to be by live trapping using cage traps, with any captured domestic cats being returned to their owners. Microchipping of domestic cats would facilitate this, but this practice is not currently a requirement for cat owners.

8.4 Legal protection

Areas not affected by urban development, including areas of bracken fernland that are planted with indigenous trees, could be legally protected by mechanisms such as Open Space zoning, a QEII covenant, or a reserve under the Reserves Act 1977 administered by, for example, Queenstown Lakes District Council. Legal protection is important in the context of the ongoing development of urban areas in Queenstown Lakes District, which could otherwise threaten the areas not proposed for urban development. The applicant is willing to explore the vesting of local purpose and recreation reserves with Queenstown Lakes District Council at the subdivision stage.

9. CONCLUSIONS

Urban development at the Sunshine Bay site will result in the permanent loss of a sizeable area of indigenous broadleaved forest. Indirect adverse effects include the spread of weeds, increased densities of rodents, and predation of birds by cats. As such, it will require significant mitigation or offsetting to address these adverse effects within the undeveloped part of the site. To mitigate or offset within the Sunshine Bay property, an approach is suggested that combines the control of exotic trees with extensive high-density planting over undeveloped areas, a permanent trap line for mustelids and possums along the lower margin of the site, and a permanent 50 metre rodent bait station grid. In addition, a suitable part of the undeveloped area could be given legal protection through a QEII covenant, Open Space zoning, or as a reserve. These actions would be sufficient to fully mitigate the adverse ecological effects generated by the proposed urban development.

ACKNOWLEDGMENTS

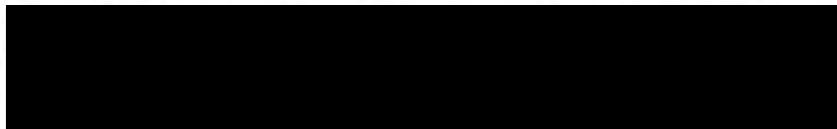
Blair Devlin of Vivian+Espie Ltd is thanked for providing project liaison.

REFERENCES

- Natural Solutions for Nature 2003: Assessment of the current ecological state and potential for restoration of land below the Arawhata Track, Queenstown. *Contract Report No. NS26/03*. Prepared for Lakeview Properties Ltd and Fern Ridge Properties Ltd. 25 pp.
- Wildland Consultants 2019a: Ecological assessment of the proposed Sunshine Bay urban development, Queenstown. *Wildland Consultants Ltd Contract Report No 5152*. Prepared for Sunshine Bay Limited. 18 pp.
- Wildland Consultants 2019b: Collaborative landscape-scale predator control in the catchments of Lakes Wakatipu and Wanaka. *Wildland Consultants Ltd Contract Report No. 4951*. Prepared for the Whakatipu Wildlife Trust, Queenstown. 121 pp.

SETTLED ONL LINE FROM CONSENT ORDER





ECOLOGY RESTORATION BIODIVERSITY SUSTAINABILITY



HIGH LEVEL LANDSCAPE AND VISUAL EFFECTS ASSESSMENT

Prepared for:

SIPKA HOLDINGS LTD

APRIL 2021

SUBMISSION ON THE DRAFT SPATIAL PLAN

The logo for Vivian+Espie, featuring the word "vivian" in a lowercase sans-serif font, a small plus sign, and the word "espie" in a lowercase sans-serif font below it. The logo is white and is set against a black rectangular background. A thin olive-green horizontal line runs across the page, and a thin olive-green vertical line runs down the page, intersecting at the top-left corner of the logo's black background.

**vivian+
espie**

1. INTRODUCTION

Vivian and Espie Ltd has been engaged by Sipka Holdings Limited to undertake a high-level landscape assessment of the proposal to include a portion of the site legally described as as Lot 1 DP 397058 as a 'Future Urban' annotation in the Spatial Plan. The exact nature of and future urban zoning is to be agreed with QLDC, however the most likely scenario is a Medium Density Residential (**MDR**) zoning. The urban zone would be within a revised Urban Growth Boundary (**UGB**). Should a rezoning be approved, the final form of development would be subject to subdivision and land use consents.

The purpose of the report is to assess at a high level the landscape effects of the proposed 'Future Urban' annotation for consideration as part of an initial 'in principle' consideration by the Queenstown Lakes District Council (**QLDC**) Spatial Plan Hearings Committee. Should the proposal receive approval in principle as 'Future Urban', a more detailed landscape and visual effects assessment would be provided through a formal section 32 and public notification process.

I understand that as the Proposed District Plan (**PDP**) is not yet operative, Sipka Holdings Limited are unable to seek a private plan change and has been consulting with the QLDC about possible urbanisation of the non-ONL part of the site and inclusion in a future stage or as a variation to the PDP.

This report provides an analysis of the site and its landscape setting, a visual and landscape assessment of the proposed zone change based on a Medium Density Residential scenario, and recommendations for measures to mitigate potential adverse landscape effects. Alternative sites for the zone extension are also briefly analysed.

2. SCOPE OF REPORT

The scope of this report is the landscape character and visual effects of a proposed urban rezoning of the non-ONL part of the site. I have not considered matters that relate to internal urban design, internal amenity and internal functionality. Those matters will be subject to detailed design and consenting at a later juncture.

In preparing this evidence I have reviewed the following documents and reports of other experts involved in the proposed rezoning that are relevant to my area of expertise, including:

- (a) The Indicative Master Plan. This is indicative only, and under an MDR framework the final form and style of development may differ but would be within the framework anticipated by the provisions of the MDR zoning (Attachment **[A]**).
- (b) The Strategic Directions (Chapter 3), Landscapes and Rural Character (Chapter 6), the Medium Density Residential zone (Chapter 8), the Rural zone provisions (Chapter 21) and the Subdivision and Development chapter (Chapter 25) of the PDP. I have reviewed the Council's annotated appeals version of chapters 6, 8, 21 and 25 and recognise that some parts of these chapters are still subject to challenge. For Chapter 3 I have referred to the version shown in Council's Strategic

Section 42A report for Stage 3 of the PDP, which includes updated provisions following interim decisions of the Environment Court.

- (c) The Joint Witness Statement signed for Sunshine Bay Ltd by Yvonne Pflueger and for QLDC by Bridget Gilbert (Attachment **[B]**).
- (d) The Environment Court Consent Order dated 23 September 2019 confirming the landscape lines for the PDP (Attachment **[C]**).
- (e) The reports of Mr Kelvin Lloyd (Wildlands Consultants) on (1) the ecological values of the site dated August 2019, and (2) the ecological mitigation and offsetting options dated May 2020.

I have also briefly reviewed previous reports and consent decisions relating to landscape issues relevant to the site that were prepared before this rezoning request. However, the recent decision of the Environment Court that has confirmed the location of the landscape lines following the PDP process means that reports and consent decisions issued prior to that date now have limited relevance.

3. THE SITE

The site is legally described as Lot 1 DP 397058 and is of 6.47 hectares in area. To the north-west of the site, an unformed legal road is present, which contains the Arawata Track. High voltage power lines supplying Glenorchy are also present on or near this unformed legal road (and in one place where there is a triple pole formation, are on the subject site), and these provide a useful landmark for identifying the site. To the north-east of the site, another unformed legal road separates the site from the existing low-density residential development of Sunshine Bay. The Glenorchy-Queenstown Road runs topographically below the site. Between the Glenorchy-Queenstown Road and Lake Wakatipu is a thin strip of reserve land. The site is shown in Figure 1 below:

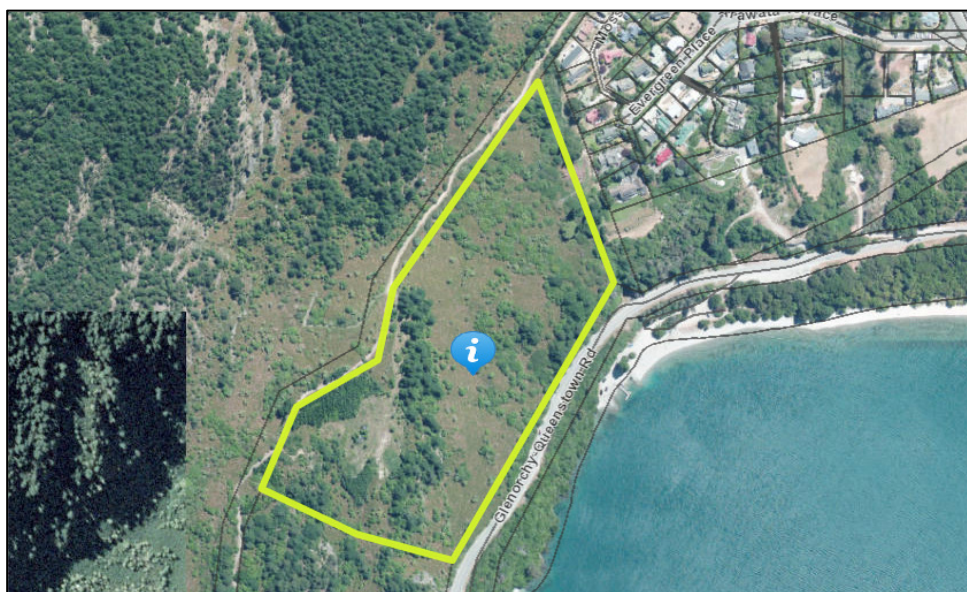


Figure 1: Site location

The site has been farmed in the past, however in recent decades has largely lost its pasture and become covered in regenerating native plants and weed species including wilding conifers. Mr Kelvin Lloyd (ecologist with Wildlands Ltd) has assessed the site and recorded that it was last cleared by fire in 1974, and the regenerating native vegetation has established since that time.

4. PROPOSED 'FUTURE URBAN' ANNOTATION AND INDICATIVE MASTER PLAN

I have read the detailed description of the proposal in the report prepared by Blair Devlin of Vivian+Espie titled 'Submission on Draft Spatial Plan'. I will not repeat a full description here, other than to make the following summary points that are particularly relevant to landscape issues.

Once identified as 'Future Urban' it is likely the land would be rezoned from Rural to an urban zone to enable residential development of the land. The most likely scenario is an MDR zoning within the UGB. An indicative master plan has been prepared, based on an MDR zoning and is shown in Figure 3 below. The ONL line is shown as a dashed yellow line, and the proposed rezoning (and associated development) is to be applied to the non-ONL part of the site:



Figure 3: Indicative Master Plan

This indicative master plan could enable up to 200 residential units, recreation reserves, as well as an allowance for visitor accommodation and limited retail. Specific building designs have not been formulated. It is likely the road layout shown in the indicative master plan would be implemented in some form, as I understand this road layout has been designed to achieve QLDC gradient requirements. Overall, the proposal would provide urban development across the non-ONL parts of site, extending the size of the current Sunshine Bay suburb.

Under an MDR framework, on sloping sites building heights of up to 8m are anticipated, with a building coverage of 45% and up to three residential units per site. A minimum lot size of 250m² is also provided for in the subdivision chapter.

5. DESCRIPTION OF LANDSCAPE SETTING

The Joint Witness Statement submitted as part of PDP appeals regarding landscape categorisation and lines contains a fulsome description of the landscape setting. I append that document as Attachment **[B]** and do not repeat that description in full. I provide a short summary of the key points of that description under the same three headings used:

5.1 Landform

- Within the wider Wakatipu Basin area (including at Sunshine Bay), there is a marked geomorphological change between the mountain peaks and the valleys. Glacial action has scoured the steep sides of the valleys and lakes, while the jagged mountain peaks were not glaciated and have not been scoured.
- The geology in the immediate vicinity of the developed portion of Sunshine Bay is dominated by glacial till deposits. These comparatively young sediment deposits were transported to their current location by glacial ice, where they now form relatively gentle slopes around Sunshine Bay and Fernhill (in comparison to the very steep mountainous backdrop).
- Further to the west of these glacial till deposits, distinctive ribs of bedrock are exposed and form rocky outcrops, with a small roche moutonnée located at the western end of Arawata Track. Broadly encircling this patterning of glacial till deposits (edged by bedrock ribs and rocky outcrops) are the very steep mountainous schist formations associated with Ben Lomond to the north.
- These exposed bedrock features are a distinctive element of the landscape of the lower lying area near Sunshine Bay and serve to reinforce the connection of the area to the dramatic exposed rock faces evident in places throughout the steep mountainous landscape to the north and west (for example, on the roche moutonnée).
- The landform change from glacial till deposits, bedrock ribs and steep mountainous schist occurs on the eastern side of a small sub-bay, approximately 200m southwest of the jetty in Sunshine Bay. The change in the geomorphology of the landscape between the exposed bedrock ribs and glacial till 'shelf' is also

perceived travelling along the Glenorchy-Queenstown Road. The exposed schist outcrops of the rock ribs form impressive rocky tors, separated by incised gullies. The rock is prominent in road cuttings.

- For the section of the road that coincides with the glacial till deposits (i.e. closer to the Sunshine Bay settlement area), the (comparatively) gentler terrain and absence of visible rock outcrops signals the change in the underlying landform character.
- In Attachment [D] is a plan showing the 1m contours for the area. These reveal the steep slope patterning along the eastern side of the south end of the rocky outcrop extending from Glenorchy-Queenstown Road to the Arawata Track.

5.2 Land cover

- The land cover around the Sunshine Bay urban area is generally dominated by mature, mostly exotic, wilding conifers.
- Exceptions to this are evident on the northern (i.e. uphill) side of the Arawata Track on its eastern part, and on either side of the Arawata Track west of the triple power pole where regenerating native vegetation is more prolific.
- The report of Mr Kelvin Lloyd (Wildlands Ltd) has assessed the vegetation on the site. He notes the site is currently dominated by relatively young regenerating indigenous broadleaved forest and bracken fern land vegetation, having regenerated for approximately 45 years since previous clearance. The indigenous forest vegetation has relatively low diversity, and is typical of similar forest vegetation elsewhere on the lower slopes above Lake Wakatipu¹.

5.3 Land use

- The area proposed to be rezoned adjoins the urban area of Sunshine Bay.
- There are no existing buildings, structures or accessways within the area to be rezoned with the exception of the power infrastructure and informal walking track described below. The area is generally relatively 'unmanaged' (as evidenced by the vegetation characteristics). The exceptions to this are:
 - The power lines that traverse the area from the north-east to the south-west. In the east the lines generally follow the alignment of the Arawata Track (west of Sunshine Bay). Near the north western corner of the site, the lines rise in a north westerly direction to an elevated point on the Ben Lomond ridgeline. The triple power pole marks the point where the alignment of the power lines changes direction.
 - The public access track within a cutting on legal road reserve, occupied by the Arawata Track

¹ P.14 Wildlands Report titled Ecological Assessment Of The Proposed Sunshine Bay Urban Development, Queenstown, dated August 2019

- Below the proposed rezoning area, is the Glenorchy- Queenstown Road, a two-lane road separating the rezoning area from the lake.

5.4 Previous reports regarding landscape issues

The most recent report is the Joint Witness Statement appended as Attachment [B]. I agree with the findings of the Pfluger and Gilbert Joint Witness Statement with regard to the location of the ONL landscape line.

The Joint Witness Statement does not consider the landscape effects of urbanising the non-ONL part of the site.

I am also aware of the package of material prepared by Boffa Miskell and provided to QLDC as part of the overall 'Concept Masterplan Set' that showed the visibility of the site from certain locations (relevant images are Attachment [F]). I comment further on the visibility in section 7 to follow.

6. HIGH LEVEL PDP CONTEXT

The site is zoned Rural General pursuant to the Operative District Plan (ODP) and Rural Zone pursuant to the Decisions Version Proposed District Plan (PDP). In relation to landscape categorisation, based on the Environment Court Consent Order (Attachment [C]), the majority of the site is (by default) a Rural Character Landscape (RCL) and the balance of the site is an Outstanding Natural Landscape (ONL). The PDP landscape line is shown in yellow in Figure 2 below.

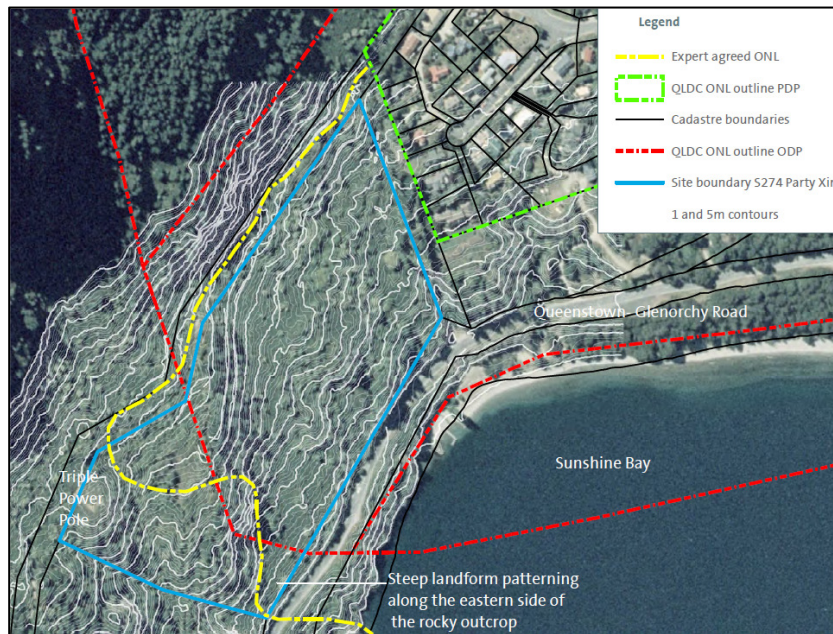


Figure 2: ONL line (yellow) from Environment Court Consent Order

In Section 9 of this report I consider the proposal against the strategic objectives and policies relating to landscape matters.

7. IDENTIFICATION OF VISUAL CATCHMENT

A high-level Zone of Theoretical Visibility assessment was undertaken using Google Earth Pro using a 9m height pole above original ground level (to provide a margin of error, an extra 1m was added to the 8m height limit anticipated under the MDR).

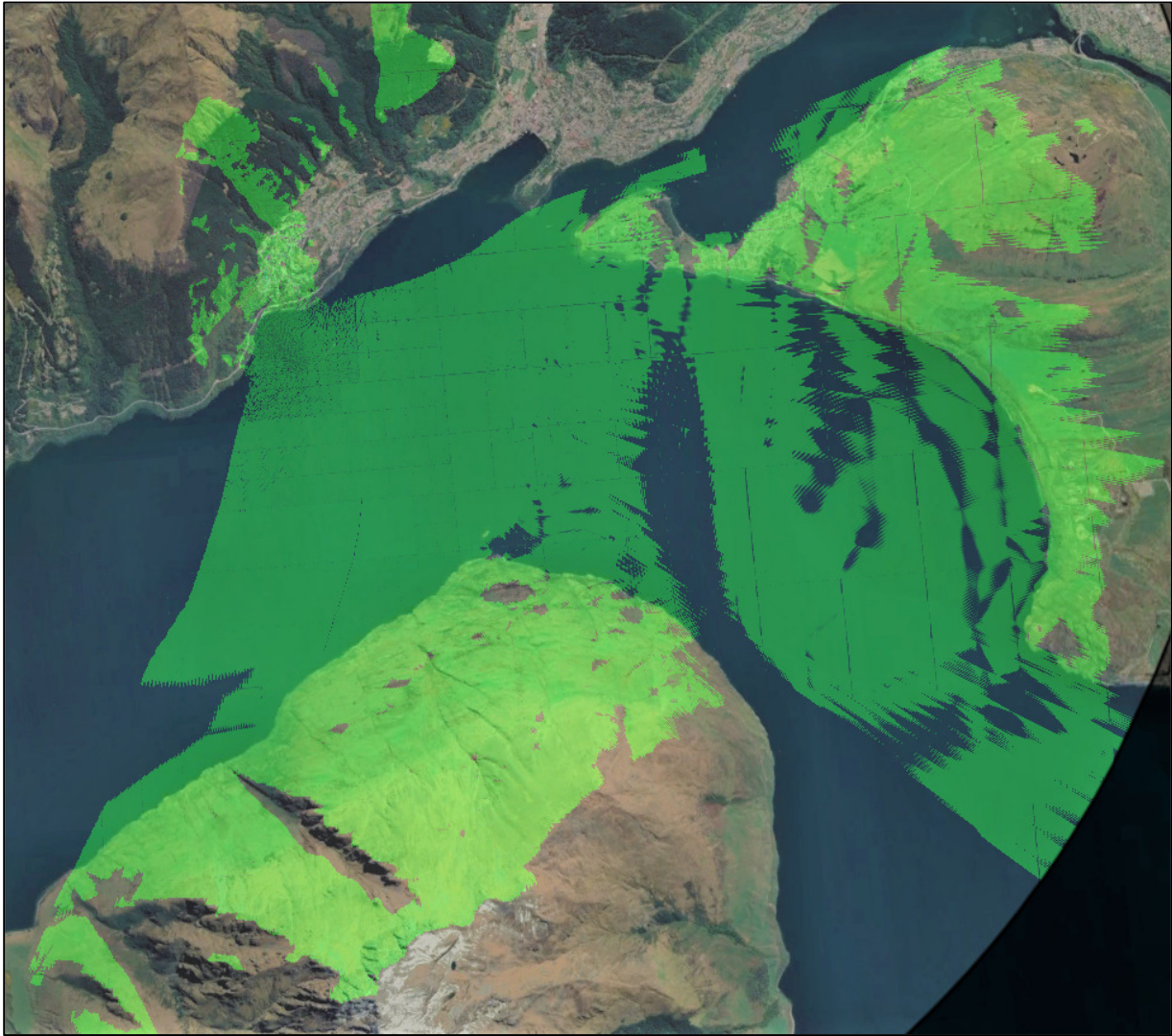


Figure 3: Zone of Theoretical Visibility

While this form of viewshed mapping is approximate, and is not a substitute for viewing the site from the ground, at a high level it demonstrates that the site has limited visibility from most urban areas of Queenstown. The images in Attachment [E] provide more clarity. An inner and outer visual catchment can be identified as follows:

7.1 Inner Visual Catchment (within 2km of the site)

The urban areas that have clear visibility of some or all of the proposed site are:

- The south facing slopes of Sunshine Bay, including particularly the elevated streets of MacKinnon Terrace, McKerrow Place, Miller Place and Broadview Rise.

- The south facing elevated slopes of Fernhill, including but not limited to roads such as Dart Place, Bird Place, Caples Place and Greenstone Place.

7.2 Outer Visual Catchment (more than 2km from the site)

More distant views of the site are available from the following urban parts of Queenstown:

- The urban area of Kelvin Heights (approximately 4.6 kilometres from the nearest street (Grove Lane)).
- The more urbanised Jacks Point Village (11.1 kilometres) although some of the larger residences on the tablelands are 8.7 kilometres away from the site.

With regard to non-urban areas, the site is visible from the following locations:

- Lake Wakatipu
- Cecil Peak
- Rural parts of Peninsula Hill
- The upper slopes of Ben Lomond
- Parts of Sunshine Bay beach

I agree with the images prepared by Boffa Miskell as part of the concept masterplan set, and as provided in the Joint Witness Statement appended as Attachment [F] to this report that the part of the site to be rezoned is not visible from the following locations:

- Queenstown Bay
- Queenstown Gardens (a small part of the ONL part of the site is visible)

8. ASSESSMENT OF LANDSCAPE AND VISUAL EFFECTS

8.1 Landscape Character

The re-zoning will result in the introduction of urban development comprising of roads, buildings and associated urban infrastructure such as street lights, kerb and channel, and urban style landscaping. The sloping nature of the site will require earthworks to place the roads and structures, with resulting retaining or cut rock faces that are less weathered than the surrounds. Buildings would likely comprise a mix of attached and detached forms with pitched roofs and windows orientated towards Lake Wakatipu. The MDR framework does not control the external colour or materials of buildings, so it is likely a range of colours and materials would be present in the built form.

The ecological mitigation package described by Mr Lloyd would assist in mitigating the effects of urbanisation, however the rezoning would result in rural and natural character being significantly altered in the non-ONL part of the site, and the urban character of the Sunshine Bay suburb spreading south. A natural consequence of this is a reduction in openness, expressiveness, naturalness and rural character. While the indicative master plan shows

large areas unaffected by development (the ONL and other steep parts of the site), the overall change for the non-ONL part of the site will be a loss of landscape and natural character and its replacement with built development with an urban character.

I consider that in terms of landscape planning, the area proposed for rezoning to the south of the Sunshine Bay urban areas is considerably less sensitive to landscape change than the vast majority of locations within the rural parts of the district and is suitable for urban/suburban development. This is primarily because:

- a) It is located in a relatively topographically contained part of the landscape, as shown in the ZTV analysis. It is not prominent or particularly visually displayed. It is only observed from a relatively small and localised visual catchment. From almost all of urban Queenstown it is tucked behind the hill separating Fernhill from Sunshine Bay.
- b) It is immediately adjacent to an urban area, being the suburb of Sunshine Bay. Specifically, it is immediately adjacent to the low residential streets of Arawata Terrace, Moss Lane and Evergreen Place. It would amount to an expansion of the existing urban area.
- c) It is located on a relatively steeply sloping section of land that is of very limited productive value. The site appears as if it was a development block formed when Sunshine Bay was developed, with a legal road running above the site. Hence, development here would appear much less anomalous in relation to established patterns that it would in many other rural locations around the district.
- d) Due to its limited productive value, it does not impart classically pastoral or picturesque aesthetics in the way that some of the more verdant parts of the district's rural areas do. However it does have a high degree of natural character from the regenerating native vegetation.
- e) It is not part of, and can be visually separated from the ONL.

8.2 Views and visual amenity

Development would not substantially obstruct any important view corridors from public roads in the vicinity, but it would be indirectly in the foreground of views from some public roads that provide views towards the lake and Cecil / Walter Peaks beyond.

I have considered the unformed legal road corridor of Arawata Track. The topography of the site means that views from the legal road formation occupied by the Arawata Track would generally be over the top of the built form, except for in the very southernmost part of the site where the indicative master plan shows the 'integrated accommodation' area at a similar contour to the existing walking track.

For the nine properties that immediately adjoin the site², located on the southern edge of Sunshine Bay, these sites are separated by a 20m wide unformed legal road reserve that follows a water course. This separation space is densely vegetated. In the indicative master plan a row of detached houses are shown on the side of this unformed legal road. I understand this is to match the scale and character of the existing Sunshine Bay low density style residential development before development of the site moves into MDR style development. The landscape effect of the rezoning on these properties would be a reduction in openness and privacy, through the introduction of built form where there is presently none. However I consider the effect to be of a relatively low degree given the separation distance and intervening vegetation in the gully which is likely to be retained.

For the elevated properties in Sunshine Bay that look toward the site, particularly those on MacKinnon Terrace, McKerrow Place, Miller Place and Broadview Rise, these properties are oriented towards the lake / site. These properties will clearly see the landscape change from its current form with no structures to one dominated by structures and urban infrastructure. Views from Mackinnon Terrace (in the middle of this area) are approximately 500m from the edge of the site. The change will be clearly visible as an urban extension of Sunshine Bay into what was a rural landscape. I consider this visual effect will be moderate in degree, as there will a clear change from a rural to an urban character, but in a location where this appears as an urban extension.

For the elevated properties in Fernhill that look toward the site, including but not limited to roads such as Dart Place, Bird Place, Caples Place and Greenstone Place, these properties typically do not have visibility of the full site. This is due to intervening topography and other built form in Fernhill. The change from a rural character to an urban character will be visible from some of these properties. I consider the effect will be moderate / low due to the partial views available, the distance from which the change will be observed, and the fact that it will be a small change in a very broad panorama of views generally oriented towards the lake and mountains beyond.

8.3 Rural Amenities

Rural amenity is generally considered to include aspects such as privacy, a sense of spaciousness, clean air, visual access to open space and, at times, quietness. The level of rural amenity enjoyed by residents of Sunshine Bay and Fernhill near the site has been modified to some extent by the existing high voltage power lines and creation of the Arawata Track. Extension of an urban zone onto the non-ONL part of the site would exacerbate these existing adverse effects, particularly for nearby residents, who would experience a loss of quietness, privacy, spaciousness and rural outlook when urban development is completed. This is mitigated to a significant extent by the unformed legal road corridor adjacent to the existing built form of Sunshine Bay. This 20m unformed legal road forms a setback / buffer between the site and these immediately adjoining neighbouring properties. In broad landscape planning terms, if we are to accommodate increased population by expanding exiting urban areas (as

² 4, 6, 8A & 8B Moss Lane, and 13, 15, 28, 30, 32 Evergreen Place

is logical), it is inevitable that there will be some adverse effects on existing urban residents that are adjacent to the expansion.

8.4 Edge Treatment

Notwithstanding the above, edge treatment in regard to a new urban expansion is a relevant issue in relation to both landscape character and visual amenity. The indicative master plan maximises the use of the flatter parts of the site for development, and shows a hard edge of urban development on the ONL line. The MDR zoning would enable buildings up to 8m above original ground level directly adjacent to the ONL.

I am satisfied that the possibility of 8m high buildings near the boundary with the ONL will not result in adverse effects on views of the ONL, given the relatively discrete viewing catchment from which the boundary will be observed and the fact that the ONL will be visually distinct from the urban area. Although an area beside the ONL will change, the ONL itself will remain entirely intact.

For an urban/suburban area that is surrounded by rural land, I do not consider a hard edge to be problematic; i.e. there is no automatic merit in feathering out density on the edge of a suburban area. However, I consider that the actual boundary line should be handled in a soft way such that an abrupt visual barrier (such as a line of 2m high paling fences) is avoided. Ideally, the lots on the edges of the development should gain some views and open space benefit from the rural land adjacent to them while also allowing for some privacy and shelter as appropriate.

In this regard, I recommend that through a rezoning proposal, consideration be given to an additional rule relating to these edge boundaries. This could then be addressed through a consent notice on a future subdivision. I recommend treating them with a maximum fence height of 1.2m rather than the permitted 2m, and also a requirement that fences are visually permeable (post-and-wire, post-and-rail, or similar). Controls of this sort mean that while there will be a clear demarcation between rural and urban, the edge itself will be a varied, soft, broken, green edge when observed from the surrounding landscape. Future lot owners along the ONL boundary can then create shelter and privacy (if they wish to) via vegetation rather than via built form.

8.5 Overall Landscape Planning considerations

In terms of broad scale landscape planning and the management of the rural landscape generally, I support the general principle that if the district is to support an increased population over coming decades, expansion of existing towns and urban areas in a way that provides relatively high density is significantly preferable to scattered development through the rural areas of the district. Therefore, locations such as the subject site are particularly suitable. From my experience of the district, I suggest that sites that meet my criteria (a) to (e) in the section 8.1 above are relatively few and far between.

Regarding the effects on landscape character and visual amenity that have been identified, I reiterate that from a landscape planning perspective, I support an overall strategy for accommodating increased population through intensifying and expanding existing urban areas rather than spreading population through rural areas (and I

consider that this is supported by the Strategy section of the decisions version of the PDP and the associated interim decisions of the Environment Court in section 9). If we are to follow such a strategy then we need not be embarrassed by some visibility of expanded urban/suburban areas. The existing towns and settlements of the district generally sit comfortably, attractively and expectedly within the rural landscapes that make up the district. I consider the same is true of expanded urban areas, provided location, design controls and edge treatments are appropriate.

9. ASSESSMENT AGAINST PDP STRATEGIC LANDSCAPE POLICIES

As this is a re-zoning rather than a resource consent, the proposal must be assessed against the Strategic Directions of the PDP. Interim Decisions of the Environment Court on Topics 1 and 2 are included within an annotated Strategic Directions chapter in the Council's Strategic S42A report on the Stage 3 PDP provisions. The following explanatory text is now inserted:

3.1B Interpretation and Application of this Chapter

3.1B.1 For the purpose of plan development, including plan changes, the Strategic Objectives and Strategic Policies in this Chapter provide direction for the development of the more detailed provisions contained elsewhere in the District Plan in relation to the Strategic Issues.

While this report is not a planning assessment of the proposal against the Strategic Directions, which must consider a broad range of matters, the relevant Strategic Objectives and Policies are set out below and commented on in relation to landscape matters.

b. 'Landscape values' in relation to any an Outstanding Natural Feature, Outstanding Natural Landscape or Rural Character Landscape includes biophysical, sensory and associative attributes (and 'values' has a corresponding meaning);

I note the reference above from section 3.1B.7 to landscape values include biophysical, sensory and associative attributes.

Strategic Objective 3.2.2, and the associated policy is directly relevant to the proposal:

3.2.2 Urban growth is managed in a strategic and integrated manner. (addresses Issue 2)

3.2.2.1 Urban development occurs in a logical manner so as to:

- a. promote a compact, well designed and integrated urban form;
- b. build on historical urban settlement patterns;
- c. achieve a built environment that provides desirable, healthy and safe places to live, work and play;
- d. minimise the natural hazard risk, taking into account the predicted effects of climate change;
- e. protect the District's rural landscapes from sporadic and sprawling development;
- f. ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in;
- g. contain a high quality network of open spaces and community facilities; and.
- h. be integrated with existing, and planned future, infrastructure. (also elaborates on S.O. 3.2.3, 3.2.5 and 3.2.6 following)

With regard to the first part of policy 3.2.2.1, from a landscape perspective I consider the proposal will read as a 'logical' urban extension to Sunshine Bay. It will also achieve Parts (a) and (b) of the policy, as from a landscape perspective it will directly adjoin the existing urban area, will result in a compact urban form, will integrate with existing urban development and will build on the historic urban settlement pattern of the Sunshine Bay area.

Part (e) of the policy seeks to protect the district's landscapes from sporadic and sprawling development. Most definitions of the term "*sprawl*" refer to spread or expansion that is unplanned, irregular or unrestrained. I consider that *sprawl* is not the correct term to refer to the rezoning proposed since it is not unrestrained or unplanned. In any event, I reiterate my comments that the expansion of an existing urban area in order to accommodate population has considerable merit in terms of landscape planning principles and, importantly, the proposed expansion avoids the ONL.

Rural Character Landscapes

3.2.5.2 ~~The rural character and visual amenity values in identified Rural Character Landscapes are maintained or enhanced by directing new subdivision, use or development to occur in those areas that have the potential to absorb change without materially detracting from those values.~~

Within Rural Character Landscapes, adverse effects on landscape character and visual amenity values from subdivision or development are anticipated and effectively managed, through policies and rules, so that:

- a. landscape character is maintained; and
- b. visual amenity values are maintained or enhanced.

3.2.5.iv In Rural Character Landscapes, new subdivision, use and development in proximity to any Outstanding Natural Feature or Outstanding Natural Landscape does not compromise the landscape values of that Feature or Landscape.

With regard to Strategic Policy 3.2.5.2, the wording of this Strategic Policy is such that it is directed towards QLDC who write the 'policies and rules' so that landscape character is maintained and visual amenity values are maintained and enhanced. In this case the Council would be agreeing to notifying a proposed rezoning that would propose to remove the Rural / RCL zoning on and replace it with a MDR zoning.

The proposal would not maintain the RCL landscape character or maintain or enhance the visual amenity of this particular piece of the RCL (i.e. the area of rezoning itself). It would result in urban development of this somewhat unique, isolated portion of RCL land. As can be seen on Figure 2, this particular area of RCL is a small area contained between the lake, the existing Sunshine Bay urban area and the ONL that surrounds it. It is a remnant of Rural Zone land that sits separately from the ONL and is isolated from any other RCL area; it is not part of any broad, continuous RCL. Therefore, the wider RCL landscapes of the district will not be affected by the rezoning. Unlike most RCLs which cover vast areas, the rezoning of this portion will remove a distinct and contained remnant part of RCL that is unusual in the PDP context.

With regard to Strategic Policy 3.2.5.iv, I have commented on this above. While the area of proposed rezoning is close to an ONL, it is distinct from it. The new area of zoning will sit very much as the existing urban area of Sunshine Bay does; a suburb with rugged, unimproved mountain slopes (i.e. the ONL) around it. The identified ONL will continue to have its existing character, separate from the expanded urban area. I am satisfied that having built form practically up to the edge of the ONL in this location will continue to protect the values of the ONL beyond. The ONL will remain legible, and of a very recognisable different character to the non-ONL, as it does around the area existing of Fernhill / Sunshine Bay, and a number of other suburbs of Queenstown that immediately abut the ONL mountain slopes.

I understand the rezoning must be considered against the full 'Part Two: Strategy section of the PDP, which includes the Urban Development chapter. The Chapter 3 Strategic Landscape objectives and policies (discussed above) must be weighed against the Chapter 4: Urban Development objectives and policies.

4.2.2 A Objective - A compact and integrated urban form within the Urban Growth Boundaries that is coordinated with the efficient provision and operation of infrastructure and services.

4.2.2 B Objective - Urban development within Urban Growth Boundaries that maintains and enhances the environment and rural amenity and protects Outstanding Natural Landscapes and Outstanding Natural Features, and areas supporting significant indigenous flora and fauna. (From Policy 3.3.13, 3.3.17, 3.3.29)

In Urban Development Objective 4.22A and B above, the proposed rezoning would achieve the objectives as the urban extension will still result in a compact urban form, and will protect the adjoining ONL, as has been set out previously. Urban Development Policy 4.2.2.2 also guides the allocation of land within UGBs:

- 4.2.2.2 Allocate land within Urban Growth Boundaries into zones which are reflective of the appropriate land use having regard to:
- a. its topography;
 - b. its ecological, heritage, cultural or landscape significance if any;
 - c. any risk of natural hazards, taking into account the effects of climate change;
 - d. connectivity and integration with existing urban development;
 - e. convenient linkages with public transport;
 - f. the need to provide a mix of housing densities and forms within a compact and integrated urban environment;
 - g. the need to make provision for the location and efficient operation of regionally significant infrastructure;

With regard to the Strategic Policy 4.2.2.2 above, I consider the proposed rezoning of this particular parcel of land to MDR is an allocation of land into a zone that is an appropriate land use with regard to parts (a) and (b) above. The relatively gentle topography of site is, in many respects a key driver of its RCL classification, and the landscape significance is limited for the reasons I have set out in the paragraphs above.

9.0 CONCLUSION

The subject site sits to the immediate south of the existing Sunshine Bay suburb on rural land that is not used productively. It is nestled into a less steep part of the lower slopes of Ben Lomond, is adjacent to (but outside) the recently settled ONL and is observable from a relatively localised visual catchment.

I conclude that the area to the south of Sunshine Bay is considerably less sensitive to landscape change than the vast majority of locations within the rural parts of the district and is suitable for urban/suburban development. This is primarily because:

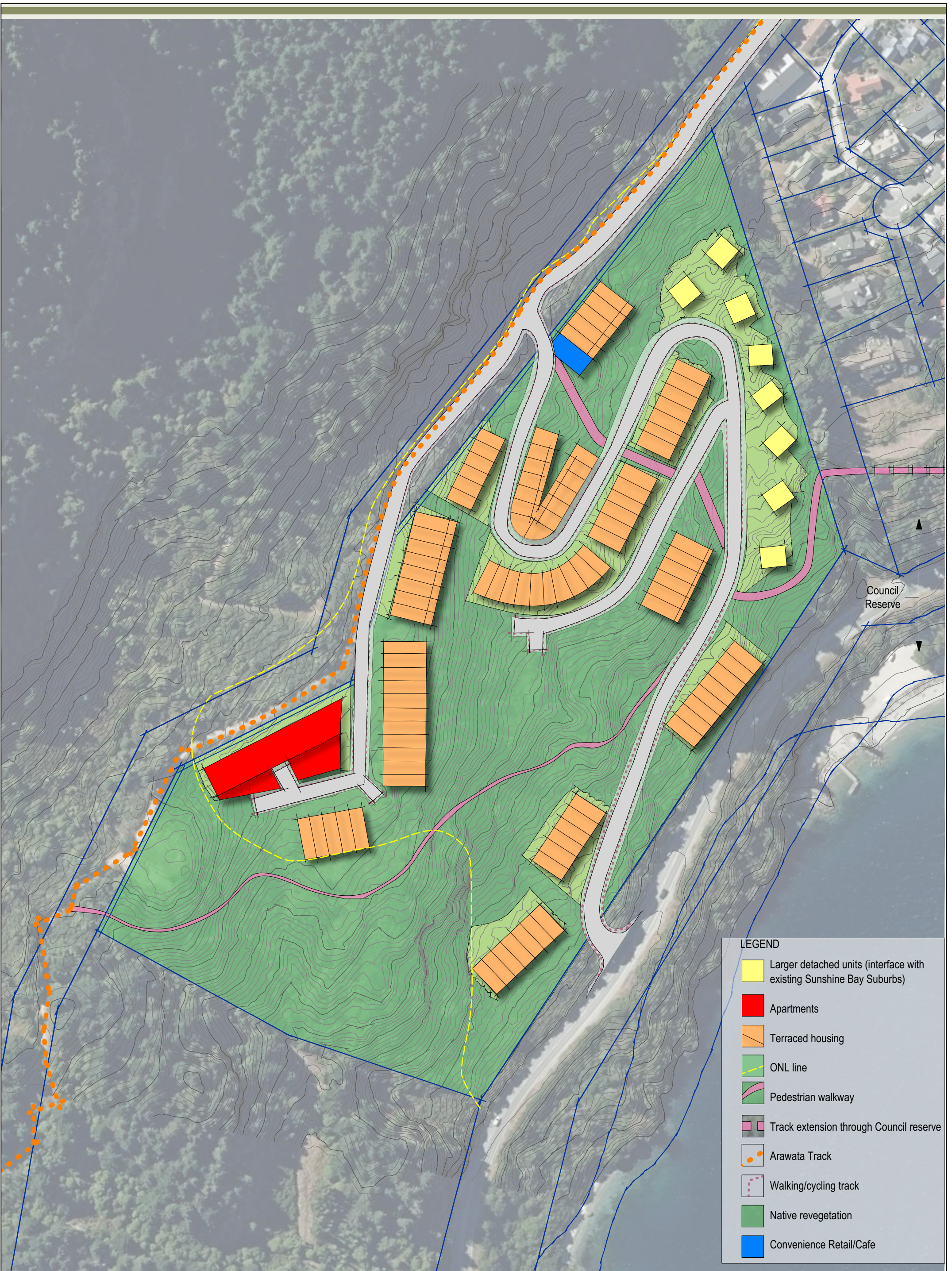
- It is immediately adjacent to an urban area, being the suburb of Sunshine Bay. Specifically, it adjoins the low residential streets of Arawata Terrace, Moss Lane and Evergreen Place.
- It is located in a relatively contained part of the landscape and is only observed from a relatively small and localised visual catchment.
- It is located on land that is of limited productive value.
- It is not part of, and can be visually separated from the ONL. It is an isolated piece of RCL land.

Overall, I consider that the site is suitable for urban/suburban expansion for the reasons set out in this evidence. While effects on landscape character and visual amenity are inevitable, I consider that they have been well mitigated by the location and characteristics of the site mean that these effects will be much less than they would be in many other rural locations within the district.







BEN ESPIE

Dated 21 May 2020

- [A]** Indicative Master Plan
- [B]** Joint Witness Statement
- [C]** Environment Court Consent Order dated 23 September 2019
- [D]** 1m LIDAR contour image
- [E]** Zone of Theoretical Visibility analysis
- [F]** Relevant images from Boffa Miskell 'Concept Masterplan Set'



LEGEND

	Larger detached units (interface with existing Sunshine Bay Suburbs)
	Apartments
	Terraced housing
	ONL line
	Pedestrian walkway
	Track extension through Council reserve
	Arawata Track
	Walking/cycling track
	Native revegetation
	Convenience Retail/Cafe

REF: 1747-01
 DATE: 12.04.2021
 SCALE: 1:1500 @ A3

Sunshine Bay Limited Indicative Master Plan

Sunshine Bay, Queenstown

vivian+espie
 resource management and landscape planning
 vivian+espie Limited Resource Management and Landscape Planning
 PO Box 2514
 Physical Address 1/211B Glenda Drive Frankton, Queenstown
 Tel +64 3 441 4189 Fax +64 3 441 4190 Web www.vivianespie.co.nz

In the Environment Court of New Zealand
Christchurch Registry

I Te Koti Taiao o Aotearoa
Ōtautahi Rohe

ENV-2018-CHC-056

Under the Resource Management Act 1991

In the matter of an appeal under clause 14(1) of Schedule 1 of the RMA in relation to the Queenstown Lakes Proposed District Plan

Between **Upper Clutha Environmental Society Incorporated**
Appellant

And **Queenstown Lakes District Council**
Respondent

And **Steve Xin**
Section 274 party

Joint Witness Statement of Bridget Gilbert for the Respondent and Yvonne Pfluger for the section 274 party

Topic 2: Rural Landscapes, Subtopic 1: Amendments to ONL and ONF lines

Dated 5 July 2019

Section 274 party's solicitors:
Maree Baker-Galloway | Roisin Giles
Anderson Lloyd

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

**anderson
lloyd.**

Scope of Joint Witness Statement

- 1 This joint witness statement (**JWS**) is the outcome of landscape expert conferencing between Yvonne Pfluger and Bridget Gilbert in relation to the Upper Clutha Environment Society Incorporated (**UCESI**) appeal¹ and, more specifically, the section 274 party interests of Mr Steve Xin, which concern the position of the Outstanding Natural Landscape (**ONL**) boundary as it relates to Sunshine Bay. This JWS does not consider other ONL boundaries within the Queenstown Lakes District.
- 2 Yvonne Pfluger has been engaged by Mr Xin to provide landscape expert advice in relation to his section 274 party interests. Mr Xin's interests arise from the relief sought by UCESI that the landscape lines shown on the Operative District Plan (**ODP**) maps are “rolled over in their exact current form”², and specifically the position of the ONL boundary that demarks the western margin of the Sunshine Bay residential area (**appeal area**).
- 3 **Figure 1** (attached) shows the extent of the study area. The Xin land is located to the west of the existing Sunshine Bay settlement and is defined by the blue line on **Figure A** (overleaf) and **Figure 1** (attached). Glenorchy-Queenstown Road defines the southern edge of the property. A narrow section of unformed legal road forms the eastern boundary and serves to separate the Xin site from the (urban zoned) Sunshine Bay properties. The northern boundary coincides with the Arawata Track. This track follows a legal road and links between Glenorchy-Queenstown Road and the western edge of the Sunshine Bay settlement, and it is via the Arawata Track that access can be gained to the Xin land. The western boundary of the Xin land cuts across a steep valley.
- 4 Bridget Gilbert has been engaged by the Respondent, Queenstown Lakes District Council (**QLDC**), to provide expert landscape advice in relation to the location of the ONL boundary for the appeal area.
- 5 Our previous relevant experience, and experience with the PDP process, is described in **Appendices A and B**, respectively. During the preparation of this JWS we undertook a joint site visit on 6 June 2019 to assess the landscape attributes and values associated with the appeal area and the wider western Sunshine Bay area, on the ground, as well as from elevated locations. Prior to the joint site visit, background information and a graphic attachment were provided by

1 ENV-2018-CHC-056.

2 Clause 7 of relief sought – UCESI appeal

Ms Pfluger to Ms Gilbert, including maps, photographs and illustrations from site visits previously undertaken by Ms Pfluger.

- 6 In preparing this statement we have considered Dr Read's *Report to QLDC on appropriate landscape classification boundaries within the District, with particular reference to Outstanding Natural Landscapes and Features*, dated 1 April 2014 (**2014 Report**). The 2014 Report shows a recommended ONL boundary for the Sunshine Bay area that was subsequently adopted for the notification of Stage 1 the Proposed District Plan (**PDP**), and then confirmed through the PDP Stage 1 Council decisions (refer **Figure 1** green dashed line).

Code of Conduct for Expert Witnesses

- 7 We confirm that we have read the Code of Conduct for expert witnesses contained in the Environment Court of New Zealand Practice Note 2014 and that we have complied with it when preparing this JWS. Other than when we state we are relying on the advice of another person, this evidence is within our area of expertise. We have not omitted to consider material facts known to us that might alter or detract from the opinions that we express.

Executive Summary

- 8 The ONL boundary that runs along the western margin of Sunshine Bay, which is included in the PDP Stage 1 Decisions Version mapping, adopts a 'zone boundary' (or 'landuse') delineation approach (refer **Figures A and 1** green dashed line).
- 9 We do not agree that this ONL boundary delineation method is the most appropriate for this location, as we consider that there is a legible 'landscape' or geomorphological boundary in the area that derives from the underlying landform characteristics and patterning. We note that reliance on a geomorphological boundary was agreed in the Topic 2 Landscape Joint Witness Statement (**Landscape JWS**) to be the preferred boundary delineation method for ONLs (and ONFs).³
- 10 Our agreed ONL boundary line is shown in **Figure 1 (yellow dashed line)** attached and reflects the visual expression of the underlying landform characteristics and patterning.
- 11 In summary, our agreed ONL boundary follows the eastern edge of the distinctive rocky outcrop that extends from the Glenorchy-Queenstown Road towards the

3 Refer JOINT STATEMENT ARISING FROM EXPERT CONFERENCING TOPIC: LANDSCAPE METHODOLOGY AND SUPTOPICS 2, 3, 5, 6, 7, 8 AND 10, dated 29 January 2019, paragraph 1.7(a).

Arawata Track and then veers north eastwards to run along the south eastern edge of the Arawata Track. In recommending this boundary, the shallower glacial till deposits immediately to the west of the Sunshine Bay residential area are excluded from the ONL, up until the point where they meet the exposed rock faces that form a legible geomorphological boundary. In this instance it is a combination of landform characteristics (the underlying geology) and landform patterning (the exposed rock faces and steep eastern profile of the rock outcrop) that delineate the geomorphological boundary for the ONL.

- 12 The area of Rural zoned land to the west of Sunshine Bay that is excluded from the ONL as a result of our agreed amendments (and which was included in the PDP Stage 1 Decisions Version ONL mapping), corresponds with the more moderately sloping glacial till deposits on which the majority of the existing Sunshine Bay development is situated.

Background to ONL Boundary in the Operative and Proposed District Plans

- 13 The ONL boundary around Sunshine Bay included in the ODP was derived from Environment Court decision C180/99. We understand that the solid (i.e. confirmed) ONL boundaries for the Wakatipu Basin, from C180/99, were confirmed by C75/2001, and should have been shown as solid rather than dashed lines in Appendix 8A of the ODP.
- 14 The ONL boundary in C180/99 and the ODP (refer **Figure A**), extends in a north-westerly direction from the lake edge to the base of the steeply rising slopes of Ben Lomond following the change in terrain.
- 15 Dr Read states the following in relation to the ONL boundary at Sunshine Bay in her 2014 Report (paragraph 4.3.3.1):⁴

“An anomaly exists with regard to the location of the boundary of the ONL (Wakatipu Basin) within Sunshine Bay. Text of C180/99 states that the Wakatipu ONL excludes all lands zoned residential, industrial or commercial. Consequently the putative line delineating the inner boundary of the ONL generally follows the zone boundary. At the western edge of Sunshine Bay, however, it is located approximately 400m to the west of the Low Density Residential zone incorporating an area of Rural General land within the township. In my opinion the appropriate position for the boundary line is contiguous with the zone boundary in this location, there being no identifiable features to distinguish this land from that adjoining it to the west.”

4 Appended to Dr Read's evidence for Topic 2, dated 6 April 2016

- 16 The PDP Stage 1 Decisions Version ONL mapping adopts the boundary delineation method recommended by Dr Read and locates the ONL boundary along the Low Density Rural Zone boundary at Sunshine Bay. This results in a 'landuse' ONL boundary delineation method.
- 17 We note that reliance on a geomorphological boundary was agreed in the Landscape JWS to be the preferred boundary delineation method for ONLs (and ONFs). The 'next preferred' delineation methods include marked changes in landcover and landuse (e.g. settlement edges, production forestry).⁵
- 18 We consider that, in this location, a legible geomorphological boundary exists and should be preferred over the PDP Stage 1 Decisions Version 'landuse' ONL boundary delineation method.
- 19 Our preferred boundary is primarily derived from landform characteristics and patterns, as discussed in the following sections of this JWS.

Study Area Description

- 20 The urban zoned land at Sunshine Bay / Fernhill is located to the north of the Glenorchy-Queenstown Road corridor, extending north-eastwards to Fernhill. The majority of the settlement area comprises moderately to steeply sloping hillsides (for urban zoned land), with south or south eastern facing properties that were mostly developed in the 1970s. More recently, infill housing has occurred and today the Sunshine Bay 'settlement' effectively merges with (the similarly sloping and south facing) Fernhill residential area further to the east.
- 21 The extent of the 'study area' is depicted on the map overleaf.

5 Refer JOINT STATEMENT ARISING FROM EXPERT CONFERENCING TOPIC: LANDSCAPE METHODOLOGY AND SUPTOPICS 2, 3, 5, 6, 7, 8 AND 10, dated 29 January 2019, paragraph 1.7(a).



Figure A: Study Area. Red dashed line: ODP ONL boundary; Green dashed line: PDP Stage 1 Decisions Version ONL boundary; Blue line: s274 Party (Xin) property boundary; Black lines to the north of the Xin property showing the Arawata Track.

Landform

22 **Figures 2 and 3** attached illustrate the geology, soils and slope at Sunshine Bay.⁶

23 Within the wider Wakatipu Basin area (including at Sunshine Bay), there is a marked geomorphological change between the mountain peaks and the valleys. Glacial action has scoured the steep sides of the valleys and lakes, while the jagged soaring peaks were not covered by glaciers and have not been similarly

6 The geological data is represented on maps at a scale 1:250,000 (by the Institute of Geological and Nuclear Sciences) and the New Zealand Land Resource Inventory – Soil (by Landcare Research) provides consistent coverage of soils across the entire country at a nominal scale of 1:50 000. This indicates that the accuracy of the mapping of this data is relatively coarse and needs to be interpreted at a site specific scale. We endeavoured to interpret the geology based on the visible display of the substrate, taking into account visible rock outcrops where bedrock is visible.

scoured. The erosional force of glaciation can be particularly well seen on the “roche moutonnées” in the Wakatipu Basin. These rock formations display scoured base-rock slopes on the side facing the flow of the glacier, while the steeper downstream side shows signs of the glacier plucking loose rocks out of the surface. Similar to the valley slopes, roche moutonnées often show signs of striation, where the glacier scoured the surface as it passed over the landform. An example of a roche moutonnée is found in close proximity to Sunshine Bay on the eastern side of the Ben Lomond ridgeline, near the western end of the Arawata Track (Refer **Figures A and 1** for the track location and **Figure 2** for the location of the roche moutonnée).

- 24 The geology in the immediate vicinity of the developed portion of Sunshine Bay is dominated by glacial till deposits. These comparatively young sediment deposits were transported to their current location by glacial ice, where they now form relatively gentle slopes around Sunshine Bay and Fernhill (in comparison to the very steep mountainous backdrop). The glacial tills extend roughly to the west of the current Sunshine Bay residential area and southwards of the Arawata Track, as shown on the geological map in **Figure 2**. Further to the west of these glacial till deposits, distinctive ribs of bedrock are exposed and form rocky outcrops, with the small roche moutonnée (Point 432masl and referred to above), located at the western end of Arawata Track. Broadly encircling this patterning of glacial till deposits edged by bedrock ribs and rocky outcrops are the very steep mountainous schist formations associated with Ben Lomond to the north (noting an isolated schist outcrop east of Sunshine Bay that effectively serves to separate Sunshine Bay from the lake edges of Fernhill) (Refer **Figures 7 and 8**).
- 25 These exposed bedrock features are a distinctive element of the landscape of the lower lying area near Sunshine Bay and serve to reinforce the connection of the area to the dramatic exposed rock faces evident in places throughout the steep mountainous landscape to the north and west (for example, on the roche moutonnée).
- 26 We note that some of these exposed bedrock features are currently obscured by weed cover, making them difficult to see from the surrounding area and within the Xin land itself.
- 27 The landform change from glacial till deposits, bedrock ribs and steep mountainous schist occurs on the eastern side of a small sub-bay, approximately 200m southwest of the jetty in Sunshine Bay. The small promontory that defines the eastern end of this small embayment forms the continuation of the rock rib closest to Sunshine Bay. To the west of the rock rib is a steeply incised ephemeral stream/gully that drains into Lake Wakatipu. Approximately mid-way along the Arawata Track, the rock rib is easily detected below the triple power pole that is located on the outcrop (described shortly).

- 28 The change in the geomorphology of the landscape between the exposed bedrock ribs and glacial till 'shelf' is also perceived travelling along the Glenorchy-Queenstown Road (refer **Figure 12**). The exposed schist outcrops of the rock ribs form impressive rocky tors, intersected by deeply incised gully systems. The rock is prominent in views from the road, as it had to be partially removed for the construction of the carriageway. The change of elevation between the lake shore and the road (at around 30m above lake level) is pronounced, with another steep rise from the road to the Arawata Track (around 60m above road). Beyond this is the elevated and gentle terrain transitions into the steep slopes of Ben Lomond further to the north and west. The steeply rising terrain largely obscures views towards the upper slopes and views from the road are oriented towards the base of the (unnamed) headland and lake.
- 29 For the section of the road that coincides with the glacial till deposits (i.e. closer to the Sunshine Bay settlement area), the (comparatively) gentler terrain and absence of visible rock outcrops signals the change in the underlying landform character.
- 30 **Figure 1** shows the 1m contours for the area and reveals the steep slope patterning along the eastern side of the south end of the rocky outcrop extending from Glenorchy-Queenstown Road to the Arawata Track.
- 31 As shown on **Figure 3**, Argillic soils (based on deposited clays) are found on the more moderate slopes of Fernhill, and Allophanic soils (dominated by minerals from volcanic rock) on the steeper terrain above the Arawata Track and to the west throughout the central and lower reaches of the ridgeline extending from Ben Lomond southwards to Lake Wakatipu. We note that the soils patterning broadly reinforces the underlying geology (although is not particularly expressed in a change of landcover or landuse).

Landcover

- 32 The land cover around the Sunshine Bay settlement area is generally dominated by mature, mostly exotic, woody vegetation. Exceptions to this are evident on the northern (i.e. uphill) side of the Arawata Track on its eastern part, and on either side of the Arawata Track west of the triple power pole where regenerating native vegetation is more prolific (Refer **Figures 1, 6, 7** and **8** for the location of the triple power pole).
- 33 We consider that the vegetation across much of the area west of Sunshine Bay settlement (roughly coinciding with the Xin land) is of variable quality with a mix of exotic species and sporadic regenerating native shrubs.

Landuse

- 34 Power lines traverse the area from the north-east to the south-west. In the east the lines generally follow the alignment of the Arawata Track (west of Sunshine Bay). Near the north western corner of the Xin property, the lines rise in a north westerly direction to a higher-lying point on the Ben Lomond ridgeline. The triple power pole marks the point where the alignment changes direction.
- 35 With the exception of the maintained public access along the Arawata Track, the appeal area is generally relatively 'unmanaged' (as evidenced by the vegetation characteristics).
- 36 There are no existing buildings, structures or accessways within the appeal area, (excepting the power infrastructure and informal walking track described above).

Agreed ONL Boundary

- 37 Our agreed ONL boundary is shown in **Figure 1** attached (yellow dashed line).
- 38 Our agreed ONL boundary is based on our on-site findings and reflects the physical expression of the underlying landform characteristics (geology) and patterning (exposed rock faces and steep slopes) described above.
- 39 In our opinion, the patterning of exposed bedrock signals the change in the geomorphological characteristics across the appeal area.
- 40 As explained previously, this change in the geomorphology across the appeal area is reinforced by the visibility of exposed bedrock faces along Glenorchy-Queenstown Road (refer **Figure 12**).
- 41 Further, the change in topography between the glacial till deposits and the exposed bed rock ribs and outcrops is distinctive throughout the central and southern end of the rocky outcrop, both when viewed from above and from the ground serving to further emphasise this change in landform patterning.
- 42 In summary, we agree that the ONL boundary within the appeal area should follow the eastern edge of the distinctive rocky outcrop that extends from the Glenorchy-Queenstown Road towards the Arawata Track and then veer north eastwards to run along the south eastern edge of the Arawata Track. In recommending this boundary, the shallower glacial till deposits immediately to the west of the Sunshine Bay residential area are excluded from the ONL, up until the point where they meet the exposed rock faces that form a legible geomorphological boundary. In this instance it is a combination of landform characteristics (the underlying geology) and landform patterning (the exposed rock faces and steep eastern profile of the rock outcrop) that delineate the geomorphological boundary for the ONL.

- 43 Our agreed ONL boundary effectively captures all land to the west of Sunshine Bay beyond the exposed rock rib and where exposed rock faces are evident.
- 44 Further, in our view, the land to the west of Sunshine Bay that will be excluded from the ONL reads as part of the glacial till dominated landscape throughout which the majority of Sunshine Bay development has occurred.
- 45 We note, however, that our agreed ONL boundary will not capture all of the glacial till area as shown on the Geology mapping in **Figure 2**. In our opinion this is the consequence of our landscape evaluation taking into consideration the legible expression of the underlying bedrock via exposed rock faces and changes in slope profile and the coarse grain of the Geology mapping (as explained earlier). Put another way, it is the legible geological characteristics of the area and the landform patterning (slopes) that drive the delineation of the ONL, rather than the 'Geology patterning' (as depicted in **Figure 2**) on its own.
- 46 For completeness, we agree that in this circumstance, land cover is of limited use in the determination of the ONL boundary in this location due to its (generally) fragmented patterning.
- 47 We consider that the legible landform characteristics and patterning of our preferred ONL area firmly establish it is a part of the far larger mountainous ONL that extends to the north of Sunshine Bay (Ben Lomond environs). In particular we consider that the ONL portion of the appeal area displays high biophysical (visible bedrock) and associative values (walking track), and moderate-high sensory (and in particular, naturalness) values. Overall, the ONL portion of the appeal area reads as part of the broader mountain context. **Appendix 3** attached provides a more detailed description of the landscape attributes and values associated with this broader ONL area.
- 48 Conversely, we consider that the part of the appeal area excluded from our preferred ONL reads as part of the gentler sloping till landform associated with the Sunshine Bay settlement area. Whilst the absence of built development and weed dominated vegetation cover serves to differentiate it from the developed area, in our opinion it does not read as part of the dramatic mountainous backdrop due to the absence of visible bedrock features. In our view, to include it within the broader mountainous ONL on the basis of the absence of built development would be artificial.

49 We also note that our agreed ONL boundary broadly aligns with the ONL mapping in C180/99,⁷ which informed the ODP ONL mapping for the appeal area (noting that the ODP ONL mapping was erroneously shown as a dashed rather than a solid [confirmed] ONL boundary at Sunshine Bay). However, our agreed ONL boundary departs from the ODP ONL mapping along the western edge of the appeal area, where our agreed boundary follows the eastern edge of the exposed rock rib (and encompasses the land further to the west where exposed rock faces are evident) as opposed to being a straight line extending down from the Arawata Track. This is shown in **Figure 1** attached.

Bridget Gilbert

A handwritten signature in black ink that reads "Bridget Gilbert". The script is cursive and somewhat stylized.

Yvonne Pfluger

A handwritten signature in black ink that reads "Yvonne Pfluger". The script is cursive and somewhat stylized.

Dated 5 July 2019

⁷ We understand, the solid ONL lines for the Wakatipu Basin from C180/99 were confirmed by C75/2001, and should have been shown as solid lines in Appendix 8A of the ODP.

Appendix 1 - Qualifications and Experience Yvonne Pfluger

- 50 My name is Yvonne Pflüger. I am employed as a Principal Landscape Planner for Boffa Miskell Limited (“BML”), an environmental consultancy specialising in planning, design and ecology. I have been employed at BML’s Christchurch office for thirteen years and am a Senior Principal in the company.
- 51 I hold a Masters degree in Landscape Planning from BOKU University, Vienna (Austria, 2001) and a Masters degree in Natural Resources Management and Ecological Engineering from Lincoln University (NZ, 2005). I am a Full Member of the Resource Management Law Association and a registered member of the New Zealand Institute of Landscape Architects, as well as a Certified Environmental Practitioner under the Environment Institute of Australia and New Zealand.
- 52 I have practised as a landscape planner for over 16 years on a wide range of projects including environmental and visual effects assessments, nature conservation and river restoration, and recreation planning. As part of my professional career in Austria, I have been involved as a project co-ordinator in several projects funded by the European Union, which involved the preparation of management plans for designated protected areas.
- 53 During my time at Boffa Miskell I have played a key role in preparing several landscape studies for various territorial authorities throughout New Zealand’s South Island, including studies for Banks Peninsula, the Southland Coast, the Te Anau Basin, which included the assessment of the landscape’s capacity to absorb future development. I was the project manager and key author of the Canterbury Regional Landscape Study Review (2010) and Ashburton, Invercargill, Hurunui and Christchurch District landscape studies (2009-2015). Over the past year I also prepared landscape studies for Timaru District and the Southland Region. The preparation of the above-mentioned studies involved evaluating landscape character and quality for these regions and districts and advising councils on objectives and policies for the ongoing management of the landscape.
- 54 I have also prepared a large number of landscape and visual assessments for development projects of varying scales within sensitive environments, including preparation of landscape evidence for Council and Environment Court hearings. Relevant projects I was involved in within the Queenstown Lakes District included Treble Cone gondola, Parkins Bay resort and golf course, a number of gravel extraction operations, the Queenstown airport runway extension and several consent applications for private rural subdivisions.
- 55 I have also provided expert landscape and visual effects evidence on a range of land uses for district, regional and Environment Court hearings. Recently I provided landscape evidence at the PC 44 hearing for Jack Point/ Henley Downs and have prepared the landscape assessments for a number of submitters for the QLDC

Plan Review, most notably the submissions for Jacks Point/ Henley Downs and The Hills. I also presented evidence on landscape related issues within Chapter 21 Rural and Chapter 22 Rural Residential and Rural Lifestyle of the Proposed District Plan ("PDP"), as well as for the Wakatipu Basin variation on behalf of several submitters.

Appendix 2 - Qualifications and Experience Bridget Gilbert

- 56 My full name is Bridget Mary Gilbert. I am a Landscape Architect and Director of Bridget Gilbert Landscape Architecture Ltd, Auckland. I hold the qualifications of Bachelor of Horticulture from Massey University and a postgraduate Diploma in Landscape Architecture from Lincoln College. I am an associate of the Landscape Institute (UK) and a registered member of the New Zealand Institute of Landscape Architects.
- 57 I have practised as a Landscape Architect for over twenty-five years in both New Zealand and England. Upon my return to New Zealand, I worked with Boffa Miskell Ltd in their Auckland office for seven years. I have been operating my own practice for the last thirteen years, also in Auckland.
- 58 During the course of my career I have been involved in a wide range of work in expert landscape evaluation, assessment and advice throughout New Zealand including:
- a) landscape assessment in relation to Regional and District Plan policy;
 - b) preparation of structure plans for rural and coastal developments;
 - c) conceptual design and landscape assessment of infrastructure, rural, coastal, and urban development; and
 - d) detailed design and implementation supervision of infrastructure, rural, coastal, and urban projects.
- 1.4 Of particular relevance to Topic 2: Rural Landscape, I have been involved in:
- a) the conceptual design of, and landscape and visual effects assessment of a range of rural living, tourism, infrastructure and urban developments within, or adjacent to, Outstanding Natural Landscapes (ONLs), Outstanding Natural Features (ONFs), RMA s7(c) amenity landscapes and more 'working rural landscapes' throughout Auckland, Hauraki Gulf Islands, Waikato, Taranaki, Far North, Whangarei, Rodney, Waipa, Waitomo and Thames Coromandel districts;
 - b) the assessment and identification of ONFs, ONLs and RMA s7(c) amenity landscapes and the development of appropriate policy for such landscapes as part of regional and district plan review processes (e.g. Rodney District Plan, Hauraki Gulf Islands District Plan, Waipa District Plan, Whangarei District Plan, Thames Coromandel District Plan, Waitomo District Plan, Auckland Unitary Plan: Operative in Part); and
 - c) the Queenstown Lakes Proposed District Plan (PDP) work, which I describe in more detail in Section 3 below.
- 59 I am currently a panel member of the Auckland Urban Design Panel and an Independent Hearing Commissioner for Auckland Council.

Appendix 3: Description of the Attributes and Values associated with the ONL in the vicinity of Sunshine Bay

- 60 The slopes above Fernhill and Sunshine Bay form part of a large ONL that extends to the north, east and west, and includes the Richardson and Harris Mountains and extends into Mount Aspiring National Park. The values around the eastern edges, such as surrounding the Queenstown gondola and Ben Lomond, differ from other parts of the wider, much more unmodified landscape that fall within this wider ONL. The focus of this evaluation is on the more localised area of the southern slopes of Ben Lomond, including Sunshine Bay. The key values of the ONL around Ben Lomond to the west of Queenstown Hills can be described as follows.

Biophysical Values of ONL

- 61 The Wakatipu Basin is one of the landscapes in the South Island that clearly expresses its formative processes through glaciation during the ice ages. The trough of Lake Wakatipu has been carved out by the glaciers protruding from the headwaters of today's lake. The glaciers of the ice ages have shaped the steep-sided, U-shaped valley slopes that contain the lake catchment with a series of ice advances and retreats over about the last two million years. The oldest advances were the largest, excavating the deepest into the landscape and then getting progressively smaller. The last major advance 18,000 years ago reached as far as Kingston, with the top of the ice about 100 metres above present lake level.⁸
- 62 The underlying landform of Ben Lomond and its south facing slopes clearly display its formative glacial processes resulting in a steep terrain, in particular on the mid and upper slopes. The deeply incised streams reflect the fluvial forces occurring in the area, in combination with the impressive erosion occurring on the exposed rocky ridgelines which create the rugged character typical of the mountain ranges surrounding the Wakatipu Basin.
- 63 The majority of vegetation around Ben Lomond would have comprised native beech forest with broad-leaved species in the damper gullies and along the lake edge and a few interspersed podocarps⁹ on the lower slopes and gullies with tussocks and alpine shrubs above the treeline. Today, extensive tussock grasslands are present on the upper slopes and below the rocky ridgeline of Ben Lomond and remnant pockets of beech forest are found within the wetter gullies, such as One Mile and Two Mile Creeks. However, the invading exotic conifers (mostly Douglas Fir/ *Pseudotsuga menziesii*) that cover a large part of the Ben

8 Department of Conservation Wakatipu landscapes: <https://www.doc.govt.nz/Documents/about-doc/concessions-and-permits/conservation-revealed/wakatipu-landscapes-lowres.pdf>

9 Ben Lomond and Queenstown Hill Reserves Draft Management Plan (QLDC, 2005), p17

Lomond south faces pose a threat to the openness of these tussock-clad slopes and its native alpine vegetation, as beech forest is relatively confined in its extent. In some areas, including above Fernhill/Sunshine Bay sections of the exotic forest have been sprayed as a weed control measure.

Sensory Values of ONL

- 64 The geomorphological processes that shaped Ben Lomond and the adjacent mountain ranges that frame the Wakatipu Lake catchment are highly legible and highly expressive of the landscape's formative processes. This is especially so on the ridges and upper slopes where no exotic forest is present.
- 65 While the lower slopes (including the appeal area) are more modified through the exotic forest cover, transmission lines, adjacent residential areas and roads, and other man-made structures, the sheer scale and dominance of the wider dramatic landscape setting of Ben Lomond peak in combination with Lake Wakatipu and its encircling mountains confers a moderate-high level of naturalness. The general absence of built modification and increased proliferation of native vegetation throughout the higher slopes suggests a higher rating for naturalness.
- 66 The striking scale and texture of the craggy ridges, peaks and rocky outcrops viewed alongside the picturesque lake make for highly scenic and memorable views to and from the area for both locals and visitors.
- 67 The mountains that surround this part of Lake Wakatipu Basin generally read as visually coherent, although the fragmented patterning of vegetation in places and the areas of sprayed conifers serve to detract from this visual coherence to a limited degree.
- 68 With respect to naturalness, the general absence of built modification is somewhat tempered on the lower slopes by the proliferation of exotic vegetation. However, for international visitors the conifer-clad-slopes are potentially perceived as part of a "typical (northern hemisphere) alpine resort landscape".
- 69 Snow-capped mountains and rugged ridgelines together with dramatic changing light and weather conditions typical of the area confer high transient values on the area.

Associative Values of ONL

- 70 Historical associations have given rise to the vegetative cover that shaped the cultural landscape at the base of Ben Lomond.¹⁰ Although a cultural landscape, the conifer forests have become part of the local and visitor's identification/association of an alpine resort. The massif of Ben Lomond is widely recognised by the local community as one of the key landmarks of Queenstown. It is a popular visitor destination as a day walk and the mountain is closely associated with the township, including Fernhill and Sunshine Bay. A network of popular mountain bike trails extends across the lower slopes above Fernhill and Queenstown. The DOC managed Arawata Track on the western side of Sunshine Bay is partly located on legal road and comprises a popular short walk or bike ride, mainly used by locals. It also serves as access to a rock climbing area on private land.

¹⁰ During the 1940's and 50's as part of Arbour Day activities, school children planted trees along the foot of Bob's Peak and Queenstown Hill. Trees such as Douglas Fir, Larch and Sycamore in particular have found the conditions ideal and have become prolific in places and still spreading. An aerial drop of seed assisted the spread of Douglas Fir in 1964 (Ben Lomond and Queenstown Hill Reserves Draft Management Plan (QLDC, 2005), p18)

**BEFORE THE ENVIRONMENT COURT
I MUA I TE KOOTI TAIAO O AOTEAROA**

IN THE MATTER of the Resource Management Act 1991
AND of an appeal under Clause 14 of the First
 Schedule of the Act
BETWEEN UPPER CLUTHA ENVIRONMENTAL
 SOCIETY INCORPORATED
 (ENV-2018-CHC-56)
 Appellant
AND QUEENSTOWN LAKES DISTRICT
 COUNCIL
 Respondent

Environment Judge J J M Hassan – sitting alone pursuant to s279 of the Act

In Chambers at Christchurch

Date of Consent Order: 23 September 2019

CONSENT ORDER

A: Under s279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the appeal is allowed to the extent that the Queenstown Lakes District Council is directed to amend the Outstanding Natural Landscape boundary line on Map 34 of the Proposed Queenstown Lakes District Plan, as set out in Appendix 1 (attached to and forming part of this Order);
- (2) the appeal otherwise remains extant.

B: Under s285 of the Resource Management Act 1991, there is no order as to costs.



REASONS

Introduction

[1] This proceeding concerns an appeal by the Upper Clutha Environmental Society Incorporated ('UCESI') against part of a decision of the Queenstown Lakes District Council. This consent order resolves the interests of a s274 Mr S Xin relating to the Outstanding Natural Landscape ('ONL') line on Map 34 of the proposed Queenstown Lakes District Plan – Stage 1.

[2] The court has now read and considered the consent memorandum of the parties dated 26 July 2019, which proposes to resolve Mr Xin's interests in this appeal.

Other relevant matters

[3] Twenty-five persons gave notice of their intention to become a party to the UCESI appeal under s274 of the Act. Only Mr Xin lodged a s274 notice in relation to the ONL boundary line along the western edge of the Sunshine Bay residential area. The consent memorandum was therefore only signed by UCESI, the Council and Mr Xin but the court gave opportunity¹ for any other s274 party to oppose the relief. No opposition was received.

[4] Other consent orders which have been filed in relation to the proposed district plan are being held in abeyance. The court is satisfied that these orders are able to be made at this time since the orders resolve a discrete issue which will not impact on other proposed plan appeals before the court. For completeness, I record that I am satisfied that the making of the order sought is duly consistent with a substantive decision, imminently to be issued, on other 'Sub-topic 1' matters.


Order

[5] The court makes this order under s279(1) RMA, such order being by consent, rather than representing a decision or determination on the merits pursuant to s297. The court understands for present purposes that:

¹ By way of Minute dated 30 July 2019.



- (a) all parties to the proceedings have executed the memorandum requesting this order; and
- (b) all parties are satisfied that all matters proposed for the court's endorsement fall within the court's jurisdiction and conform to the relevant requirements and objectives of the RMA including, in particular, pt 2.

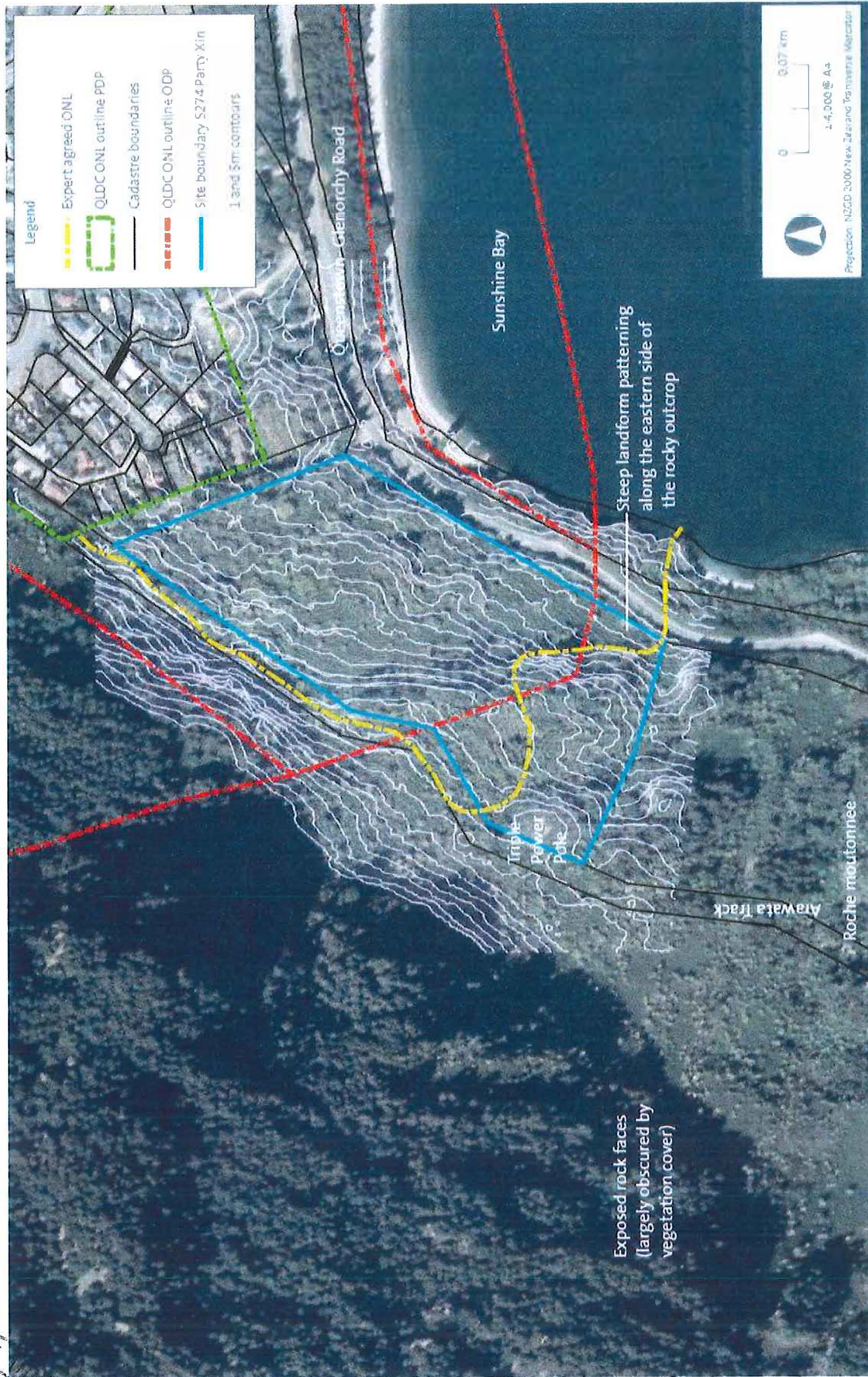


J J M Hassan
Environment Judge



APPENDIX 1

Figure 1: Amended Outstanding Natural Landscape Boundary line at Sunshine Bay





Section 1
SO 431667

Lot 1
DP 397058
6.4760ha
387117

Lot 2
DP 397058

Note:
- Contours sourced from QLDC Lidar Records, and ground-proofed by GPS survey where ground could be accessed and is indicative only.
- Ground-proofing found Lidar to be accurate to +/- 100mm
- Topographical survey of the terrain with higher accuracy can only be conducted with extensive clearance of vegetation

LEGEND:

- POWER POLE
- SEWAGE INFRASTRUCTURE
- STORMWATER INFRASTRUCTURE
- WATER SUPPLY
- OVERHEAD PWR LINES

DATA QUALITY STATEMENTS

PROPERTY DATA
The property data has been sourced from land Information New Zealand (LINZ) and is current as at October 2017. The boundary data has been compiled from various existing surveys of different ages. Boundary lengths shown as calculated may vary from those shown on the Certificate of Title, and are subject to a legal redefinition survey. The accuracy of the boundary data is estimated to be within 30mm.

SURVEY DATA
Surveyed data has been captured using survey equipment, to a relative accuracy within approximately 50mm (horizontal and vertical).

SERVICES DATA
The locations of underground services have been compiled from records supplied by the local Council and Utility Authorities. Where those services have features visible on the surface, their positions have been verified by field survey. The accuracy of unverified services is unknown. Also there may be services for which no records were provided and which are not shown on this plan. In all cases, if the location of a service is considered important, the relevant service provider should be consulted.

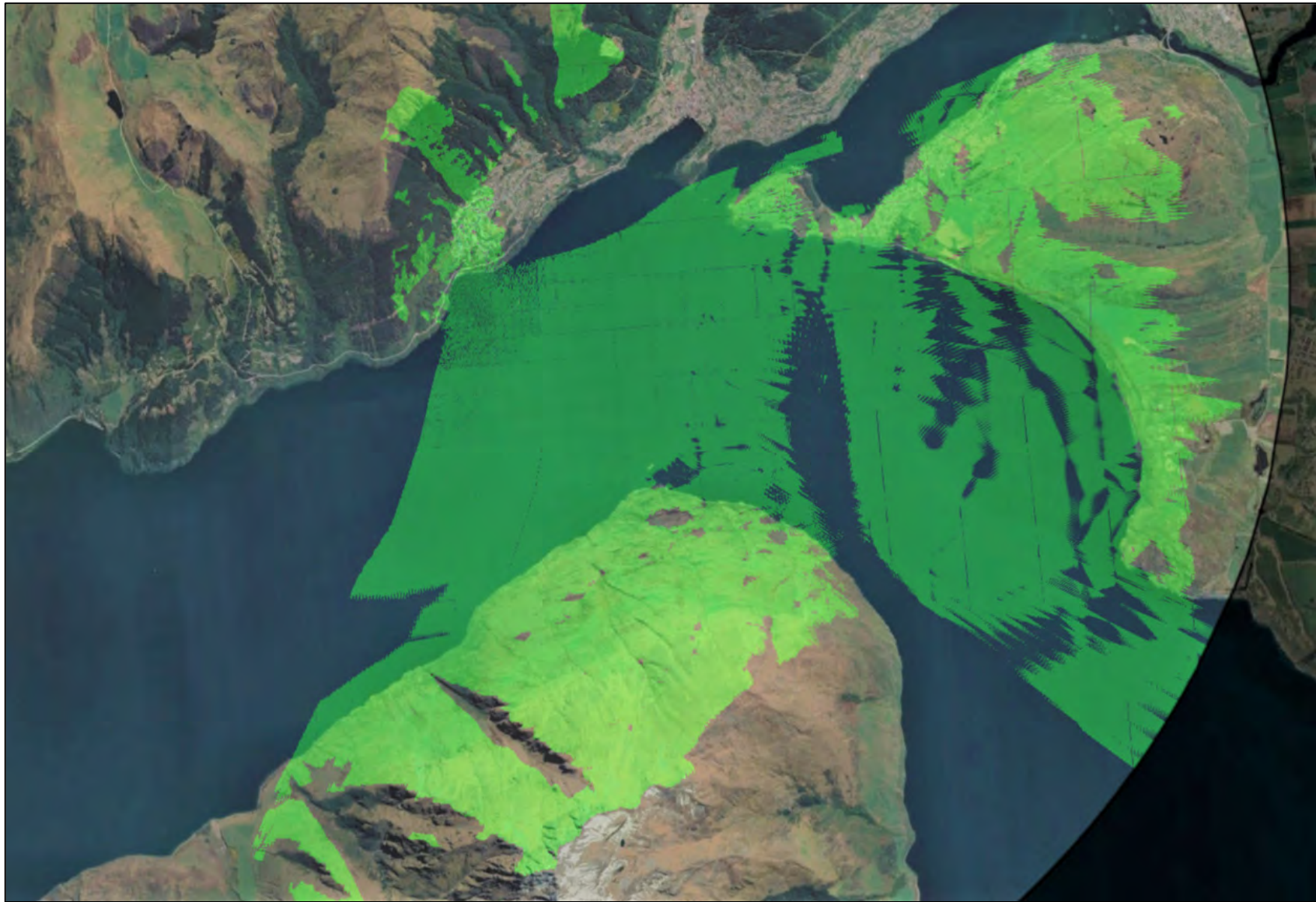
SURVEY DATUMS
Horizontal coordinates are in terms of NZ Geodetic Datum 2000, Mount Nicholas 2000 Circuit.
The origin of coordinates is OIT XI SO 18441, 809722.92 mN 417728.25 mE.
Vertical elevations are in terms of Dunedin Vertical Datum (MSL).
The origin of levels is OIT XI SO 18441, RL 384.55.
Contour interval is 1.0m

TITLE: LIDAR CONTOUR PLAN		
Project: LOT 1 DP 397058 SUNSHINE BAY for SUNSHINE BAY LIMITED		
ISSUE DATE: 26 July 2019	ISSUE: A - Original Issue	PREPARED BY: Craig Woodcock Scale 1:1000 @ A1 1:2000 @ A3 DRAWING & ISSUE No. 5099.1T.1A

AURUM SURVEY

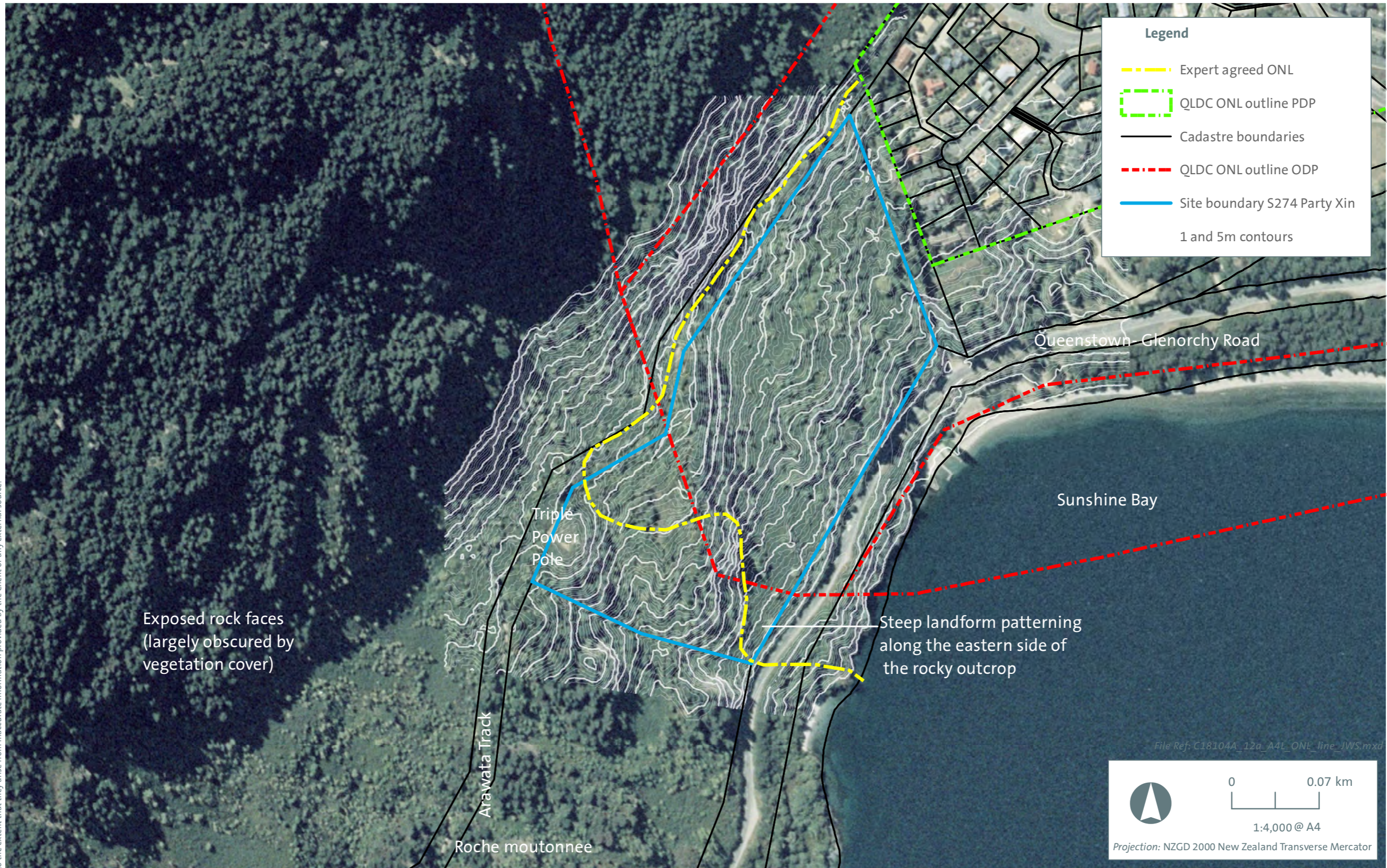
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Wakatipu 9349
Ph 03 442 3466
Fax 03 442 3469
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Zone of Theoretical Visibility – Sunshine Bay Site (Using 9m height pole) – Source: Google Earth Pro

This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Clients use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.



<ITA> Data Sources: QLDC OPD Appendix 8A



Sunshine Bay ONL evidence- QLDC DPR Appeal Topic 2
ONL outline agreed by B Gilbert and Y Pfluger

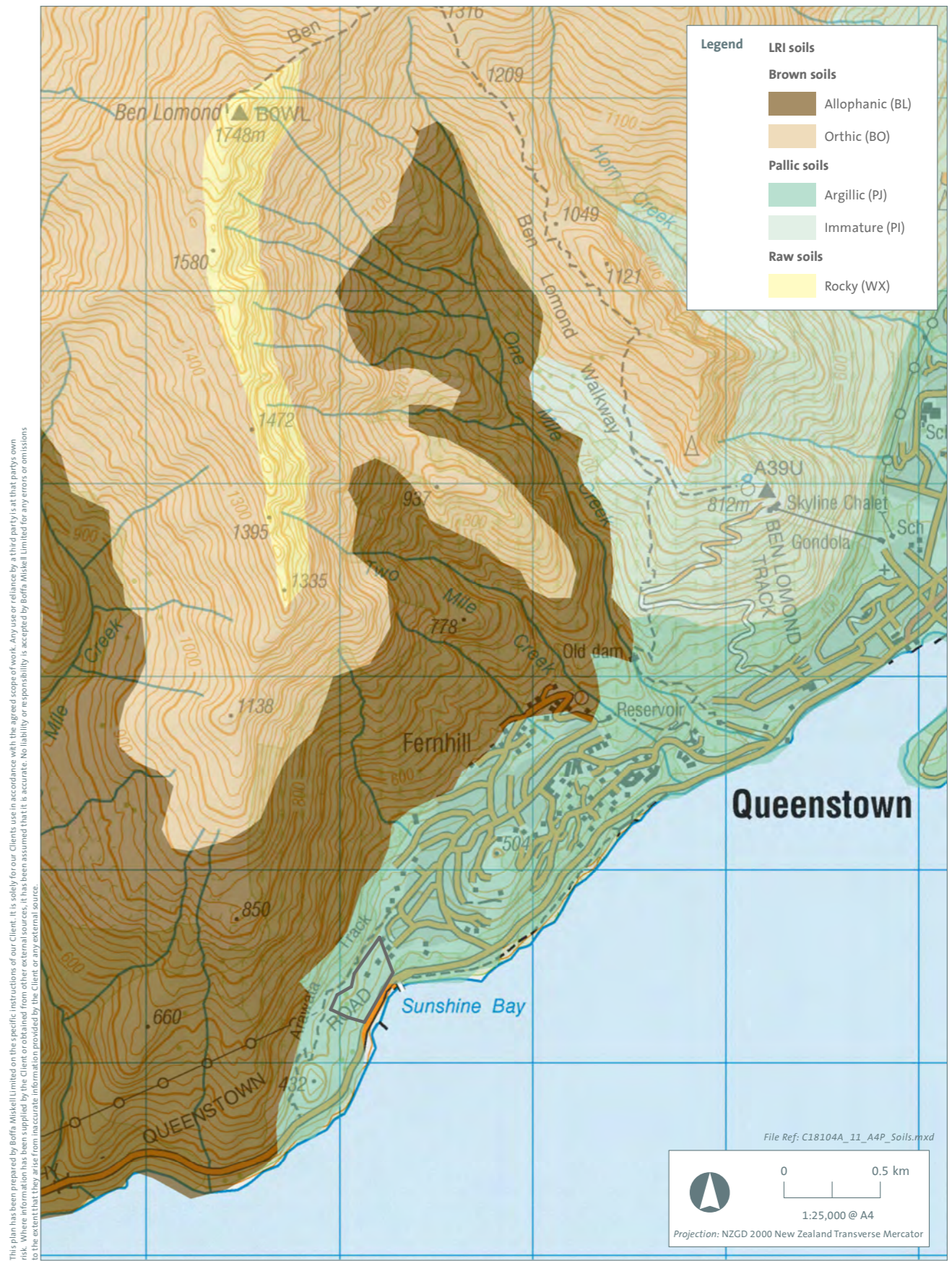
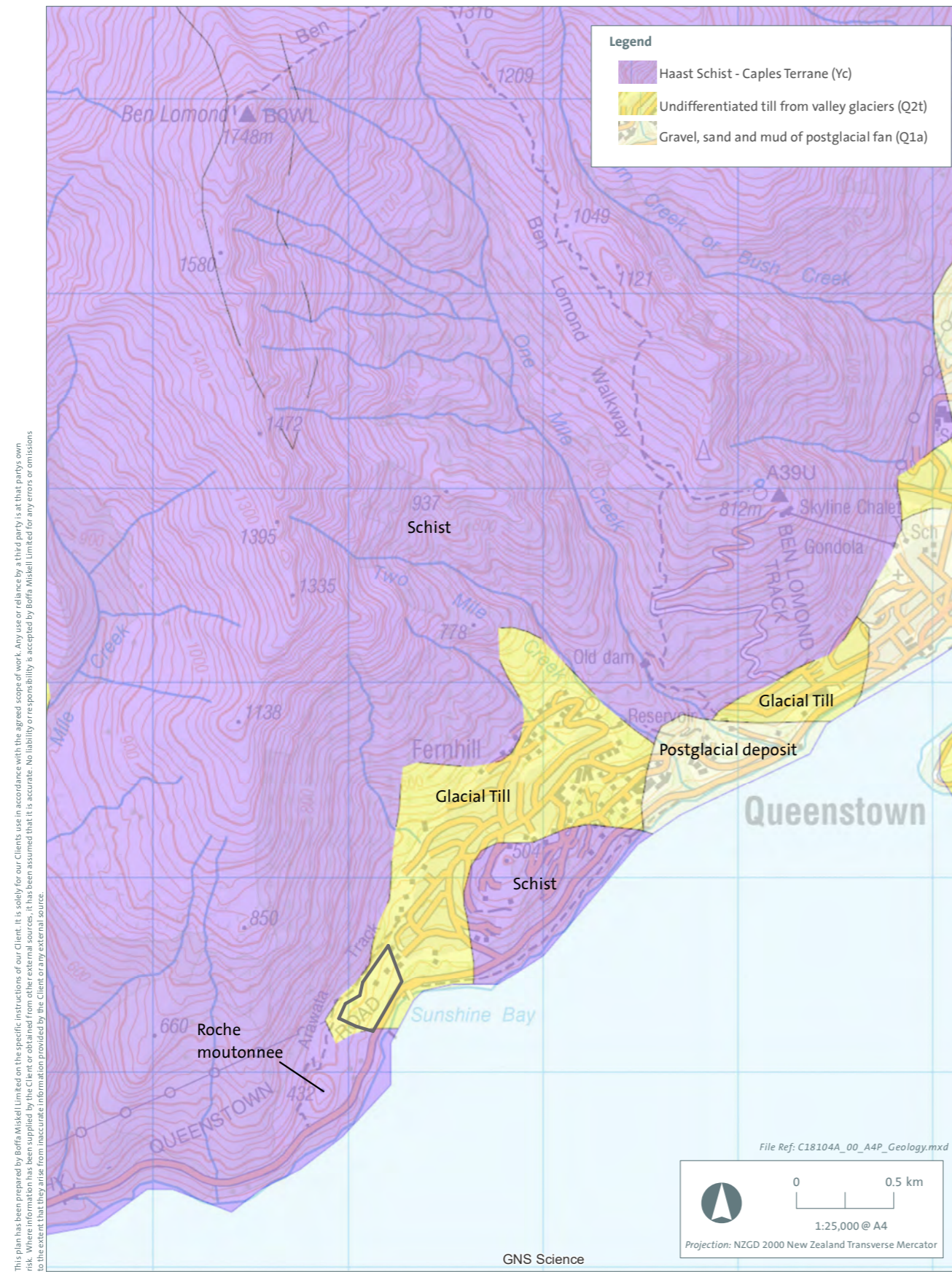
Date: 28 June 2019 | Revision: 2

Plan prepared for S Xin (S274 Party) by Boffa Miskell Limited

Project Manager: yvonne.pfluger@boffamiskell.co.nz | Drawn: BMc | Checked: YPf

Figure 1

Figure 1: ONL outline agreed by Experts in JWS



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Data Sources:
1:250,000 Geological units sourced from <http://data.gns.cri.nz/geology>
Faults sourced from Institute of Geological and Nuclear Sciences Limited (GNS)

Sunshine Bay ONL evidence- QLDC DPR Appeal Topic 2
Geology - GNS Science

Date: 22 January 2019 | Revision: 0

Plan prepared for S Xin (S274 Party) by Boffa Miskell Limited

Project Manager: yvonne.pfluger@boffamiskell.co.nz | Drawn: BMC | Checked: YPF

Figure 02



Data Sources:
1:250,000 Geological units sourced from <http://data.gns.cri.nz/geology>
Faults sourced from Institute of Geological and Nuclear Sciences Limited (GNS)

Sunshine Bay ONL evidence- QLDC DPR Appeal Topic 2
Soils - Land Resource Inventory

Date: 22 January 2019 | Revision: 0

Plan prepared for S Xin (S274 Party) by Boffa Miskell Limited

Project Manager: yvonne.pfluger@boffamiskell.co.nz | Drawn: BMC | Checked: YPF

Figure 03

Figure 2: Geology Map

Figure 3: Soil Map



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Figure 4: View Point Map for Photographs

LEGEND

■ Agreed ONL line JWS

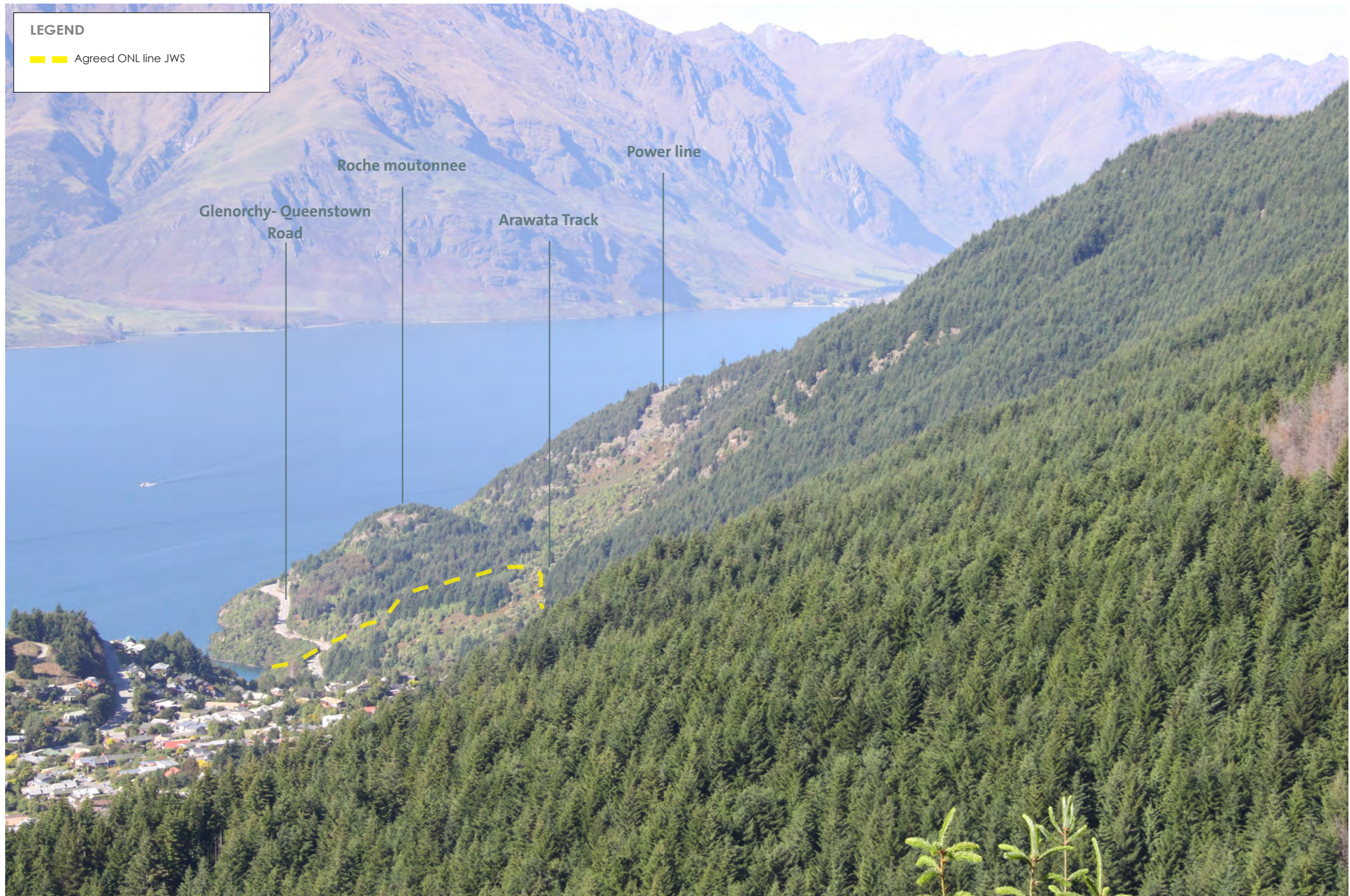


Figure 5: Photo Viewpoint 1- Sunshine Bay Panorama



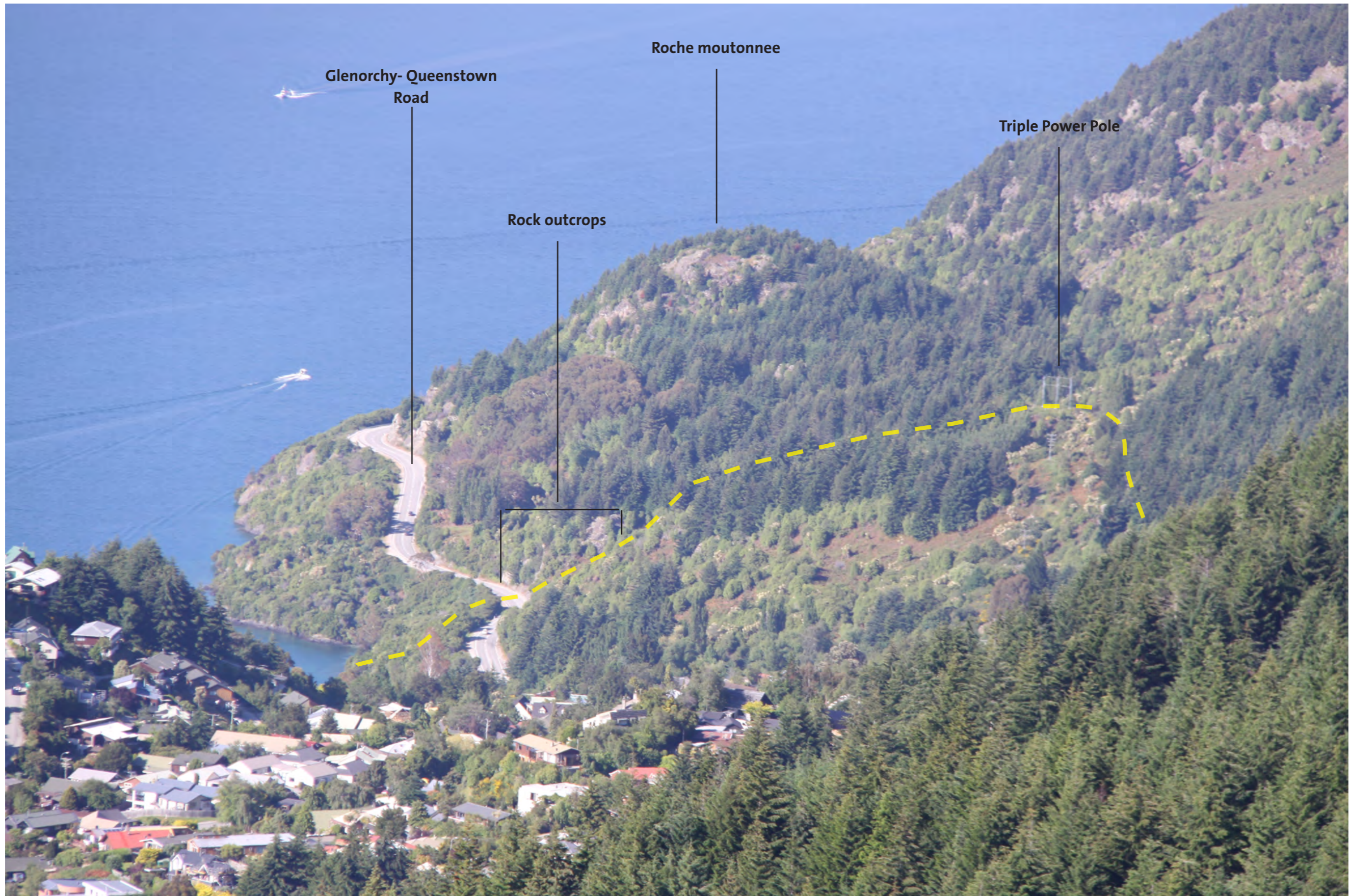
Yellow line shows agreed ONL outline that follows the landform boundary, reflecting the underlying geology of the area west of the Sunshine Bay residential zone.

Figure 6: Photo Viewpoint 1- Sunshine Bay recommended ONL outline



Yellow line shows approximate location of agreed ONL outline.

Figure 7: Photo Viewpoint 2 - Ben Lomond track



The underlying bedrock is visible on the roche moutonnee and adjacent rock ribs. The ONL boundary has been agreed along the base of the eastern rock rib, extending to the triple power pole.

Figure 8: Viewpoint 2 - Ben Lomond Track (zoomed in view)



View along Arawata Track in a easterly direction towards the residential zone of Sunshine Bay. The area is dominated by a dense cover of woody weeds with occasional regenerating native shrubs. The power lines follows the track alignment.

Figure 9: Viewpoint 3 - Arawata Track



The photo shows the view west towards the rocky outcrops behind the gully system that extends from the Glenorchy- Queenstown Road (out of view on left) to the Arawata Track (located where the triple power pole is visible). Based on the landform change discussed in the JWS, alignment of the ONL outline with the spur extending towards the highpoint (triple power pole) is recommended.

Figure 10: Viewpoint 4 - below Arawata Track



The change in steepness of terrain between the lower and more gently sloping glacial till deposits around Sunshine Bay and the rising slopes of Ben Lomond is distinctive around the Arawata Track/ power line alignment. The slopes above the track (to the north) contain more regenerating native vegetation than the lower lying slopes to the south (right of view). The dense exotic conifer forest that covers the majority of Ben Lomond is visible beyond.

Figure 11: Viewpoint 5 - below Arawata Track



The rocky outcrops are visible along Glenorchy-Queenstown Road where they had to be partially removed for carriageway construction, displaying the underlying geology. The eastern rock rib is visible in the mid-ground of the photo. The ONL includes the rock outcrop.

Figure 12: Viewpoint 6 - Queenstown Glenorchy Road

Site Panoramas



Viewpoint location



Viewpoint location

Site Panoramas



Viewpoint location



Viewpoint location

Site Panoramas



Viewpoint location



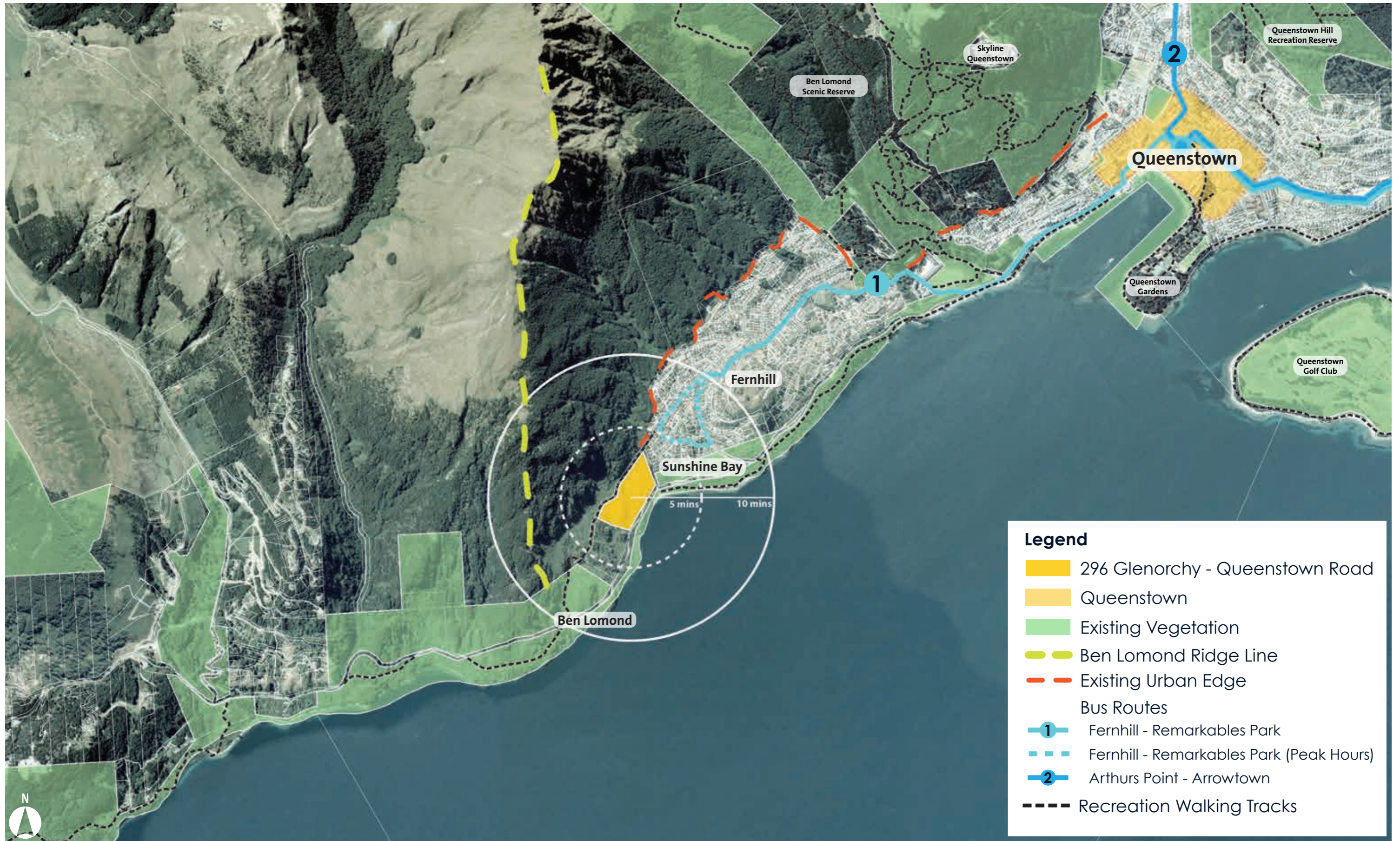
Viewpoint location

Site Panoramas



Viewpoint location

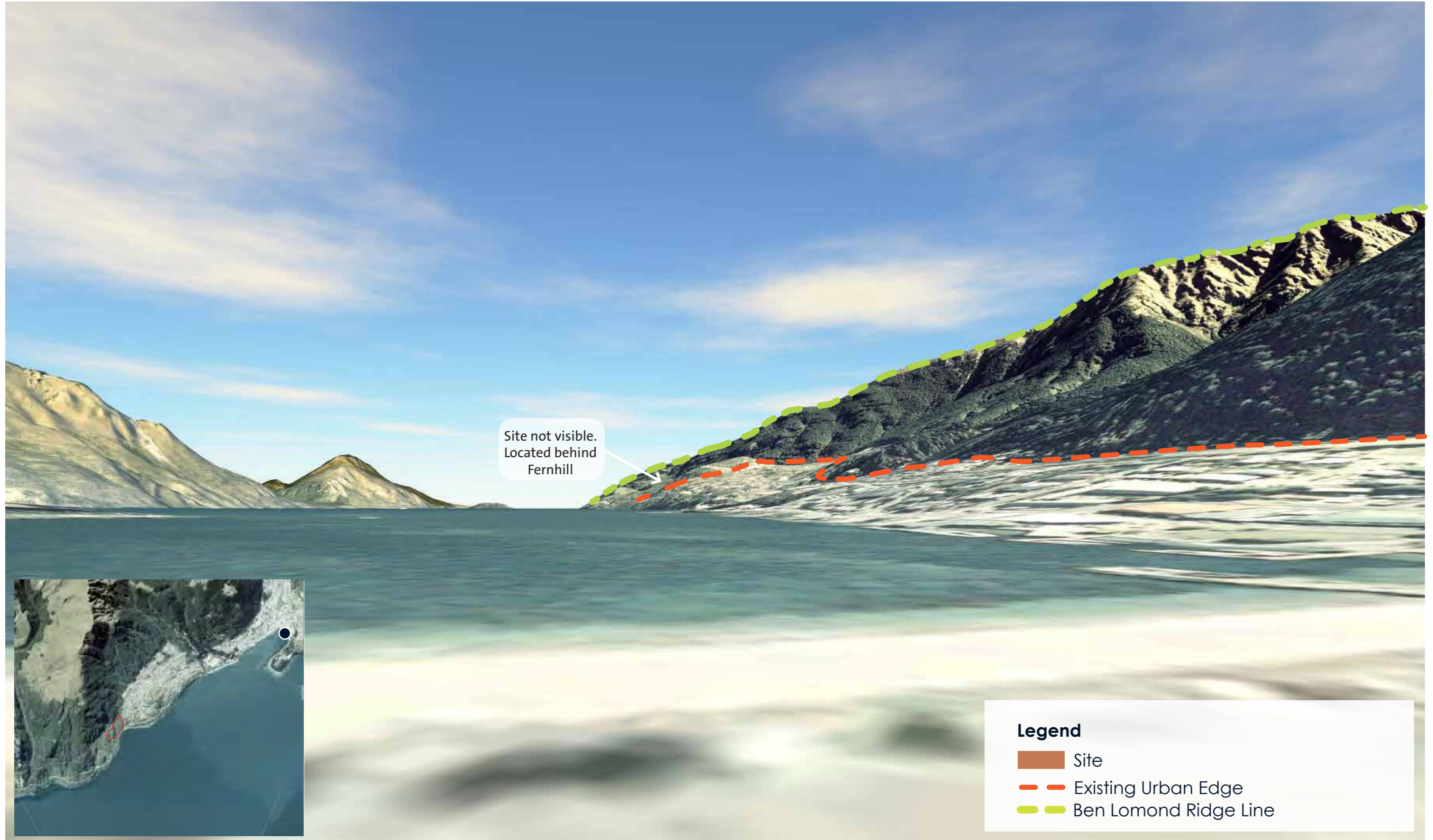
Site Context



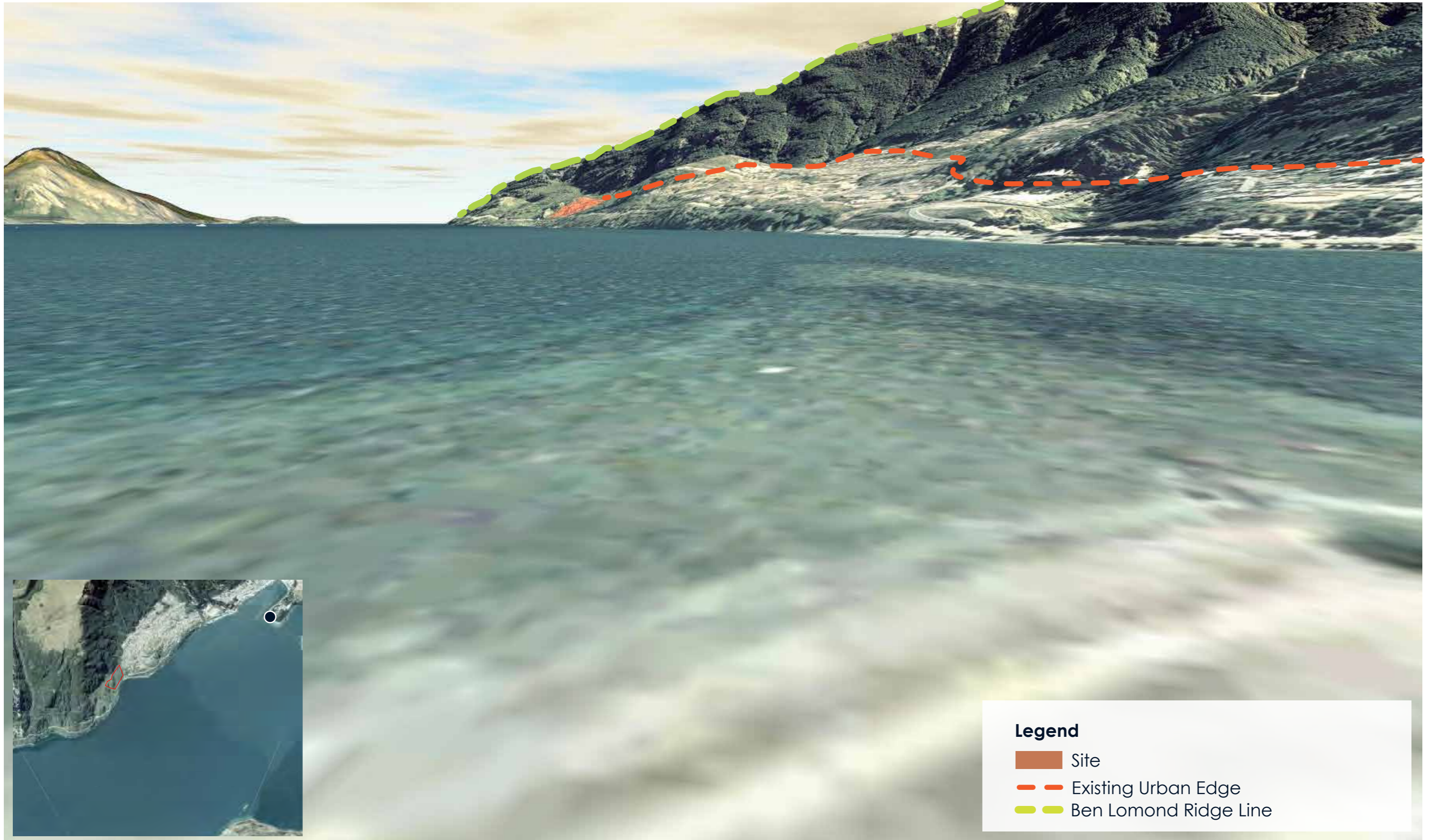
Legend

- 296 Glenorchy - Queenstown Road
- Queenstown
- Existing Vegetation
- Ben Lomond Ridge Line
- Existing Urban Edge
- Bus Routes
- 1 Fernhill - Remarkables Park
- 1 Fernhill - Remarkables Park (Peak Hours)
- 2 Arthurs Point - Arrowtown
- Recreation Walking Tracks

Marine Parade Queenstown Centre



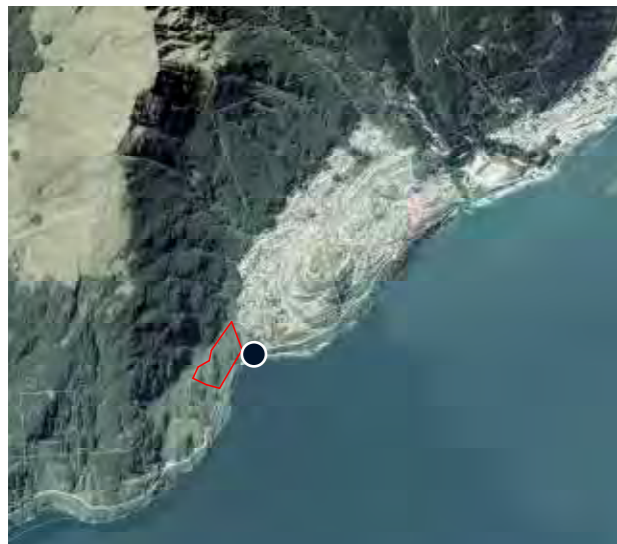
Queenstown Gardens



Legend

- Site
- - Existing Urban Edge
- - Ben Lomond Ridge Line

Sunshine Bay Beach View: Illustrates the limited visibility of the site from the immediate lake shore and Glenorchy Rd



Legend

— Ben Lomond Ridge Line

DOWNING Zella

Hawea & Hawea Flat

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Oppose

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

PDF attached

QLDC Spatial Plan Submission

Zella Downing
[REDACTED]
[REDACTED]
[REDACTED]

April 16, 2021

I wish to be heard.

Key Point Summary:

1. **Wellbeing**

QLDC must start putting its people first. The views and wishes of the community you serve are paramount, and you must engage in active listening (including real consultation) and act on it in good faith. "Consultating" and then doing as you please shows a worrying lack of respect for the community.

2. **Growth**

Because growth is such a vital component to the Spatial Plan, council must revise population growth projections to reflect realistic population growth rates. Council should commission realistic figures and sources produced separately for each of residential population growth and visitor population growth across the district, with figures separated out for the Upper Clutha community. These figures should be clear, easy to understand and well referenced. Whaiora, to grow well, acknowledges the physical, geographic, natural limits of the earth.

3. **Economic Diversification**

Planning documents need to genuinely address issues of *over-tourism*. Council has a part to play in managing (or promoting) tourism growth. Saturation points are easily reached when the market is intensified through overly optimistic economic forecasting (greed in some cases) and weak, or non-existent, regulation.

4. **Climate**

Council's declaration of a Climate Emergency has not resulted in any significant action. Long term strategic planning for both Queenstown and Wānaka must take climate costs and community desire to manage visitor numbers into consideration. Until the Emissions Road Map and Climate Change Action are finalised, the Spatial Plan cannot inform and guide input to strategic decisions on future air services investment in the Queenstown Lakes District.

Wellbeing

The hauora principle of the Spatial Plan states that decisions about growth recognise social, economic, environmental and cultural considerations. Council literature about the Plan states that it has been influenced by Vision Beyond 2050 ideals and community 'consultation'. The Plan itself is a reflection of Business-As-Usual.

Breathtaking Creativity is an awe-inspiring concept, and IF it truly were embedded in this Plan, residents could be assured of our wellbeing. But the Spatial Plan is an elaborate guise for continuing to do what we've always done, and there's not much creativity in that.

The people at the top, the power-brokers, want growth because growth fuels the economy and growth is what they understand. Land developers buy up farmland and turn it into housing developments. There is no Council direction for renewable energy (solar panels) to be a required. There is no Council initiative to reduce or recycle the enormous (and somewhat shameful) amount of waste produced from each new house build. Council appear to be making it difficult for Tiny Home villages to be established, or, at the very least, have not made them welcome.

There is not Opportunity For All when the real estate market prices families out of the housing market. Building more houses isn't really the issue, being able to afford them is.

Tourism does provide opportunities for job growth, but most of those jobs are in the service industry and are minimum wage jobs. Employment opportunities that come with a six-figure salary are rare indeed.

The Spatial Element Maps and Spatial Plan Capacity identify relatively flat areas where development can escalate, but I can't see that Council has balanced this growth with extended medical facilities--can the Government afford another hospital? Or do all the sick people have to leave town?

Can the existing infrastructure cope with tens of thousands of more dwellings? Is Council absolutely confident that there will always be enough clean water? Or must our standards on what is clean drop to accommodate the growth? Council is in a position to start limiting or slowing down growth, but that would take courage...and vision!

Can the narrow roads that wind through gorges, over a mountain range, along rivers or beside a lake cope with the possible 20,000 vehicles that might accompany 10,000 additional dwellings?

All of the above issues have been raised by the public. In order to "Grow Well", we might just have to slow down the rate of growth.

There are numerous ways that Wellbeing is being ignored or overlooked in the Spatial Plan and in Council dealings with the public. It is imperative that the Council start putting its people first.

Recommendations:

- Council should review its consultation methods and how it treats community input and input from community organisations into planning, especially strategic planning vehicles such as the Spatial Plan.

Growth

There is a fundamental disconnect between the QLDC's much lower projected residential growth figures and the growth rate expected on the basis of historical growth over the last 10-30 years. The Spatial Plan significantly underestimates growth in resident numbers as the basis for future planning while assuming that tourism will grow massively throughout the 30 year period.

Unrestrained growth remains Council's default setting. The Draft Spatial Plan presents a completely false impression of the likely growth of the region, including Wānaka, over the next 30 years. It is vastly over conservative while giving no indication of any actions council will take to limit growth. In no way does it support our district to "Grow Well" as set out in its goals. On the contrary, it is a recipe for the district to "Grow Badly".

Council needs to start again on the numbers, provide its communities with realistic growth scenarios and tell us how those could be planned for; and what actions the council propose to take to limit and manage growth. A genuine debate on this "growth" topic across the QLDC is well overdue!

Recommendations:

- Growth projections for QLDC strategy, planning and budgeting are critical and therefore their basis should be fully transparent.
- Amend plans to reflect realistic levels of growth and peak demand and take responsibility with the infrastructural costs that will be incurred.
- Outline how you intend to manage growth and limit visitor numbers to what we as a community can cope with and fund.
- Publish clearly defined population data and sources, produced separately for resident and visitor populations across the district, as well as separate and clearly defined population data for the Wānaka Ward. These should include sources.
- Projected future growth rates, both for residents and visitors, should include sources and reflect published historical figures and growth rates for the district; data should be broken down to identify Wanaka Ward numbers in all cases.

Economic Diversification

A recent survey by WSG generated 1200 responses from members and Upper Clutha residents and businesses. It clearly highlighted that the majority of respondents were opposed to the development of jet capable airports at either Tarras or Wānaka.

- More than 87% of respondents expressed concerns at the impact on the environment and quality of life of our residents and ratepayers should such developments at either location proceed.

- 83% were concerned about the negative impacts of airport development on the unique character of the Upper Clutha.

- 68.7% were concerned about road safety issues as a consequence.

Surely our Upper Clutha Community has made itself clear? Priority must be given to the needs of local residents.

Airport Expansion is a driver of growth and intensifies the tourist industry to such an extent that it risks becoming cancerous and eating away at itself. Airport developers will demand a return on their investment and that will come by selling flights, so there's little chance of controlling growth once the airport is built.

Intensive dairy farming put too many cows in a paddock, resulting in too much nitrogen for the soil to absorb which in turn polluted our waterways. (*The Government has spent more than [\\$70 million on a massive clean-up of Rotorua lakes](#). Much of that pollution could have been prevented through more intelligent planning--planning that is not influenced by the economic darling of the day; in Rotorua it was dairying; here it's tourism.*) Dairy farming, and perhaps farming in general, is on the cusp of losing its social license. The circumstances causing that high level of degradation to the water would have been better prevented than mitigated. Intensive tourism growth puts too many people in the Queenstown Lakes region, and the outcome will also require rescuing one day. So much for resilience.

Horticulture, alternative education models, recycling & up-cycling schemes, cottage industries and development of renewable energy are also pathways into the future. Tourism is not the only one. Very little Breathtaking Creativity is being shown in this document.

The strategic goals of our national policy makers, which includes our Minister of Tourism, identify three imperatives:

1. protecting and restoring the natural environment
2. ensuring the industry delivers high-quality tourism experiences
3. striving to enhance the social licence, the public goodwill for tourism to continue operating in our communities

The Spatial Plan does little to address these three goals.

The Queenstown Lakes region is not remote. The Australian Outback and the Yukon Territory in Canada are remote. Those who have already decided to fly half-way around the world to get here couldn't possibly object to driving through diverse, scenic landscape to reach this area from Christchurch, Dunedin or Invercargill. "Seeing New Zealand" is the

purpose of their trip, and encouraging greater regional distribution of visitors is advocated by Tourism NZ.

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

The dual airport vision benefits business and international visitors, not local residents. An over-reliance on tourism creates an economic imbalance. There is temporary gain, but when the basket drops - there go all the eggs.

Recommendations:

- The draft Spatial Plan and other planning documents including the 10-Year Plan must be updated to reflect the guiding statements on pages 83 - 84:
 - *“Sustainable tourism needs to balance environmental protection, social equity, quality of life, emission reduction, cultural diversity and a viable economy. Focusing on sustainable tourism ensures that community wellbeing and environmental sustainability are integral to the success of the industry. Achieving a model for sustainable tourism in the Queenstown Lakes would have a significant impact on the national stage and demonstrate leadership within the industry.” page 84*
 - *“The rapid increase in visitors has stretched infrastructure networks and is putting pressure on the environment and the community. Better coordination is needed to ensure visitors tread lightly and are a welcome contributor to the social, economic, cultural and environmental story of the Queenstown Lakes.” page 83*
- QLDC needs to develop a genuinely sustainable tourism strategy, one which manages growth for the benefit of residents as well as tourists. **Airport strategy is a key method by which Council can manage tourism numbers into the district and influence levels of growth. A sustainable policy for air services is therefore vital to the economic and social wellbeing of the Queenstown Lakes.**
- The dual airport vision should be abandoned in favour of a new vision for Wānaka Airport which truly reflects the wishes of the community.

Climate

The lack of action around climate change is concerning. The lack of action is evident in the heavy emphasis placed on Business-As-Usual initiatives throughout the 10-Year and Spatial Plan.

The lack of climate expertise within the Council is concerning. If there were a medical emergency, we'd all acknowledge the need for a doctor. During a Climate Emergency, the council should have access to climate expertise and climate accounting expertise. Individuals with this skill set should be encouraged to work across the whole QLDC organisation.

All planning should include an emissions cost as well as the financial cost. A carbon accountant should be employed for each project. When two or more options are weighed against one another, the emissions cost of both strategies should be presented.

Currently a business case must be presented for every project, a carbon emissions and business case should be required.

The de-prioritisation of active travel is concerning. People in cars are bigger roads is the antithesis of a solution. People will only leave the comfort of their own car when consistently reliable options are readily available. Queenstown Lakes must fund and establish Active Transport networks and public transportation. The Arterial Road and Boundary Street parking building are two clear examples of Council prioritising Business-As-Usual through funding and concept development. Breathtaking Creativity opens up possibilities to explore, develop and other modes of transport which is a vital step toward "thriving in a zero carbon community."

The de-prioritisation of waste management is concerning. Minimising or recycling construction waste is an essential step toward Net Zero emissions. Waste management must include organics diversion. There is no mention of solar energy being a natural and essential part of every new housing development. There is no mention of supporting or encouraging Tiny Home communities. Instead Council appears to be backing development of Lakeview which eliminates inexpensive accommodation and burdens ratepayers with the cost of preparing it for sub-division. Developing Lakeview was meant to address visitor growth. There's no respect for climate concerns in decision making like that.

There are dangerous assumptions underpinning the Spatial Plan and the 10-Year Plan. There appears to be a mindset of "Grow to meet your growth projections." Funding must be directed to where it helps reduce emissions. I don't see that happening in this plan.

I fully support the submission made by Wao Charitable Trust.

Recommendations:

- Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the Spatial Plan as a **core underlying principal** and key consideration in all planning and budgeting.
- Fund a Climate Change and Sustainability Officer at the executive management level so all high level meetings have a voice for climate.
- Employ individuals with carbon accounting expertise to upskill the entire QLDC organisation.
- Ensure that a carbon price is placed on all projects and used to evaluate which option better serves the people of this region and the whole planet.
- The Climate Action Plan needs to be brought forward and given priority.
- There should be far greater investment (both from a budget perspective and a planning perspective) to dramatically reduce carbon emissions in our district.
- Abandon plans to build a \$31M parking building on Boundary Street and redistribute the funds.
- Develop Wānaka Active Transport.
- Build cycle parking infrastructure.
- Assuming it has been finalised, the emissions road map should be published and fully referenced in both the 10-Year Plan and Draft Spatial Plan.
- Biodiversity must be protected and extended. Public spaces should reflect the abundance of the earth herself and be utilised to promote all forms of life.

Recommendations - Pages 88-89 Air Services

Page	Spatial Plan	Recommended Change
88	<p>Air Services Across Queenstown Lakes</p> <p>Due to the relatively remote location of the Queenstown Lakes, our residents and visitors are dependent on air services for connections to wider New Zealand and beyond. Currently approximately 30-40% of people access the region by air and the remainder by road. Air connectivity is therefore a key component of the transport system, and vital to the economic and social wellbeing of the Queenstown Lakes.</p> <p>Prior to the COVID-19 pandemic, the potential demand for air travel to the Southern Lakes Region was projected to reach 1.6 million residents/visitors by 2025 and 3.5 million residents / visitors by 2045. Growth in demand for commercial air services will continue as Queenstown Lakes and the wider region continues to develop, and it is important that the level of service continues to support this.</p>	<p>Air Services Across Queenstown Lakes</p> <p>As in many parts of New Zealand, Queenstown Lakes residents and visitors rely on air services for fast connection to wider New Zealand and beyond. Currently approximately 30-40% of people access the region by air and the remainder by road. Air connectivity is a key component of the transport system.</p> <p>However it needs to be recognised that airports also influence and facilitate growth. They can be accelerators. Airport strategy is a key method by which Council can manage tourism numbers into the district and influence levels of growth. A sustainable policy for air services is therefore vital to the economic and social wellbeing of the Queenstown Lakes.</p> <p>Prior to the COVID-19 pandemic, the potential demand for air travel to the Southern Lakes Region was projected to reach 1.6 million residents/visitors by 2025 and 3.5 million residents / visitors by 2045.</p> <p><i>Note: Previously QAC reported passenger activity in terms of passenger movements (PAX movements). In this document the activity refers simply to passengers thus halving the number of PAX movements. 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.</i></p> <p>This is our opportunity to press re-set. Instead of rushing to facilitate further visitor growth, let's allow natural capacity limits to slow the growth for us and allow tourism value to be spread across the southern region, thus aligning more closely both with the aspirations of the local community and the national tourism conversation.</p>

88	<p>The Spatial Plan will be used to inform and guide input to strategic decisions on air service investment for the future. As strategic planning is progressed for both Queenstown and Wānaka airports, the outputs can be incorporated into future updates of the Spatial Plan2.</p> <p>Queenstown Airport Corporation have a dual airport vision, which contemplates the provision of capacity for connectivity into the region via both Wānaka and Queenstown Airports. Long-term planning for this proposition is at a conceptual level, with further work and community consultation required. Recent proposals to develop a new airport at Tarras, while not in the district, highlights the commercial interest in the development and delivery of capacity to serve the wider region.”</p>	<p><i>Note: Who is undertaking the strategic planning of Queenstown and Wānaka airports and whose “outputs” are to be incorporated into the Spatial Plan? Council cannot assume an arms-length approach to QAC’s dual airport development vision and QAC should not be driving the Spatial Plan.</i></p> <p>The Spatial Plan will be used to inform and guide input to strategic decisions on air service investment for the future.</p> <p>Strategic planning for both Queenstown and Wānaka airports must take climate costs and community desire to manage visitor numbers into consideration.</p> <p>Until the Emissions Road Map and Climate Change Action are finalised, the Spatial Plan cannot inform and guide input to strategic decisions on future air services investment in the Queenstown Lakes District.</p>
89	<p>Partnership’s joint work program</p> <p>11. Develop and implement a Destination Management Strategy to align decision making and development with sustainable development principles</p> <p>12. Implement a levy on visitor accommodation across the Queenstown Lakes</p> <p>13. Develop and implement a Tourism Travel Demand Strategy to encourage the use of public and active modes by visitors</p> <p>14. Investigate establishing a sub-regional public transport network that provides for both local residents and visitor needs</p>	<p>Partnership’s joint work program</p> <p>15. Key studies such as the emissions roadmap and Climate Change Action report need to inform any Destination Management Strategy.</p> <p>16. A Destination Management Strategy must include a commitment to protect the outstanding environment and vibrant local community that has brought tourists to this region over the last 50 years.</p> <p>17. A Plan B for air services and QAC strategy that puts residents before tourism growth, recognising that airport strategy has a direct effect on visitor numbers, infrastructure demand, environmental conservation, community wellbeing and carbon emissions, and aims to achieve sustainable returns within the current constraints of Queenstown and Wānaka airports.</p>

DRAYTON Terry

Outer Wanaka (Includes Mt Barker & Dublin Bay)

Q. I am aged:

60+

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Oppose

Q. Please let us know your comments or feedback:

submission attached and emailed

Q. Please describe the reasons for your position:

submission attached

Q. Please let us know if you have any further comments:

submission attached

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 Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

Submission on draft Spatial Plan.docx

Submission on draft Spatial Plan

Submitter: Terry Drayton. [REDACTED]

On reading the full report I refer specifically to page 54 –map8: Upper Clutha – Spatial Elements

(Please note: Spatial plan does not specifically identify location of “New Local Centre” but indicates by roading network to be as mentioned below)

It appears that the proposal is to extend future urban development south along the Cardrona Valley and on the southern side of Lake Hawea. I note no proposal to develop in Luggate. If we refer to the “ Grow Well”public consultations held in November 2019 there was a desire expressed for the Upper Clutha to preserve public spaces, to not continually extend urban sprawl and to encourage regional growth centres in Luggate, Lake Hawea, Hawea Flat and Cardrona with an efficient public transport system to link outlying centres to the Wanaka township.

The QLDC declared a climate emergency in 2019/20, to focus on sustainability and to form a cohesive dialogue with local communities. My main concern with the spatial plan proposal is that there is a massive “future Urban “ zone marked on the southern outskirts of Wanaka at the confluence of Cardrona Valley Rd/Orchard Rd and Studholme Rd. This is further earmarked as a “New Local Centre”. This is in no way supporting the communities wishes as mentioned above. The proposal is encouraging continued urban sprawl; once developed this cannot be turned back and is adding to urban intensification, increased traffic volumes and creating an outcome contrary to the alpine village atmosphere that Wanaka has been wishing to preserve. This is also counter intuitive to what is already zoned at Three Parks which has provision for additional housing, retail and light commercial development. This haphazard approach will form quite an uncohesive development which Wanaka has already gone through with past commercial development in the Anderson Rd area which has now had to reconfigure its development into the Three Parks zone.

A spatial plan by its own nature has to be quite long term in its conception, ideally be community driven and in this day and age, to be cognisant of climatic and sustainable practise. The vision held by the Wanaka community is to preserve its alpine village charm. Extending its urban boundary without creating green space is not supporting this ideal. In addition to this, it would be beneficial when making such a proposal on the southern boundary of Wanaka to dialogue directly with the current land owners to assess how this would impact them and to ascertain what vision they are able to contribute to support the outcomes from the public consultation findings.

To this end I appreciate the opportunity to at least submit on the spatial plan to offer an alternate vision which I believe will support both the community vision and the Council edicts to offer consideration for Climate change, their Climate Emergency declaration and sustainability. If there is indeed a need for a “new local centre” to the south of Wanaka then we should ensure that we preserve clean green zones so a proliferation of urban sprawl is not created. It can be noted that the QLDC is already supporting development of infra structure in the settlement of Cardrona. It would be far more cost effective to capitalise on this existing and proposed infra structure and ear mark this as our “New local Centre” and start to encourage urban development from Cardrona Village spreading in a northern direction back towards Wanaka. This would need to be supported by efficient public transport to Wanaka which once again has been a strongly supported vision from the

community in its "Grow Well" workshops. This then allows population and housing expansion to be accommodated without creating urban sprawl and all the fore mentioned problems that arise with this agenda.

It would be providential to start to preserve the southern town boundary of Wanaka alongside this proposal to protect this visionary conceptual plan. Urban development of southern Wanaka is presently verging on the rural lifestyle areas alongside Studholme Rd, Orchard Rd and Riverbank Rd. This is the time to institute a "green belt" along this natural provision of the roads specified above. This would then be well cemented in place by the time development creeping north from Cardrona Village that may be approaching Wanaka over the next 50 to 100 years. To this end a zone change from Studholme Rd and Orchard Rd, to the periphery of Mt Alpha where it meets the junction of Cardrona Valley Rd and Riverbank Rd, could have a rural status prohibiting any subdivision less than 10 acres. Obviously existing dwellings can be maintained at their current subdivided size.

What this will provide apart from a future buffer zone to urban sprawl is "the lungs of Wanaka", encouraging wild life, vegetation, possible public recreation spaces and food production. Studholme and Orchard Rd are flat fertile areas and there exists an opportunity for land owners and Council to form public/private enterprises; savings both to the Council and support and protection for the land owners. The vision I can foresee along Studholme and Orchard Rd is public park usage, community food gardens, orchards and commercial food production for the Upper Clutha. By maintaining private ownership for existing land owners this would be a great saving for the Council and this would have to be supported by Council rate relief and infra structure support if required. This would be a collaborative project with consultation with land owners to ascertain what provisions they may wish to support, and what relief they may need to allow public or commercial use of their land. I for one envisage a large part of my land becoming available as a public park, to be maintained under the agreement by myself or future title holders. We have little land put aside for community gardens so other land owners may wish to contribute part of their land to be available for this use. Other land owners may wish to offer their land to be used for commercial food production to support sustainability for organic food availability in the Upper Clutha as the outlying areas develop demand. This is essential for community resilience which underpins both the community and Council foundational visions. Even if land owners do not wish to participate at this level their land would still support a green belt as no sub division in this zone could take place under 10 acres as specified above.

I would be happy to elaborate on this proposal for Council members or public to gain a better understanding on what I have outlined above. We are planning for a long healthy sustainable future; facing an extreme situation of climate change. We need be brave, forward thinking but above all supporting a strong ground swell from the inhabitants of Wanaka to protect the life styles that attracted many to this area in the first place. Sustainability is the mantra in the present time we live in. Growth does need to be accommodated but not by continuing urban sprawl. My wish is for us all to extend our vision not just for the 5,10,20,30 years but for the next 50-100 years.

I'm sure there will be other like-minded residents in the outlying urban areas of Luggate, Hawea Flat and Lake Hawea who would be able to support this vision of ring fenced growth. Each area will have unique requirements which are best met by direct consultation with them about the proposed "future urban" zones specified in the Draft Spatial Plan.

Prepared by: Terry Drayton. 12.04.2021

DUNCAN David

Arrowtown

Q. I am aged:

60+

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

I oppose the assumption in the plan that ZQN will continue to grow. I don't agree that the ABN should be extended as I do not accept that the many negative consequences of doing so can be confined to a small part of Frankton or otherwise easily mitigated. The plan quite blatantly ignores many of the impacts to the valley and basin.

As Queenstown becomes a denser urban area, having an ever growing airport near its centre must be a folly, and this seems a certainty if the ABN is expanded.

Q. Please let us know if you have any further comments:

EDGAR Scott

Silverlight Studios

Out of District

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Support

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

PDF attached



Spatial Plan Submission

Silverlight Studios are currently seeking resource consent through the Covid Recovery Act's Fast Track Consenting process to establish New Zealand's first purpose built film studio of scale on a rural site 3.5km east of Wanaka. The site is 332ha in size and has been selected due to its location, size and topography. The site is located in close proximity to the existing population centres of Wanaka, Albert Town, Luggate and Lake Hāwea and is of a size that provides the necessary space and privacy required by the film industry. In addition the topography of the site has the ability to accommodate the extent of development required.

The studios will involve the construction of world class sound stages and production offices, a film school, tourism attractions, retail and hospitality elements and facilities (such as a theatre) that will be available for community use.

The application that is being made under the Covid Recovery Act's Fast Track Consenting process will cover Phase One of the studio project and there is likely to be scope for further expansion in the future.

It is estimated that the construction of Phase One will employ in the region of 300 people on site while the ongoing operation will create around 1200 new jobs on site and will help support many additional jobs in the wider District across a wide range of sectors.

Silverlight Studios have chosen to locate in the Queenstown Lakes District and Wanaka specifically as it is:

- a desirable place to live, work and play
- ideally located close to a variety of natural filming locations
- a town that has the potential to grow alongside the studios

Silverlight Studios support the Spatial Plan in its efforts to ensure that the growth in the District is provided for and managed in a sustainable manner. It is in Silverlight Studios' interests to help ensure that the outcomes of the Spatial Plan are achieved and that Queentown Lakes District continues to be a desirable place to live, work and play.

With regard to the outcomes of the Spatial Plan it is noted that:

The provision for growth and increased housing choice and affordability is an important outcome for Silverlight Studios as the ongoing operation of the studios will be reliant on a strong local crew base and the availability of housing options (e.g. style, density and location) will be a key factor in attracting and retaining crew. In addition Silverlight Studios will generate well paying job opportunities in the community which will assist with affordability provided there is sufficient supply to meet demand.

Encouraging public and active transport aligns with Silverlight's vision for the studios and its commitment to minimise greenhouse gas emissions. The studio site is well placed adjacent to State Highway 6 and between Wanaka and the Wanaka Airport and has the potential to create a volume of demand for public and active transport links that will support the provision of services to the wider community.

Silverlight Studios will include tourism elements and will support the provision for sustainable tourism wherever possible.

Silverlight Studios support the creation of well-designed neighbourhoods that provide for the community's needs. As with housing choice and affordability Silverlight Studios have an interest in ensuring that Wanaka remains an attractive place to live, work and play. Silverlight cannot operate without crew. A key element of the development will be the establishment of a film school that will provide education and training opportunities in all aspects of film

making (e.g. set design, makeup, lighting, visual effects, directing, score etc). In addition the studios will provide facilities that will be available to the community.

Of greatest relevance to Silverlight Studios is the diversification of the District's economy. The studios will make a significant contribution to the District's economy and that of the wider region. Phase One of the studios alone is expected to account for in the region of 10% of the jobs that the Spatial Plan estimates will be created across the District over the next 30 years (estimates at 10,000 and 15,000 through to 2050).

The film industry is historically a resilient, "recession proof" industry that has thrived during the pandemic. There is a global shortage of studio space and skilled workforce and New Zealand is seen as a desirable, stable and safe place to make movies.

It is expected that Silverlight Studios will progress through the fast tracked consent process by the end of the year with construction to commence as soon as practicably possible thereafter (assuming resource consent is granted). This places the studios in the realm of an 'Existing Project' (i.e. deliverable in the next 3 years) albeit that it is yet to be consented so sits somewhere between an 'Existing' and a 'Planned' project in terms of certainty. Indications to date from central and local government have been positive, at least in terms of how the project aligns with the purpose of the Covid Recovery Act and QLDC's economic development strategy which seeks to attract a greater presence from the film industry as part of the drive to diversify the District's economy. On that basis it would be appropriate and helpful to acknowledge Silverlight Studios in the Spatial Plan as a 'major industrial activity location'. The Wanaka Airport (which more or less adjoins the site) is identified as a 'major industrial activity location' on Map 18 and this notation could be amended to include acknowledgement of Silverlight Studios or a potential film industry zone.

In addition Silverlight Studios consider that the Spatial Plan must be based on accurate and realistic projections of resident, visitor and job numbers that take into account low, medium and high growth rate scenarios.

With regard to encouraging economic diversification Silverlight Studios consider that provision should be made for unique projects that are not easily anticipated or provided for in current planning documents. Silverlight Studios are an example of a significant project that does not fit neatly into any existing District Plan zone, that has come about through a set of unique circumstances (a global pandemic combined with an explosion in demand for content and a global shortage of studio space and skilled crew). The ability for Council's planning documents to be responsive to changing circumstances and demand will assist in the development of a resilient economy and community. This aligns with the policy direction of the National Policy Statement on Urban Development which encourages Councils to be responsive to unforeseen opportunities that may arise. Silverlight Studios therefore consider that some acknowledgement should be made in the Spatial Plan that, in order to enable a resilient and diverse economy, in certain circumstances provision may need to be made for the establishment of creative and technology industrial activity locations outside of the existing urban centres and *Strategy 15 : Make spaces for business success* should acknowledge and provide for this.

The priority initiatives for *Outcome 5: A diverse economy where everyone can thrive* include the review and updating the zoning of centres and major employment locations in the District Plan to be consistent with the Spatial Plan. Silverlight Studios consider that the priority initiative should include scope to review and update the major employment locations in the Spatial Plan to reflect consented or emerging employment locations and sectors that may not have been forecast or anticipated at the time the Spatial Plan was developed. This would allow the Spatial and District Plans to be brought into line with unforeseen opportunities that may arise, aligning with Objective 6 and Policy 8 of the National Policy Statement on Urban Development 2020 and encouraging a resilient and responsive economy.

ENG Rebecca

Transpower New Zealand Ltd

Out of District

Q. Please let us know your comments or feedback:

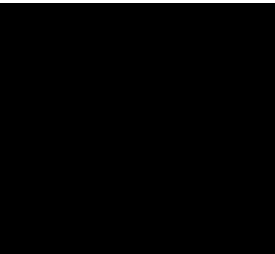
PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

PDF attached



Rebecca Eng
[Redacted]
[Redacted]

19 April 2021

Queenstown Lakes Spatial Plan Submission
c/- Queenstown Lakes District Council
Freepost 191078
Private Bag 50072
Queenstown 9348

By email c/- letstalk@qldc.govt.nz

To the Whaiora Grow Well Partnership,

Submission on the draft Queenstown Lakes Spatial Plan

This is a submission by Transpower New Zealand Limited (“Transpower”) on the draft Queenstown Lakes Spatial Plan (“draft Spatial Plan”).

Background

Transpower and the National Grid

Transpower is the state-owned enterprise that plans, builds, maintains, owns and operates New Zealand’s high voltage electricity transmission network, known as the National Grid, that carries electricity across the country. The National Grid connects power stations, owned by electricity generating companies, to substations feeding the local networks that distribute electricity to homes and businesses. The National Grid is critically important, and nationally significant, infrastructure that is necessary for a reliable and secure supply of electricity throughout the country and that, in turn, supports national and regional growth.

The National Grid extends from Kaikohe in the North Island to Tiwai Point in the South Island and comprises some 12,000 kilometres of transmission lines and cables and more than 160 substations, supported by a telecommunications network of some 300 telecommunication sites that help link together the components that make up the National Grid.

Transpower’s role and function is determined by the State-Owned Enterprises Act 1986, the company’s Statement of Corporate Intent, and the regulatory framework within which it operates. Transpower does not generate electricity, nor does it have any retail functions.

Transpower’s Statement of Corporate Intent for 1 July 2020, states that:

*“Transpower is central to the New Zealand electricity industry, connecting New Zealanders to their power system through safe, smart solutions for today and tomorrow. Our principal commercial activities are:
- as grid owner, to reliably and efficiently transport electricity from generators to distributors and large users;
and
- as system operator, to operate a competitive electricity market and deliver a secure power system.”*

In line with these objectives, Transpower needs to efficiently maintain and develop the network to meet increasing demand, to connect new generation, and to seek security of supply, thereby contributing to New Zealand’s economic and social aspirations. It must be emphasised that the National Grid is an ever-developing

system, responding to changing supply and demand patterns, growth, reliability and security needs. A key part of this is connecting new renewable energy generation to the National Grid – Transpower expects demand for electricity to increase over time as New Zealand transitions to a zero-carbon economy, and Transpower is uniquely placed to help enable that transition.

Transpower's strategy is set out in '*Transmission Tomorrow – Our Strategy*'¹ that, in turn, reflects to '*Te Mauri Hiko – Energy Futures*'² that considers trends around climate change and the ability for electrification to decarbonize the economy and highlights the potential doubling of electricity demand by 2050.

Transpower's Assets and Electricity Transmission in Queenstown Lakes

Transpower owns and operates assets in Queenstown Lakes District that supply electricity to the District. These assets are:

- Cromwell-Frankton A (CML-FKN-A) 110kV overhead double circuit transmission line on steel towers; and
- Frankton Substation located at 93 Ladies Mile Highway.

The Cromwell – Frankton A transmission line is the only transmission line that connects Queenstown to the National Grid, via the Frankton Substation, and supplies the vast majority of electricity used in Queenstown and the surrounding area. As such, Transpower's assets (and their ability to be operated, maintained and developed) are essential to achieving urban development and growth that is consistent with the draft Spatial Plan principles of wellbeing, resilience and sustainability, including in respect of climate change adaptation and moving towards zero carbon emissions.

The situation regarding the supply of electricity into the district is an evolving one. To ensure security of supply in the long term, Transpower has identified that if demand exceeds the electricity distribution networks' capability a new transmission line may need to be built, potentially within the next 15-25 years.³ When a new transmission line could be required depends on the pace of development in the area and whether other supply or demand side options materialise. A new transmission line may involve altered or expanded facilities at Frankton substation, or the development of a new site with interconnections between them. Developing options and implementing a solution is a complex task that involves working closely with Transpower's electricity distribution customers (Aurora and PowerNet) to determine what is required, when it is required, whether there are viable alternatives and how and where the transmission and distribution networks will operate.

The National Significance of the National Grid

The need to operate, maintain, develop and upgrade the National Grid is a matter of national significance that is recognised in an RMA context by the National Policy Statement on Electricity Transmission 2008 ("NPSET").

The single Objective of the NPSET is:

"To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- *managing the adverse environmental effects of the network; and*
- *managing the adverse effects of other activities on the network."*

Of relevance to the draft Spatial Plan, the NPSET recognises that ongoing investment in the National Grid and significant upgrades are expected to be required to meet the demand for electricity and to meet the Government's objective for a renewable energy future, therefore strategic planning to provide for transmission infrastructure is required.

¹ December 2018.

² June 2018.

³ Transpower's Transmission Planning Report 2020 notes that at Frankton load is forecast to continue increasing with enhancements or upgrades being necessary (working alongside electricity distribution customers).

The NPSET also acknowledges that the operation, maintenance and future development of the National Grid can be significantly constrained by third party activities and development and requires such impacts to be avoided.

In the context of Queenstown Lakes District, the NPSET is given effect to through provisions (including policies and rules) that enable the National Grid, protect the National Grid from the activities of others and manage the effects of the National Grid.

Previous Engagement

In July 2019, Transpower provided feedback on the Frankton Masterplan (attached as Appendix A). The Masterplan included a proposal to move the Frankton Substation towards the Shotover River and, it is assumed, dismantle the National Grid transmission line to that point.

Transpower is also grateful to have had the opportunity to provide feedback on the draft Spatial Plan (pre-notification) in January this year. Transpower's feedback at this time sought that the Spatial Plan is clear about assumptions made in respect of the presence of the National Grid; any upgrades or relocations being proposed; and the extent to which the constraints to development imposed by the National Grid are taken into account.

Transpower's Submission

Consistent with earlier feedback, Transpower's submission seeks that the draft Spatial Plan distinguishes electricity transmission (from electricity distribution) and is clear in respect of the assumptions made in respect of electricity transmission. This includes:

- whether the Spatial Plan assumes that the Frankton substation is relocated, noting that Transpower does not have any plans to do so; and
- how the National Grid interacts with, and constrains, Frankton as a Metropolitan Centre and the Five Mile Urban Corridor (including the location of boundaries of higher density areas).

Transpower's submission is set out below. Where specific amendments are proposed to the text of the draft Spatial Plan these are shown as underline and ~~strikethrough~~.

Part 1: Introduction - Developing the Spatial Plan (Key Inputs to the Spatial Plan)

The draft Spatial Plan (at pages 18 and 19) includes a diagram that identifies key inputs to the Plan, including a number of central government policies and strategies. Transpower seeks that this diagram is **amended** to include reference to the NPSET as an additional key central government input to the draft Spatial Plan on the basis that the NPSET has a critical influence on urban development and growth in terms of both:

- constraining the extent to which urban development can occur in the vicinity of the National Grid; and
- supporting economic development (and urban development) and providing for the health, safety and wellbeing of people and communities.

Transpower considers that referencing the NPSET in this manner is consistent with the approach taken to similarly significant infrastructure (being the assets of Waka Kotahi NZ Transport Agency) by way of inclusion to reference to Waka Kotahi's Arataki and the Government Policy statement on Land Transport.

Part 3: Current State and Challenges - Protected Areas and Constraints

As set out above, the NPSET⁴ requires that activities and development in the vicinity of the National Grid are managed so that the National Grid is not compromised. As such, the National Grid presents a constraint to

⁴ Specifically, Policies 10 and 11 of the NPSET as follows:

"POLICY 10

In achieving the purpose of the Act, decision-makers must to the extent reasonably possible manage activities to avoid reverse sensitivity effects on the electricity transmission network and to ensure that operation, maintenance, upgrading, and development of the electricity transmission network is not compromised."

"POLICY 11

Local authorities must consult with the operator of the national grid, to identify an appropriate buffer corridor within which it can be expected that sensitive activities will generally not be provided for in plans and/or given resource consent. To assist local authorities to identify these corridors, they may request the operator of the national grid to provide local authorities with its medium to long-term plans for the alteration or upgrading of each affected section of the national grid (so as to facilitate the long-term strategic planning of the grid)."

development. This constraint is embedded through provisions in the Queenstown Lakes District Plan that regulate or restrict development and subdivision within a defined National Grid Yard and National Grid Subdivision Corridor respectively.

Part 3 of the draft Spatial Plan sets out a range of constraints to development. Transpower seeks that the draft Spatial Plan is clear that the National Grid is one such constraint, including by **amending** the introductory text at page 32 as follows:

“The location of areas that hold natural and cultural values, [are corridors for nationally significant infrastructure](#), or are subject to hazards, impact where and how urban development and growth may occur in the Queenstown Lakes. Map 3 identifies the extent and location of these values and hazards by categorising areas as either a protected area or a constraint area. This informs options for how future growth could be provided for.”

Part 3: Current State and Challenges – Wakatipu: Implications for Urban Development and Map 4

Transpower’s acknowledges that the National Grid is identified as a constraint on page 34 of the draft Spatial Plan and appears to be shown on Map 4.

Transpower seeks that the text on page 34 is **amended** as follows:

“ There are fewer constraints along the corridor to Frankton, although the topography limits expansion of the urban area. The current Air Noise Boundary ~~and national electricity grid transmission corridor~~ restricts some development outcomes in parts of Frankton (3). [The ability for activities to be located, or development to occur, in vicinity of the National Grid is constrained by the National Policy Statement on Electricity Transmission 2008 and the National Grid Yard included in the Queenstown Lakes District Plan \(3\).](#) ...”

Part 3: Current State and Challenges – Challenges and Opportunities

Transpower generally supports the identification of challenges and opportunities that need to be addressed in order to ‘grow well’ at pages 38 to 40. However, Transpower seeks that this section of draft Spatial Plan is **amended** to explicitly recognise the importance of an adequate, secure, resilient and reliable electricity supply to meet the demand of future growth and to give context to Strategy 2 and Strategy 16 that follow.

Part 4: Going Forward (Spatial Elements – Queenstown Lakes) Map 7 Wakatipu Spatial Elements

Transpower is concerned that Map 7 appears to show ‘protected areas’, but not areas of constraint, including the National Grid. As such, Map 7 would appear to indicate that the future development of Frankton will occur in areas that are subject to existing (and future) constraints. On this basis, Transpower is also concerned that the capacity figures given are based on a flawed assumption that development can occur in the National Grid Yard. Transpower seeks that Map 7 on page 52 is **amended** to show the National Grid ‘corridor’ as a constraint and that subsequent explanatory text is amended to clarify the constraint to development imposed by the National Grid to future development as follows:

“Urban extent

...

[Subject to identified constraints, three new future urban areas are identified for investigation – at Ladies Mile and at the northern and southern ends of the Te Tapuae / Southern Corridor. These locations integrate with existing development and are located on the proposed frequent public transport network. They will support local services, community facilities and provide more affordable housing choices. ...”](#)

Part 4: Going Forward Outcome 1: Consolidated Growth and More Housing Choice, Strategy 1 Increase Density in Appropriate Locations

Strategy 1 identifies the Five Mile Urban Corridor as a priority development area that delivers the outcomes included in the Frankton Masterplan.

Transpower is concerned that Strategy 1 is the only place in the draft Spatial Plan that makes explicit mention of (or introduces) the Frankton Masterplan outcomes and it is not clear whether it is assumed that the Masterplan is implemented as part of the Spatial Plan.

As set out above, the Frankton Masterplan includes a proposal to move the National Grid’s Frankton substation towards the Shotover River and to dismantle the National Grid transmission line back to that point. However, Transpower does not have any plans to move or upgrade Frankton substation as set out in the Masterplan.

Transpower's feedback on any proposal promoted by Queenstown Lakes District Council to relocate the Frankton Substation and remove the transmission lines has been provided as part of the Frankton Masterplan process.

Transpower seeks that Strategy 1, and the promotion of the Five Mile Urban Corridor as a priority area, is **reviewed and amended** based on clear assumptions in respect of National Grid infrastructure. That is, whether the National Grid remains as a constraint within the priority area (as alluded to in Part 3 of the draft Spatial Plan) or whether it is assumed that the transmission line and substation are to be relocated (as suggested in the Frankton Masterplan). Transpower is neutral to either scenario but considers that the unpinning assumptions must be clear, including any capacity/yield outcomes and financial/security of supply implication of future upgrades or relocation.

Transpower seeks that Map 9 is similarly **amended** to clearly set out constraints and assumptions that are made in Strategy 1.

Part 4: Going Forward Outcome 1: Consolidated Growth and More Housing Choice, Strategy 2 Deliver Responsive and Cost-effective Infrastructure

Transpower notes that Strategy 2 includes tables that set out a range of electricity distribution and sub-transmission projects that are proposed. Transpower supports the clear identification of projects that are necessary to achieve Strategy 2, but notes that this list of projects is given without any context or explanation. Transpower seeks that Strategy 2 is **amended** to include explanatory text (as it is for other infrastructure) setting out what is proposed, for what reason (presumably to achieve Outcome 1 in some way), and by whom.

Part 4: Going Forward Outcome 1: Consolidated Growth and More Housing Choice, Strategy 4 Provide More Affordable Housing Options

Transpower notes that Strategy 4 identifies structure planning for future urban areas identified in the draft Spatial Plan as a priority initiative "including identifying infrastructure triggers needed to enable and sequence new growth areas". Insofar as a structure planning exercise related to the Five Mile Urban Corridor, Transpower seeks the **opportunity to collaborate** with the Grow Well Whaiora Urban Growth Partnership so that the area is developed in a manner that does not compromise the National Grid (and therefore sustainable and secure electricity supply to Queenstown).

Part 4 Going Forward Outcome 5: A Diverse Economy Where Everyone Can Thrive, Strategy 16 Establish Efficient and Resilient Connections

At the highest level, Transpower generally supports the aspiration for efficient and resilient connections set out in Strategy 16. This is consistent with Transpower's Statement of Corporate Intent and the Objective of the NPSET. That said, Transpower notes that in respect of electricity infrastructure, priority initiatives are limited to collaboration and the establishment of an infrastructure providers forum. It is not clear whether this Strategy is intended to include the substation relocation included in the Frankton Masterplan. Transpower considers that Strategy 16 would benefit from further **refinement to clarify** the upgrade works alluded to, including the party responsible and the purpose of the works.

Appendix A Queenstown Lakes Spatial Plan Scenario Analysis Report

Transpower considers that draft Spatial Plan is not clear in respect of the extent to which the constraints imposed by the National Grid have been taken into account in determining development scenarios. This is particularly the case because maps showing the scenarios show further development occurring in the same location as the National Grid.

Transpower seeks that the assumptions made in respect of the constraint imposed by the National Grid are clearly set out (as they are in respect of airports) by **amending** the 'Scenario Elements and Variables' in Table 1 at page 6 as follows, along with making any amendments to the scenarios to reflect the stated assumptions:

"Table 1 Scenario Elements and Variables	Variable	Explanation
" National Grid "	<i>x</i>	<i>All scenarios assume the National Grid (including the Frankton Substation and Cromwell-Frankton A 110kV transmission line) remains in its current location and development in the vicinity of the National Grid is subject to the current restrictions in the National Grid Yard, National Grid Subdivision Corridor and setback from the substation designation as set out in the Queenstown Lakes District Plan."</i>

Transpower acknowledges and supports the identification of the 'National Transmission Grid Corridor' as a constraint dataset that is mapped in respect of development scenarios.

Transpower seeks that Appendix A is **amended** to correct the reference to read "[National Transmission Grid Electricity Transmission Corridor](#)".

Outcome sought in Transpower's submission

Transpower seeks that the hearings panel recommends that the draft Spatial Plan is amended as set out above, or other such relief to achieve the same outcome, and that such recommendations are adopted in the final Spatial Plan.

Transpower wishes to be heard by the hearings panel appointed to make recommendations in respect of submissions on the draft Spatial Plan. Contact details are as follows:

██████████
 ██████████
 ████████████████████

Yours faithfully
TRANSPOWER NZ LTD



Rebecca Eng
 Senior Environmental Planner

APPENDIX A – TRANSPOWER FEEDBACK ON THE FRANKTON MASTERPLAN JULY 2019



Rebecca Eng



26 July 2019

Frankton Masterplan
Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

By email c/- franktonmasterplan@qldc.govt.nz

To whom it may concern,

Frankton Draft Masterplan 2048: Transpower NZ Ltd Feedback

This letter provides Transpower New Zealand Limited's (Transpower) feedback in relation to the Draft Frankton Masterplan (draft Masterplan). We welcome the opportunity to provide feedback on the draft Masterplan which proposes significant and potentially adverse changes to the National Grid in Queenstown.

Transpower and the National Grid

Transpower is a State-Owned Enterprise that plans, builds, maintains and operates New Zealand's National Grid, the high voltage electricity transmission network for the country. The National Grid links generators directly to distribution companies and major industrial users, feeding electricity to the local networks that distribute electricity to homes and businesses. The National Grid comprises towers, poles, lines, cables, substations, a telecommunications network and other ancillary equipment stretching and connecting the length and breadth of the country from Kaikohe in the North Island down to Tiwai in the South Island, with two national control centres (in Hamilton and Wellington).

The National Grid includes approximately 12,000 kilometres of transmission lines and around 167 substations, supported by a telecommunications network of some 300 telecommunication sites, which help link together the components that make up the National Grid.

The National Policy Statement on Electricity Transmission 2008 (NPSET), prepared under the Resource Management Act 1991 (RMA), recognises that the National Grid is a physical resource of national significance. It sets a strong policy direction for enabling the National Grid and managing land use and development in proximity to the National Grid. The NPSET must be given effect to within local authority RMA documents.

The National Grid in Queenstown Lakes

The National Grid assets within the Queenstown Lakes District are the Cromwell-Frankton A (CML-FKN A) 110kV double circuit transmission line and the Frankton substation, both of which are located wholly or partly within the draft Masterplan study area. The Frankton substation is located on Frankton-Ladies Mile Highway, directly opposite Grant Road.

The CML-FKN A transmission line is currently the only supply of high voltage electricity in to Queenstown. Maps showing the National Grid assets in the Queenstown Lakes District and within the Frankton area are included as Appendix A.

Ensuring secure electricity supply into the Queenstown Lakes District is critical to the continued development of the region. To ensure security of supply in the long term, Transpower has identified a new transmission line will need to be built, potentially within the next 15-25 years. When a new transmission line is required depends on the pace of development in the region and whether other supply or demand side options materialise.

A new transmission line may involve altered or expanded facilities at Frankton substation, or the development of a new site with interconnections between them. Developing options and implementing a solution is a complex task. It involves working closely with our customers, Aurora and PowerNet, to determine what is required, when it is required, whether there are viable alternatives and how and where the transmission and distribution networks will operate. The physical location of the assets is directly relevant to planning and implementing solutions.

Feedback on Frankton Draft Masterplan

The draft Masterplan proposes the National Grid substation at Frankton would be moved approximately 1.5 kilometres to the east, beside the Shotover River/SH6 bridge. This is adjacent to, or over, the current wastewater treatment ponds. The proposal would include dismantling the National Grid transmission line back to that point and extending Aurora Energy's and PowerNet's local electricity distribution assets from the existing site to the new site.

Transpower routinely considers proposals to move its assets to accommodate development. Based on a desktop review of the proposed location, we consider it is highly unlikely to be suitable for a new substation, due to poor road access for moving large items such as transformers, flood risk from the Shotover River, and potential geotechnical issues arising from the river flood plain/delta with significant liquefaction and nearby landslide risks.

Establishing a new substation is technically complex and expensive. A high-level estimate is in the order of \$25-\$35 million even without complicated or bespoke design solutions to mitigate site specific risks. Due to the way Transpower is regulated by the Commerce Commission, and that the assets are for the use of Queenstown customers only, the cost of the relocation would most likely need to be fully funded by the organisation requesting the change, being Queenstown Lakes District Council. The extensive costs would ultimately be paid by ratepayers and electricity consumers. Given our understanding of the constraints presented by the preferred site, we question whether the proposal would be in the best interests of Queenstown Lakes affected ratepayers and electricity consumers.

The proposal also needs to be considered in the context of its knock-on effects for the local electricity network in Queenstown. Moving the Frankton substation would have a knock-on effect on the local electricity distribution networks. It would likely mean all of the 33kV distribution cables feeding from the existing Frankton substation would also need to be moved, creating further costs for local electricity consumers. Relocation of the substation could also result in a voltage drop within the distribution network that might not be easily mitigated without significant cost to the local distribution companies and, ultimately, electricity consumers.

We understand Council is planning to speak with Aurora and PowerNet in this regard. Both companies distribute electricity from Transpower's Frankton Substation. We support Council engaging with Aurora and PowerNet, because their views on the technical and financial implications of the proposal are important.

National Policy Statement on Electricity Transmission 2008 and the Queenstown Lakes District Plan

The National Policy Statement on Electricity Transmission requires council to include buffer corridors around the National Grid transmission line and this is in progress with the District Plan review. There are objectives, policies and rules in the Proposed District Plan (Stage 1) that introduce restrictions on land traversed by National Grid transmission lines. Any proposal to remove transmission lines might be of particular interest to affected landowners in this context. Through a broader optioneering process, Transpower would also like to have seen Council explore the extent to which urban development in Frankton would have been possible with the transmission lines in their current position. Transpower has previously worked constructively with

developers in the Queenstown Lakes District Council to develop greenfield subdivisions without compromising the National Grid.

Summary

Whilst Transpower understands the draft Masterplan is intended to be high level, moving the substation and associated transmission line is a significant proposal to include in public consultation. Prior to publication of the draft Masterplan for consultation, Transpower had not been consulted in any detailed way regarding the practicality or economics of the proposal. Transpower would have welcomed the opportunity to provide earlier feedback and work constructively with Council on draft Masterplan options. We look forward to engaging with Council further as the draft Masterplan evolves.

Please contact me on ([REDACTED]) if you have any queries or should you require clarification of any matter.

Yours faithfully
TRANSPower NZ LTD



Rebecca Eng
Senior Environmental Planner

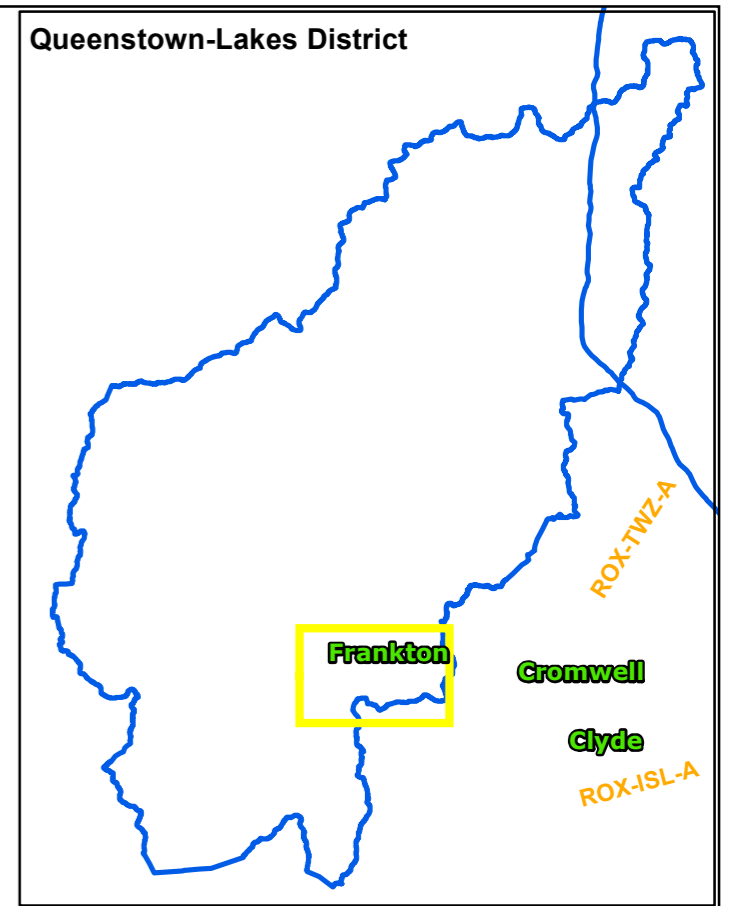
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APPENDIX A – NATIONAL GRID ASSETS IN THE QUEENSTOWN LAKES DISTRICT AND FRANKTON AREA



Queenstown-Lakes District



Frankton

A0125 **CML-FKN-A** A0120 A0115 A0110 A0105 A0100 A0095 A0090 A0085

A0080

A0075

A0070

A0065

A0060






A0055

A0050

A0045

A0040

Legend

-  Substation
-  110 kV Transmission Line
-  220 kV Transmission Line
-  District Boundary
-  Regional Boundary

External Disclaimer

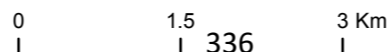
This document is produced for external release. Its conclusions are based on the information currently available to Transpower and may change as further information becomes available either internally or externally.



Prepared by: Geospatial & Drawings

Projection: NZTM 2000 Scale: 1:70,000 Plan Size: A3L

Transpower Assets Queenstown-Lakes District



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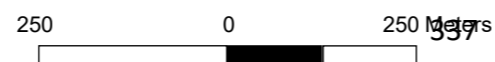
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Legend

- Site**
 - ACSTN
 - COMMS
 - HVDC
 - TEE
- Structures**
 - Undefined
 - Termination
 - Single Circuit Single Pole
 - Single Circuit Pi Pole
 - Single Circuit Triple Pole
 - Double Circuit Single Pole
 - Double Circuit Pi Pole
 - Double Circuit Triple Pole
 - Single Circuit Steel Tower
 - Double Circuit Steel Tower
 - Triple Circuit Steel Tower
 - Quad Circuit Steel Tower
 - Cable Protection Zone
 - Earthwire
- Span**
 - 0 kV
 - 11, 33, 66 kV
 - 110 kV
 - 220 kV
 - 350 kV
 - 400 kV
 - Vector Tunnel
- Joint Bays**
- Underground Fibre Cables**
- Overhead Fibre Cable**
- Underground Power Cable**
- Site Access Point**



EVANS Ruth

B & A on behalf of Queenstown Central Ltd

Frankton & Quail Rise

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

PDF attached

Queenstown Central

19 April 2021

Queenstown Lakes Spatial Plan Submission
Queenstown Lakes District Council
via email: letstalk@qldc.govt.nz

Queenstown Lakes Spatial Plan: Submission of Queenstown Central Limited

Thank you for the opportunity to provide a submission on the Draft Queenstown Lakes Spatial Plan. This is a submission on behalf of Queenstown Central Limited (**QCL**).

Introduction

QCL is a long-term property investor in Queenstown, having owned 22 hectares of land in Frankton since 2010. QCL has actively participated in the development of the District Plan in recent years and, in particular, was heavily involved in the recent Plan Change 19 and Plan Change 35 processes. Since completion of those plan changes, our five-hectare town centre development is well underway on our Activity Area C1 land, a number of commercial/showroom developments have been completed on our Activity Area E2 land, and a 225-unit residential development on the adjacent Activity Area C2 land is also underway (by Remarkables Residences Limited).



Figure 1: Queenstown Central general location shown by red circle

The Draft Spatial Plan

QCL considers that it is important to undertake long-term strategic planning for Queenstown, including Frankton, in order to provide a vision for the area and to coordinate growth and the delivery of publicly funded infrastructure for the area. QCL considers the Spatial Plan is an important document in providing

Queenstown Central

a blueprint for growth, and will assist the Council and community in ensuring that growth and development is strategically planned for. This includes integration of land use and infrastructure planning.

The role that the tourism sector plays in the sustainability of the Queenstown community is acknowledged, and the importance of tourism to the District (particularly in the post-Covid economy) being reflected in the spatial plan is supported by QCL.

QCL generally supports the draft spatial plan and provides the following feedback:

QCL supports the establishment of the Whaiora Grow Well Partnership of central government, Kāi Tahu, and the Council as a forum for decision making and addressing growth-related challenges currently being experienced in Queenstown.

QCL supports the five key outcomes set out in the draft Spatial Plan and considers that Queenstown Central's developments contribute to achieving each of these outcomes for Queenstown.

Priority Development Areas, Five Mile Urban Corridor

QCL supports Strategy 1 to increase density in appropriate locations. Frankton, including Queenstown Central, is well placed to deliver intensification outcomes required to deliver on the draft spatial plan outcomes.

QCL supports the identification of Queenstown Central and this part of Frankton as a strategically important location and the Five Mile Urban Corridor as a Priority Development Area. QCL agrees that this will need to be delivered in partnership between government and the private sector.

QCL agrees that zoning in the District will need to change to meet the requirements of the National Policy Statement on Urban Development 2020 (NPSUD). Continued delivery of a successful centre at Frankton will require comprehensive review of zoning, constraints and overlays in this location.

This should include whether further development for industrial purposes is the best use of land at Frankton, and whether there is any opportunity to reduce the extent of constraining overlays such as the Outer Control Boundary for the cross-wind runway, as well as the current prohibition on building within Area A along State Highway 6. QCL submits that a significant reduction of this setback will be needed to facilitate a mixed use, high density, multi modal urban corridor. This was signalled in the Frankton Masterplan and QCL continues to support this as an appropriate and necessary outcome for Frankton.

Whaiora Grow Well Partnership: Joint Work Programme

As noted, QCL supports the Five Mile Urban Corridor being identified as a spatial plan priority initiative. The Joint Work Programme proposes that the Grow Well Whaiora Urban Partnership be used to improve alignment and coordination to 'unlock' joint priority areas. Unlocking these priority areas will need to be supported by private landowners who are aligned in delivering the intensification outcomes anticipated.

Metropolitan Centre

QCL supports the scaling of centres and identification of neighbourhood, local, town and metropolitan centres in the draft spatial plan. QCL supports the identification of Frankton, including Queenstown Central, as a Metropolitan Centre. With respect to this reflecting the expected scale and mix of activities, it is noted that alignment with the NPSUD will require changes within the Metropolitan Centre to deliver sufficient development capacity and achieve well-functioning urban environments. It is noted that at this will also be subject to a Future Development Strategy.

QCL supports the identification and development of a frequent public transport corridor with connections from Frankton to the west, east and south and the importance of this in achieving the spatial plan outcomes. Successful implementation of this transport project and a vibrant centre adjoining an urban

Queenstown Central

arterial will require built form to establish closer to the round boundary along both sides of State Highway 6 at Frankton, to create an active road frontage.

Hearing

QCL wishes to speak to this submission at a hearing. QCL's preference is to do this via video conference if possible.

Summary

QCL supports the preparation of the draft Spatial Plan and what it proposes with respect to Frankton and Queenstown Central as a Priority Development Area and Metropolitan Centre.

Please contact me should you require further information or clarification of the matters raised in this submission.

Yours sincerely

Queenstown Central Limited

pp 

Simon Holloway
Project Director

FARMER Bruce

Sustainable Glenorchy

Glenorchy & Kinloch

Q. I am aged:

60+

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Support

Q. Please let us know your comments or feedback:

We are pleased that Glenorchy is not in a priority development area and appears to be earmarked for limited future growth but we do want to highlight the significant growth along the Glenorchy-Queenstown Rd to Glenorchy. Therefore, these areas including up to Glenorchy need to be considered in the provision of public transport services and active and alternative transport networks. As the area grows the needs of people living in new developments and neighbourhoods should be considered prior to building to ensure locals have their needs met without always having to travel to Queenstown e.g. plan for a convenience store, a cafe, community meeting place such as a hall, and health services in collaboration with the SDHB.

Glenorchy is an extremely popular tourist destination and as borders re-open we should see a significant increase in tourist numbers. We would like to see Glenorchy promoted as a car-free destination but that is not currently possible with the complete lack of public and alternative transport options such as buses and perhaps a ferry service to and from Queenstown to Glenorchy stopping on the way at Closeburn, Bob's Cove and maybe Kinloch to accommodate hikers.

Q. Please describe the reasons for your position:

Whilst there are gaps in the Spatial Plan, we do support in principle the intent of the Plan.

Q. Please let us know if you have any further comments:

FITZPATRICK Brian

Remarkables Park Ltd

Frankton & Quail Rise

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Support

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

PDF attached

Submission by Remarkables Park (RPL) on the draft Spatial Plan

RPL wishes to congratulate QLDC and the other contributing parties on the preparation of the draft Spatial Plan. RPL supports the direction that the Spatial Plan has been taken to the future growth of the district.

RPL would like to see Council move quickly to adopt the principles and strategies of the Spatial Plan and use it as a guide for urban development in the district.

RPL realises that the draft 2021 -2031 Ten Year Plan (TYP) has been prepared to meet a statutory timeline. RPL assumes that, had more time been available there would have been more of an opportunity to achieve better alignment between aspects of the TYP and the Spatial Plan. This is particularly so in relation to transport infrastructure, where the TYP, in its current form, risks giving priority to some projects that would be contrary to strategies enunciated in the Spatial Plan. Examples of this would be the proposal to spend \$32m to construct a parking building at Boundary Street, the proposal to construct a new Council office building in the Queenstown Town centre and the intention to commence work on the Stage 2 Arterial Project within the term of the TYP.

Given that transport related infrastructure is such a large component of the TYP spend, RPL submits that QLDC should announce that it intends to give immediate effect to Strategy 7 of the Spatial Plan: *“Prioritise investment in public transport and active mode networks”*. Council should in addition, and as its first priority, commit to undertake Priority Initiative 7: *“Complete and implement a mode shift plan for Queenstown including travel demand management measures”*.

RPL submits that this mode shift plan and the travel demand management measures would greatly assist Council and the community to make the correct decisions on transport infrastructure spending and give the required priority to Active Travel and Public Transport.

In taking this step immediately Council may be able to avoid the need for expenditure on TYP proposals such as the Boundary Road car parking building and the Stage 2 Arterial. This amounts to savings of \$66.7m within the ten-year period. It is money that would be much better directed to projects such as the Active Travel and Public Transport projects, which do align with the Spatial Plan.

RPL further submits (and has made this same submission in relation to the TYP) that the Boundary Street parking building and any transport projects beyond the first two years of the TYP should be tagged that they are subject to change, cancellation or re-prioritisation to make them consistent with the mode shift plan and the travel demand management measures. The same tag should be applied to the Project One QLDC office building proposal.

Remarkables Park Limited
16 April 2021

FOGELBERG kim

Hawea & Hawea Flat

Q. I am aged:

46-59

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

I am opposed to the overall extent of population and visitor growth for the region. Especially in Hawea where infrastructure is already not capable of handling existing. I am supportive of a growth slow down in order to catch up. Any new development should be self sustainable. Larger sections, lifestyle blocks, self contained collective villages which don't rely on existing town infrastructure to exist. Home grown food, electricity, compost toilets etc. This encourages an educated life of understanding human impact on the environment and will have a much less destructive impact on the district.

Q. Please let us know if you have any further comments:

FORSYTH Jane

Hawea & Hawea Flat

Q. I am aged:

60+

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Oppose

Q. Please let us know your comments or feedback:

Grow Well? who are we kidding? It seems as though Council thinks growth is unable to be controlled and it has no ideas other than accepting whatever developers and promoters want to do. This is not a sound basis for planning long term futures. Some controls are needed. Some guts on the part of Council is needed.

Firstly, set hard urban boundaries AND stick to them. This might help slow the endless outwards sprawl which is gobbling up agricultural land. I will say more below about the expansion of Lake Hawea, where I live. Although the maps shows an alleged urban boundary south of the township I don't believe this is a hard, defensible or soundly based limit. Rather it looks like just the start.

Secondly, make developers pay more for the infrastructure that their developments make necessary (e.g. roading and intersection improvements, stormwater and waste water disposal). Council seems to think developers are providing a service, in fact they are making more work for Council cleaning up the mess and building bigger pipes.

Thirdly, intensify within existing urban boundaries, including building upwards not outwards. If it's necessary to house all those extra people without spreading out infinitely, that is the only way to go. If it makes our district less desirable, that could also curb the demand.

Q. Please describe the reasons for your position:

I don't oppose the plan entirely but I can't fully support it either, and I am not neutral.

Take the Lake Hawea situation. Council approved a massive development outside the agreed urban growth boundary. It now proposes "future urban" development around that nucleus. Yet on p 5 it claims that "'future growth will be focused in locations with good access to facilities, jobs and public transport". NONE of these is true in Lake Hawea! No public transport - almost everyone must drive to their place of work, through intersections inadequate for the current traffic flow (let alone future numbers). Facilities that the Council has provided? A library which is housed in the community centre (which is not a Council building), a playground and a sports field. I note extensive voluntary community management of other facilities. Jobs? not many here either, so again most people have to drive. It's now a dormitory suburb and further growth simply locks in carbon-hungry travel patterns. This doesn't accord well with Council's alleged concern about climate change. The public transport is listed as a "vision" - deferred into the distant future, not even planned.

Another thing. The soils in the area marked for "future urban" development are or have historically been productive agricultural land. The soils here are so good that they were recently chosen for a major ploughing championship (near intersection of Muir & Cemetery Rds) , so we know they are deep, loamy and free of stones. A just-released report (15 April 2021) from Ministry for the Environment, entitled "Our Land 2021" refers to the loss of productive land to urban sprawl. Yet this is precisely what the Council is encouraging at Hawea. "Growing Well"? I don't think so.

Again, on p 5 we find Council claiming to set "clear limits to urban growth" and yet the graphic on p 7 just shows a semicircle extending out into the farmland - no hard boundaries there. No natural feature, no hazard. I doubt this line on the map could be held.

The Hawea Community Association advocated against this urban sprawl, located outside the community's preferred boundaries, and was over-ruled. Again a developer's profit was prioritised over the community's justified concerns. There is not a lot of faith in the Council down this neck of the woods, and you're still asking for our opinions. Do we have any guarantee we'll be listened to?

Q. Please let us know if you have any further comments:

FRANKS Marion

Wanaka

Q. I am aged:

60+

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Oppose

Q. Please let us know your comments or feedback:

I have been provided a copy of the submission made by Wanaka Stakeholders Group. I have read that submission, following my review of the QLDC draft spatial plan and I fully support the submissions of Wanaka Stakeholders Group.

Please consider my submission to be the same as the WSG submission as off they had been replicated in my response here.

Q. Please describe the reasons for your position:

As outlined in the WSG submissions

Q. Please let us know if you have any further comments:

Please consider the WSG submissions carefully and listen to ratepayers for a change.

GARDNER-HOPKINS James

JGH on behalf of Glenpanel LP

Out of District

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

PDF attached

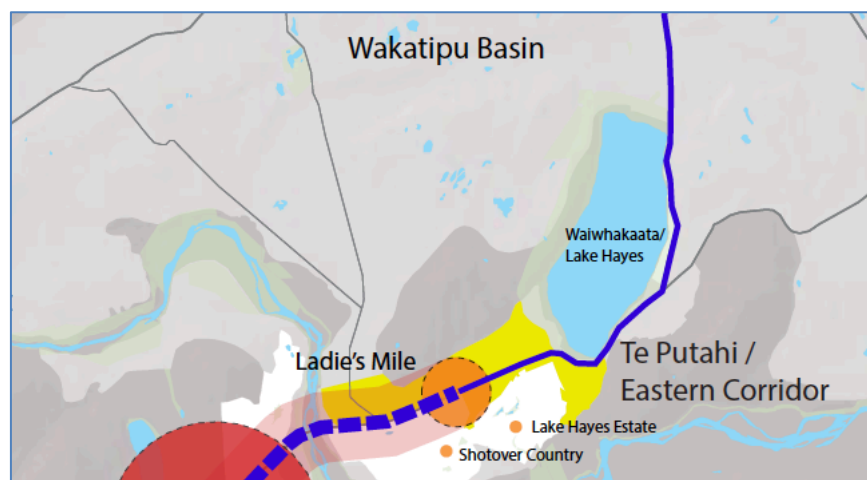
19 April 2021

Let's Talk – QLDC consultation

By email: letstalk@qldc.govt.nz

QUEENSTOWN LAKES SPATIAL PLAN SUBMISSION

1. This letter briefly makes a submission on the Spatial Plan, on behalf of Glenpanel LP.
2. The submitter has an interest in land at Ladies Mile, Lake Hayes. More particularly, the site comprises some 15.5ha on the northern side of Ladies Mile located between SH6 (Frankton Ladies Mile Highway) and Slope Hill. The southern part of the site is generally flat, with the northern area sloping upward being the foothills of Slope Hill.
3. The submitter has an interest in developing the site, and is actively exploring opportunities to do so.
4. The spatial plan adopts a concept of “protected areas”. These are stated to be areas that are “currently protected from urban development through property or planning instruments”, including “Outstanding Natural Landscapes and Outstanding Natural Features as identified in the District Plan”. The protected area of concern to the submitter is the grey area identified on Slope Hill at Ladies Mile, as shown in this extract from Map 7:



5. The concept of “protected areas” is, it is submitted, a blunt instrument. This is because development is not precluded on ONL and ONFs. At the margins, development is also not starkly “urban” or “non-urban”. Rural development on ONL/ONFs can include urban elements, or even be urban, without being prohibited under the district plan.

6. The identification of “protected areas” in the structure plan could be seen as unduly prohibitive of development in those areas, when the underlying plan provisions do not go that far.
7. This intent needs to be clarified – particularly as the future status of the Spatial Plan is unclear. For example, while it is currently understood to be a “non-statutory” document (of potential relevance, but arguably limited weight), there have been suggestions that the Spatial Plan may later become a statutory document of some sort. To the extent that it might be given weight, it should not be seen to override the provisions of the district plan which continue to provide a consent pathway for appropriate development in ONL/ONFs. The process, and rigour, by which each type of planning instrument is adopted is very different – including the hearing of submissions (which is very limited for the Spatial Plan process).
8. The location of an ONL can also still be challenged in a resource consent process, in the sense that while that line may exist on the planning map, it may not actually represent the correct extent of the ONL, on a finer grained analysis (as opposed to the district-wide level, by which most of the ONLs were maintained in the District Plan).
9. If the Spatial Plan is to maintain a “protected area” at Ladies Mile, it should adopt a finer grained approach – so as to exclude the southern lower slopes of the hill up to the present elevation of domestication (eg water race, springbank etc). That is an option entirely open to the Council in resolving the Spatial Plan and its signal for constraints at this stage.
10. The submitter otherwise generally supports the Spatial Plan and the direction and guidance it gives – in particular as to the development of Ladies Mile for future urban activities.
11. The submitter currently wishes to be heard in support of its submission, and reserves the right to provide further information in support of the submission at the hearing.

Yours faithfully
James Gardner-Hopkins



JGH BARRISTER
BSC | LLB (hons)

[Redacted contact information]

[Redacted contact information]

GARNHAM Mike

Criffel Deer Ltd, Mt Acernus Holdings Ltd & Ballantyne
Barker Holdings Ltd

Out of District

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

Email content:

I am a Director of three companies that have substantial landholdings on the immediate outskirts of Wanaka township. I am attaching a submission on their behalf in relation to your recently released Spatial Plan and the 2021/2031 Ten Year District Plan Review.

I have been involved in a number of Commissioner hearings, Environment Court hearings, and a High Court hearing in relation to matters pertaining to the current District Plan, specifically with respect to land use and rural living subdivision matters. Because of the particular interests of these companies who are submitting, and my particular knowledge of the matters in question, I have confined the submissions just to the rural general/rural living/zoning space - and some infrastructure comments related to it - on the basis that others will have a more particular interest and expertise in relation to matters such as Wanaka Township itself, the airport issue, and wider Queenstown or Central Otago matters.

Given the importance and community sensitivity surrounding the issue of zoning, particularly in the category of land use that I have referred to, I believe it would be helpful to Council, as well as in the best interests of the submitters, if I had the opportunity of submitting on a personal basis to Council officers at some point prior to Council making decisions on these matters.

Would you be kind enough to acknowledge receipt of these submissions, and in due course liaise with me as regards a suitable time to submit in person.

Queenstown Lakes Spatial Plan

Ten Year District Plan Review

16 April 2021

Submissions by:

1. Criffel Deer Limited (**CDL**)
2. Mt Acernus Holdings Limited (**MAHL**)
3. Ballantyne Barker Holdings Limited (**BBHL**)

Background

- A. Criffel Deer Limited (CDL), Mt Acernus Holdings Limited (MAHL), and Ballantyne Barker Holdings Limited (BBHL) own land comprising more than 2,000 acres, for the most part zoned rural general, on the outskirts of Wanaka township.
- B. CDL and BBHL have land holdings contiguous with the present Wanaka township boundary. Both companies have been involved in resource management applications with Queenstown Lakes District Council (QLDC) in relation to discretionary land use matters for subdivision on a rural living basis.
- C. CDL owns land in several titles on both the northern and southern sides of Mt Barker Road, from Mt Barker west to a boundary with the Larches station, through to the Cardrona River and town boundary, and on both sides of Faulks Road from a little past the Cardrona bridge crossing through to the T intersection with Mt Barker Road.
- D. BBHL owns land on the northern side of Ballantyne Road, a little past the Cardrona Bridge, through to the Cardrona River and town boundary. The property was in 2020 the subject to grant of a resource consent in part for the creation of a number of small rural living allotments.
- E. MAHL owns land on the southern side of Mt Barker Road to the West of the T junction with Faulks Road, and adjoining land owned by CDL. The property was the subject of a resource consent application some 20 years ago whereby ten rural living allotments were created among a much larger rural allotment – which remains zoned rural general.
- F. QLDC seeks to engage with the community and interested parties in relation to its 2021/2031 ten year District Plan Review, and also with respect to what it has described as the Queenstown Lakes Spatial Plan which has application in relation to Council's financial planning, infrastructure, as well as land use and zoning.

- G. CDL, MAHL and BBHL share a close relationship through farming and property related activities as a result of a level of common share ownership between them. They wish to make a number of submissions in relation to QLDC's District Plan Review and Spatial Plan.

Submissions

1. QLDC are aware that there has been very substantial growth in population, tourism, along with housing, property development, and infrastructure demand within the wider district, particularly over the past 20 years, but also forecast to continue at a rate higher than most district council authorities in New Zealand.

2. The QLDC Spatial Plan dated March 2021 released recently for public consultation identifies the "consolidated growth and more housing choice" as a desired outcome, with strategies to achieve that including:

- (a) An increase in density in appropriate locations, and
- (b) Improving housing diversity and choice.

3. In that report Council also refers (at page 14 in relation to Wanaka) to managed growth and zoning, at page 18 to the need to "avoid zoning by development", and finally at page 32, identifies in its summary of key themes from an Upper Clutha workshop, an indication that "growth be contained within the Cardrona and Clutha Rivers with the focus for Wanaka being southwards towards Cardrona".

4. To put those comments in perspective, it would appear that Council is principally referring to higher density urban development around the Wanaka town centre, Pembroke Park, and Three Parks rather than with much emphasis on the rural general or rural living space.

5. Clearly Council's comments regarding the containment of growth within the Cardrona and Clutha Rivers, seem in the colour plan referred to as map 8: Upper Clutha - Spatial Elements continues to ignore development pressure, currently inadequate zoning, and Government pressure to adjust currently fixed town boundary thinking. A copy of that map - marked with an additional black dotted line to show the general area of land that the submitters believe should contain further rural living zoning attention is **attached**.

6. Within the existing township boundary, as well as in small satellite urban centres such as with Albert Town, Lake Hawea, Luggate, and areas particularly to the east of Beacon Point, and to the southwest in the area of the Cardrona Valley Road and Orchard Road – along of course with the Three Parks development – QLDC has very substantially addressed, at least on an interim basis, much of the zoning and infrastructure requirement for inner urban housing and commercial development.

7. In doing so, substantial land areas previously zoned or progressively developed in a rural residential or rural lifestyle sense – more generally referred to as rural lifestyle – has now been lost to that type of development. QLDC has failed despite almost continuous

pressure from the community, local property owners including these submitters, and the Environment Court, to deal with the issue of rural living.

8. That is despite being directed by the Environment Court in 2017 to undertake a wide ranging and detailed land use study of the Wakatipu basin – which it subsequently did undertake – but which also recommended that the same level of study and analysis be undertaken for the Upper Clutha/Wanaka basin area. Pressure to advance such a study has been largely ignored by QLDC, despite repeated applications to the Environment Court by landowners, interested parties such as the Upper Clutha Environment Society (UCES) and members of the community.

9. Studies of the nature directed or recommended are expensive of course, and time consuming to undertake. But as the Environment Court has said, how can a local authority plan its land use and infrastructure requirements on a ten year advance projected basis as required by the Act if it has not undertaken a review of its land and zoning requirements, and likely development and infrastructure expected to be associated with that.

10. Council has recently embarked on a review of what it terms “Priority Areas” in relation to the Upper Clutha/Wanaka basin area, but it is submitted that is a less than comprehensive way of dealing with a full land use study, and whilst it is likely to assist, it is more likely to provide an informed view of a modest nature only, and quite likely more limited to issues of environmental impact rather than the more urgent analysis of what future development planning for land use and infrastructure is needed.

11. A review of Council’s proposed ten year budget indicates, if the submitter’s analysis of Council’s figures are correct, the following:

- (a) Community services and facility capital works as to \$268 million - \$204 million allocated to the Wakatipu basin, \$64 million to Upper Clutha/Wanaka basin, and \$6.4 million for other district wide areas.
- (b) Transport capital works as to \$500 million - \$389 million attributed to the Wakatipu basin, and just \$99 million for Upper Clutha/Wanaka basin.
- (c) There appears to be very little allocation within those budgets, particularly for Upper Clutha/Wanaka basin, for the development of essential infrastructure outside of roading and cycle networks – for example the development or enhancement of sewage, water, or electrical infrastructure barely scores a mention.
- (d) The assumption can only be that apart from some roading upgrades outside of the existing town boundary such as the Ballantyne Road upgrade project currently being undertaken in conjunction with NZTA, QLDC has no plans to provide further infrastructure beyond the current town boundary.

12. Clearly Council is flagging an intent to sidestep the question of both rural living development and development beyond the existing town boundary yet again, and for another ten years. That ignores current development pressures and demand in that space, the progressive and significant loss of similarly zoned land being upgraded to

more intensive urban and commercial uses, and the fact that QLDC has been forced to address these issues already in the Wakatipu basin.

13. There are some observations that can immediately be made in relation to the foregoing submissions:

- (a) The present roading upgrades in relation to Ballantyne Road are a very positive step for Wanaka. It recognises a need for improved and supplementary roading access to Wanaka, around Wanaka, and to the airport and state highway.
- (b) It provides better and safer access from Wanaka township to the many rural living properties now located along the road, being an area on the periphery of the Wanaka town boundary still zoned rural general, but now for the most part characterised by rural living and lifestyle development.
- (c) The Ballantyne Roding development did provide an opportunity to Council to incorporate the provision of town water supply, sewage, and storm water facilities to anticipate the continuing intensification of development in a rural living sense in that area - albeit no doubt at some additional and substantial cost - but it appears that Council has not availed itself of the efficiencies that were available to do that.
- (d) It must also be said that much of the presently zoned rural general land from the Cardrona River to the north through Faulks Road and Mt Barker Road as between Mt Barker to the east and the Larches Station/Cardrona valley to the west now contains a significant population of rural living/lifestyle residents, and the nature of the majority of that land as currently rural general is clearly inadequate and inappropriate.

14. Currently QLDC deals with demand in the rural living space and within the rural general zone on what it refers to as a discretionary application basis, which the present submitters can confirm from experience is woefully inadequate, managed on an arbitrary and capricious basis by Council and its staff, is time consuming and expensive, does not meet the needs of the community, and is likely the greatest contributor to legal expense of any aspect of Council's business operations.

15. The submitters have been approached with monotonous regularity to provide rural living property by private individuals. So too a number of retirement village operators, and a private hospital operator. Invariably those parties leave disappointed when they are apprised of the cost and time frames involved in dealing with zoning and Resource Management Act considerations that ought properly to have been already considered and implemented by QLDC. That is what the spatial plan and the ten year District Plan Review should be doing now with those parties that have an obvious need or financial interest in these matters, such as land owners.

16. Government is so incensed at the lack of energy and application by a small number of local authorities – of which QLDC probably rates either a number 1 or number 2 spot – in addressing these matters that:

- (a) It recently announced that it would look to scrap the Resource Management Act all together to avoid the previous level of prevarication,
- (b) Implement some of the District planning requirements directly at government level so as to remove some of that decision making from local authorities, and
- (c) On a number of occasions has threatened to either remove or relocate fixed ton boundaries in growth areas where local authorities prove reluctant to do so on their own account.

17. The fact that Council has noted the potential as has been referred at paragraph ?? above to the “need to avoid zoning by development” is a positive step in its thinking. But to avoid that Council needs to properly accommodate the development pressures, need, and desirability of expanding its stock of rural living zoning - and do so now as part of its Ten Year District Plan Review - rather than leave that to occur by judicial decision. It should do so with the support of interested stakeholders - recognising that the landowners involved will be numerically much smaller than in town residential populations, but for obvious reasons much more significantly impacted by Council’s decision-making.

18. It is submitted that front footing these issues, making decisions, dealing with zoning and development pressure, and providing clear planning and guidelines for future growth in this area in particular voluntarily and with the support of interested stakeholders would be preferable to having some of these things simply imposed on QLDC and the community by Government through a failure of the local authority to address these issues.

19. These submissions are limited in their focus to matters within the submitters’ sphere of knowledge and expertise, and where they are genuinely interested stakeholders, namely in relation to the rural general and rural living space close to Wanaka township. That is not to say that the submitters are not aware of wider community issues or issues that affect both Wanaka township directly or surrounding areas such as Queenstown and Cromwell. Neither is it to suggest that the submitters are not sensitive to the views of others on matters such as the application of Council’s budget spend, airport issues, or issues affecting matters such as the Central Otago environment, growth in tourism, and climate change. No doubt others will submit on those points.

Summary

- A.** There is an urgent need for QLDC to invest in the comprehensive land use capability study that was recommended to it in 2017 by the Environment Court, and of a similar nature to that undertaken so helpfully and effectively in relation to the Wakatipu basin. Wanaka should not be marginalised for Council’s failure to commission that study.
- B.** It is inappropriate and entirely against good town planning practice and Government directives to be suggesting that the present town boundary as loosely delineated by the Cardrona and Clutha Rivers should remain fixed, as it has for some 25 years. If Council does not accept and adopt a need for more flexibility with town boundaries

and thus land use implications arising therefrom, it is likely that Government will step in and do that for Council as part of its revised legislation to replace the Resource Management Act and that may well lead to a result that neither the Council nor the community wishes to see.

- C.** The **attached** Google satellite map details areas which the submitters believe need to be fully or substantially re-zoned to a rural living/rural lifestyle use to allow for the development pressures, growth and community needs that are already evident, and where land use is already a dominant feature. Land within those areas that is owned by one or more of the submitters is also identified with hard black lines on approximate ownership boundaries, a wider area covering land owned by others within which further rural living zone application is appropriate is marked with hard dotted black lines.
- D.** It is submitted that some of those areas will also be suitable for more intensive future urban or specialised development, both in a more intensive urban development sense than would be the case for rural living but allowing for larger land footprints as required for uses such as retirement villages or hospitals that cannot easily be accommodated within current township areas.

Mike Garnham

Director

GILES Roisin

Anderson Lloyd

Central Queenstown

Q. I am aged:

19-29

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Neutral

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

Q. Please let us know if you have any further comments:

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 Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

Submission on Spatial Plan.docx

Submission on draft Queenstown Lakes Spatial Plan

To: Queenstown Lakes District Council

Submitters:

- | | |
|---|---|
| Darby Partners Asset Management Limited | Jack's Point Land Limited |
| Darby Partners Limited | Jack's Point Land No. 2 Limited |
| Derby Planning Limited Partnership | Jack's Point Management Limited |
| Jack's Point Golf Limited | Henley Downs Land Holdings Ltd |
| Jack's Point Residents and Owners Association | Henley Downs Farm Holdings Ltd |
| Jack's Point Residential No. 2 Limited | Coneburn Preserve Holdings Limited |
| Jack's Point Village Holdings Limited | Willow Pond Farm Limited |
| Jack's Point Developments Limited | Jacks Point Village Holdings No 2 Limited |

Introduction

- 1 This is a submission on the draft Queenstown Lakes Spatial Plan (**Spatial Plan**).
- 2 The Submitters are interested in all aspects of the Spatial Plan.

Reasons for the submission and relief sought

- 3 The Submitters are project management entities involved in various master planning projects throughout the District which incorporate and integrate commercial, residential, visitor, tourism, recreational, educational and environmental elements. The Submitters have an interest in the Spatial Plan at the high level, to the extent that it adequately provides for its ongoing and future projects.

15001871 | 5942980v1

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Memorandum

- 4 It is important that the Spatial Plan indicates the direction of development in the District while also being sufficiently flexible to adequately provide for both the foreseen and unforeseen needs and growth of the District. This requires that the Spatial Plan can be amended or updated to allow for development of a nature or in a location that is not currently contemplated. Flexibility is also needed to allow for projects of various scales and development types, both public and private led, such as individual plan change processes or master-planning processes, as is most suitable on a case by case basis to address community and District wide needs and growth pressure as they arise.

General

- 5 The Submitters' position on the Spatial Plan is neutral, subject to further amendments and developments to the Plan which may affect that position.
- 6 The Submitters wish to be heard in support of this submission.
- 7 The Submitters will consider presenting a joint case with others presenting similar submissions.



Darby Partners Asset Management Limited and Others
Signed by its duly authorised agents
Anderson Lloyd
Per: **Reinhold Gies**

Address for service: 

15001871 | 5942980v1

page 2

«MatterNo» | 5942980v1

[Auckland](#) • [Christchurch](#) • [Dunedin](#) • [Queenstown](#)

GILMOUR Cath

We Love Wakatipu incorporated society

Kelvin Heights

Q. I am aged:

60+

Q. Please let us know your comments or feedback:

Hi,

I have attached the submission written on behalf of We Love Wakatipu Inc, of which I am chair.

This is separate, independent and different from the one written from my own perspective, under my name.

I look forward to receipt of confirmation.

It would be great if I could speak to my own and the WLW submission in adjacent timeslots, please. My guess is I wouldn't need both full times - but that is contingent on questions from the panel.

Many thanks.

Cheers

Cath

Q. Please describe the reasons for your position:

Q. Please let us know if you have any further comments:

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 Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

PQ submission on draft Spatial Plan, April '21.docx



We Love Wakatipu Inc submission to draft Queenstown Lakes Spatial Plan

April, 2021

Dear hearing panel,

Thank you for the opportunity to submit on this vital document. This is a submission on behalf of We Love Wakatipu Incorporated Society (WLW), which was set up to fight Queenstown Airport Corporation's plan to expand ZQN's air noise boundary (ANB), on behalf of our community.

We agree with the necessity of having a long-term spatial plan and with many of the contents of this draft. However, we believe it is based on a fundamentally flawed basic assumption and a concept of "Grow Well/Whaioira" that reflects the perspective of tourism business rather than repeated and strong community feedback on the inherent contradiction between continued airport growth and the well-being of our community.

Because this feedback - the community has been saying a very loud and clear "no" to expanding the ANB since first asked by QAC in 2018 - has been ignored to date, many we have spoken to will not submit on the Spatial Plan. Between cynicism and Covid, they have run out of energy to respond on issues that they feel will be seen only through the current council's 'more bums on seats' tourism business lens.

As hearing panel member Cr Glyn Lewers will remember, he and I presented a 1500-strong petition plus substantial submissions from Frankton Community Association (he was then chair) and Kelvin Peninsula Community Association (which I was representing) to QAC back in mid-2018, expressing both communities' united opposition to ANB expansion and all its downstream ramifications. Cr Lewers' voting pattern and statements indicate his position has changed since leaving the FCA role. At the KPCA meeting that fed into our submission, and every meeting since, this opposition has remained unanimous. Overall, over 92% of around 1500 submissions opposed QAC's expansion plans.

This strong community opposition was again reflected in the council commissioned MartinJenkins report on socio-economic impacts of different airport scenarios. This report

Ko te kai a te rangatira he kōrero

The food of chiefs is dialogue

was commissioned at the behest of Mayor Jim Boulton when the issue became the unwanted central election issue, purportedly to guide future council airport growth scenario decisions.

However, MartinJenkins and council staff running the process refused specific requests from local group FlightPlan2050 to offer a scenario for discussion in which Queenstown Airport was removed, opening up the land for other uses long-term.

Furthermore, it was made clear at the start of each workshop that discussion of this alternative was off the table. MartinJenkins' scenario of a third international airport did not pair such development with closure of ZQN and the potential upsides of this. And despite this, it received strong support from the community.

The MartinJenkins report was further flawed by concentrating on the narrow lens of GDP and modelled economic impact. The "socio" part of the socio-economic report was largely ignored. As was the promise that it would include environmental impacts.

However, as councillors have still not specifically workshopped this report and its findings, the flaws have probably had little impact and this discussion is included just to illustrate the paucity of meaningful community consultation on airport growth to date.

The same prohibition on discussing the future of the ZQN-shaped doughnut that is currently Frankton's land resource was imposed when the Frankton community came together to feed into QLDC's Frankton master plan.

All of which contrasts significantly with the Spatial Plan's claim that a key part of engaging with the community was to test future growth scenarios and have robust discussions on possible outcomes. Neither alternative scenarios nor robust discussion was allowed at any of these community engagements.

And so it probably comes as no surprise to anyone that one of the two fundamental assumptions on which the Spatial Plan has been based is continued growth of Queenstown and Wanaka airports in our midst, to meet demand.

When asked in the past, QAC has said this "demand" is based on predictions by experts of likely airline demand.

It is certainly not the "demand" of our communities. As the clear feedback mentioned above, the Mood of the Nation and QLDC Quality of Life surveys have shown, pre-Covid growth was far above the "well-being" threshold of our communities. It is the four



well-beings that QLDC is charged with responsibility for - economic, social, community and environmental - not meeting international airline demand.

The second assumption on which the Spatial Plan is based is that growth will soon return to pre-Covid levels and then continue, so that our population and visitor numbers double by 2050.

WLW accepts that the government requirement for the Spatial Plan is predicated on Queenstown Lakes being a high growth district. However, the loss of social licence for tourism and serious angst against excessive growth expressed in many forums suggest a council focused on its community's wellbeing would aim to minimise rather than maximise the developer-driven freight train of growth we have experienced in recent years.

The Spatial Plan states its purpose is to "ensure we are delivering the best possible future for our community and the generations that will follow us." Which sounds great. As does its label – Grow Well/Whaioara.

But the problem is one of who/what is the driver of those definitions of "better future" and "Grow Well/Whaioara"?

Certainly not all the feedback showing both Queenstown and Wanaka communities vehemently oppose QAC/QLDC's airport expansion plans, nor our clear pre-Covid exhaustion with over-tourism and unmitigated growth.

Not the imperative of climate change mitigation nor the distinct possibility that a better regulated, safer, more climate-friendly international airport at Tarras would be a commercial reality that even QAC and QLDC couldn't ignore long-term.

Continuing to grow an excessively noisy international airport in the middle of an increasingly dense urban centre doesn't enhance any of the four well-beings the council is mandated to provide for, nor meet any reasonable definition of growing well/whaioara.

Especially when QAC, council and our community all know that one day, ZQN will hit its ultimate outer growth limit. It is New Zealand's most dangerous airport, physically constrained by the river at one end of the runway and the lake at the other, in the midst of a community largely hostile to its presence.

Hence the dual airport strategy, which QAC started promulgating more seriously in the wake of the 2018 Queenstown response to its ANB expansion plans, with the intention of flicking



flights over to the Upper Clutha once ZQN was maxed out.

Although this submission focuses on Queenstown Airport, we must raise the question of whether growing two international airports in the middle of largely hostile host communities is the best use of high value land in two of New Zealand's most valuable tourist resorts, for the next 30 years or longer term?

Looking at airport infrastructure from regional and national perspectives, is \$800 million spent on building/rebuilding two international airports in Queenstown Lakes District sensible expenditure? Especially when they seriously diminish social licence for tourism in the district that acts as New Zealand's primary tourism magnet?

As stated above, We Love Wakatipu Inc's goal is to stop expansion of ZQN's air noise boundaries and all its downstream ramifications. So, our particular concerns in the plan are as follows:

- That the basic assumption of continued growth of Queenstown Airport should be removed. The community has been resolutely clear in its rejection of ANB expansion – even the Chamber of Commerce and many of Queenstown's biggest tourism businesses submitted in opposition, in the pre-Covid reality of Queenstown's community buckling under over-tourism. (Again, Cr Lewers will be able to give you more detail as he was the front person for this group.) This assumption closes off so many other potential opportunities for land-use. Not just of the ZQN land itself, as the map in the Spatial Plan wrongly suggests, but also all the adjacent land under the expanded ANB. To have as a basic assumption a principle that contradicts community so strongly, and so limits the potential uses of so much of our best land resource, makes a mockery of the fundamental purpose of the Spatial Plan.
- That the Spatial Plan recognises the strong community feedback on QAC's ANB expansion plan and specifically excludes capacity to do this. ZQN already severely restricts activities on adjacent land and within the ANB. Unfortunately, most owners of these properties have non-complaint covenants that mean you won't hear from them. Some of the many reasons our community is so strongly against expansion of the ANBs are excessive noise, traffic congestion, impacts on our use of outdoor space, air pollution, loss of social licence for tourism, health effects and loss of community through over-tourism (please see our [WLW website](#) and [Protect Queenstown Facebook](#) for more details). Expansion of the ANB



as planned by QAC would mean 4000 more properties would be restricted in their use, with no ASANs (activities sensitive to air noise) allowed and design constrained by the need to meet 40Db limits in all bedrooms and living areas. This is a severe restriction on private property rights, which would not be compensated for in any way. People do not live in or visit Queenstown to sit inside an air-conditioned box.

- That the inclusion of the Frankton masterplan, which was based on inadequate reflection of community feedback, be caveated. The 'wordles' created from public feedback to Shaping Our Future's Frankton Future Forum (please see page 8) clearly show major contradictions between locals' aspirations and the presence of a growing international airport in their midst.
- That greater consideration be given to climate change mitigation and the likely impacts of this on global long-haul tourism and thus, ZQN use.
- That (page 34/35) greater realism be given to the impacts of current ANB impacts. Currently described as "restricts some development outcomes in parts of Frankton," and showing only the airport land itself, these impacts spread over a far larger area. For instance, council suggestions that Frankton Motor Camp (owned by Council) could be used for affordable housing/worker accommodation were nixed by QAC counsel during proposed district plan hearings, as they were considered an ASAN, and therefore forbidden. The ANB is the greatest constraint on broader Frankton and West-East Corridor spatial use – in terms of height, activities and so on. Witness also the constraints on Queenstown Events Centre land-use. Plus the impact on people wanting to build their homes and having to meet QAC-imposed internal noise limits.
- That if ANB expansion is not ruled out in this Spatial Plan, that the depth and breadth of these impacts are clarified in the narrative and the map, to better inform the 2024 review. Currently the plan is silent on this, part of a pattern of the Spatial Plan narrative minimising problems and land use limitations created by the airport.
- Under transport options, mention is made of Queenstown's role as a domestic and international tourism gateway compounding issues of congestion, emissions and safety. There is an apparent assumption that this gateway/regional hub role should continue. Why should it? It could easily be changed by QLDC giving QAC such instruction through its letter of expectations for the Statement of Corporate Intent.
- The map on page 52 has somehow forgotten the huge hole in the middle of the major metropolitan of Frankton created by the airport. This bifurcates Frankton residential and commercial areas, restricts potential for connections and severely



curtails much land use. How can and why would the draft Spatial Plan ignore such a huge impingement on our most usable space?

- The page 88 section on air services is a commercially and politically driven narrative that lacks the objectivity expected of an independent and professional Spatial Plan. Many locals would disagree with the claim that air services connectivity across Queenstown Lakes is “vital to the economic and social well-being of the Queenstown Lakes”. Sure, our community needs connectivity. It need not be to the level wanted by QAC. It need not be provided at ZQN. Also commercially/politically driven is the statement that “it is important that the level of service continues to support growth in demand for commercial air services”. This would appear to be a fundamental Spatial Plan paradigm. But such political pressure cheapens the document and should be removed, in favour of strategic independence that will survive both the current council term and community critique.
- This section also describes QAC’s dual airport vision as “at conceptual level”. A pretty well-developed concept, considering we have been told that redevelopment of both airports would cost around \$400million each and have submitted on QAC’s alternative ZQN terminal options. It is interesting that the narrative says that further community consultation is required. Better, surely, that QAC and council stop ignoring the consultation already done and agree to operate within the existing ANB. With already existing noise technology improvements and capacity increases, the current ANB allows several times the number of passengers QAC claims it is targeting through ANB expansion. We have received confirmation through a LGOIMA response from QAC that their ANB and demand modelling to date does not take any account of this. ANB expansion would in fact allow many, many more tourists than the 5.2 million passengers QAC claim to be targeting, with no ability for QLDC/community to control this further growth. Further good reason to ban ANB expansion in the Spatial Plan.

Perhaps the saddest part of this Spatial Plan, however, is the fact that the broader Spatial Plan team has not used this opportunity to trigger/force a broader debate about the best use of the hole in the middle of Frankton doughnut, faced with the current council’s reluctance to do so.



WLW is not pushing for relocation of ZQN - but surely this is a debate worth having now, when the draft Spatial Plan is focused on best use of our constrained and valuable land resource and \$800 million has not yet been spent on QAC's unpopular redevelopment plans.

This is the time and place for open-minded, blue sky thinking – especially in the face of the competing Tarras International Airport proposal and demands from so many in the community for a reset in the wake of Covid.

Proposing two international airports within 70km of each other is bad enough - to potentially have three, because of intractable council competition and the current lack of nationwide airport infrastructure coordination capacity, would be an unforgivable waste on many fronts.

QLDC's and QAC's response to this Tarras proposal (beyond the Spatial Plan's one-liner) has been to take the strategic direction of the airport totally behind closed doors, to be developed by QAC with no councillor sign off and zero community input, to ensure that CIAL has no visibility of QAC's defence and attack strategy.

This makes the Spatial Plan even more critical for our community, as the council has abandoned the "total control" it claimed it had over QAC through its Statement of Corporate Intent during November's High Court case, any chance of community input and any transparency.

In conclusion, the Spatial Plan is our community's best opportunity to work out whether a noisy (and getting noisier) international airport is the optimal use of Wakatipu's biggest chunk of developable, flat, sunny, geotechnically stable land, already blessed with the necessary community, recreational and infrastructural requirements.

Or is there a better alternative for community, economic, environmental and social well-being and climate change mitigation than the continued, dispersed and diluted web of homes, roads and pipes across the Wakatipu?

Remember, these are the four well-beings ('wellness' in Spatial Plan-speak) our councillors are obliged under the Local Government Act to base their strategic decisions on. Have councillors remembered the Climate Emergency Declaration they voted for not so long ago?

In 108 pages, the Spatial Plan text is almost silent on ZQN, despite the central and critical assumption of its continued growth in Frankton's heart. Perhaps because this assumption leaves no room for improved use of this space. Or, being eternal optimists, perhaps there is a realisation, somewhere in the spatial planning universe, that having New Zealand's most



dangerous airport consume this land is a nonsense we have more hope of addressing at the 2024 review, under a new council? And that Kai Tahu and central government members of this Spatial Plan working group would be supportive of this.

Our community should be allowed to have this debate before QAC spends some \$800 million on dual airport development and ratepayers have to suck up all the other externalities and costs (think roading, loss of developable land, excessive noise, congestion, over-tourism, compromised property rights of 4000 more property owners...).

We understand that, under the current timeline, there would not be time for such a debate prior to Council wanting to sign off the draft plan. Which leaves two alternatives – adjust the timeline or signal in the Spatial Plan that such debate must take place, with meaningful opportunity for community input and influence, prior to the 2024 review. And ban any action being taken in this direction in the interim.

Again, many thanks for your efforts to make this Spatial Plan a better, more visionary, objective document that reflects consistent and strong community feedback about our fundamental opposition to an ever-growing airport in our midst.

And many thanks to those staff who tried their hardest to have vision and incorporate community feedback, where they could.

Kind regards,

We Love Wakatipu Inc Society (chair Cath Gilmour)

ENDS

GILMOUR Cath

Kelvin Heights

Q. I am aged:

60+

Q. Please let us know your comments or feedback:

Feedback file attached.

I would much appreciate if I can please be scheduled sometime between one and four p.m., preferably around 3ish...

Please confirm receipt.

Many thanks.

Cheers Cath

Q. Please describe the reasons for your position:

Q. Please let us know if you have any further comments:

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 Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

Cath's submission to Queenstown Lakes Spatial Plan, April 2021.docx

Submission to Draft Queenstown Lakes Spatial Plan

Dear hearing panel,

Thank you for the opportunity to submit on this important document. As background, I'm Cath Gilmour, resident since 1995 and holidaying here since my grandparents bought a crib in 1962. We have brought up our family here. My first jobs post-school were here, in F&B and motel cleaning roles. I've worked as a Queenstown-based journalist since 1995. I am a three-term district councillor, during which time I was the community services chair, planning and strategy portfolio leader and Proposed District Plan stage I governance leader. I was an independent RMA commissioner for seven years and have sat on various resource consent, plan change and PDP hearings. I instigated and chaired the Queenstown Memorial Hall Trust, Catalyst Trust and We Love Wakatipu Incorporated Society. I am or have been a committee member or trustee of a wide variety of voluntary groups in the education, community, sport, philanthropic and youth sectors. I held a Queenstown tourism ambassador role in my early 20s and am, some four decades later, an ambassador at Coronet Peak during winters. I'm an active, involved and passionate Queenstowner. This is my turangawaewae.

I agree with the fundamental need for the long-term Spatial Plan and with many of the contents, acknowledging they are high level rather than detailed specifics, and congratulate the team involved. I do believe there are some fundamental flaws, which I will outline below, and have some commentary on changes that I think would improve the plan.

First, what I believe to be fundamental flaws in the document and its narrative;

- the document is based on two fundamental assumptions that both go against strong community feedback. The Mood of the Nation and Quality of Life surveys have shown that Queenstown Lakes people (especially compared to nationwide stats in the Mood of the Nation survey) have grown tired of the pre-Covid levels of growth. And yet the entire spatial plan and the guidance that it therefore offers for future infrastructural investment is predicated on assumptions that growth will continue at pre-Covid rates and both Queenstown and Wanaka will continue to have growing airports in their midst. That this is so, without any explanation of why it must be and in such strong contradiction to the aspirations of the community whose four well-beings the council is meant to serve, is astounding.
- While I accept that growth is inevitable, the level and pace of such is not. Much of the growth in Queenstown is driven by developers, whose deep pockets have also influenced planning processes and proposed district plan hearings far more than the community, and their marketing. This is a major reason that a strong Spatial Plan, and entrenchment of its most vital protective mechanisms, is so important.
- 92.5% of submissions to the QAC air noise boundary (ANB) expansion consultation (2018) opposed more airport noise and all the downstream effects – including over-tourism, congestion, restrictions on use of our public and private space, excessive

noise, air pollution, health effects et cetera. This strong opposition has continued through the two local community associations and, despite serious flaws and a process and narrative that favoured growth, the council-commissioned MartinJenkins socio-economic report on impacts of airport growth. Insisting on the permanence of ZQN - New Zealand's most dangerous airport, plump in the middle of Wakatipu's most valuable, developable land - closes both the Spatial Plan and council/government minds to other options for this land use. Now is the time for this discussion - especially with the very real opportunities/threats that Christchurch International Airport Ltd's Tarras Airport proposal offers. Requests to discuss a scenario that did not include the airport in Queens town were refused by both those writing the Spatial Plan and organising the workshops. Similarly, MartinJenkins. And nowhere in the Spatial Plan is the impact of expanding the ANB on the use of our invaluable land resource made clear. Without such clarity – because the impact is significant – how can the Spatial Plan properly address its spatial impacts?

- So to read in the Spatial Plan's narrative that a key part of engaging with the communities was to test future growth scenarios and have robust discussions on possible outcomes beggared belief. Discussion was not robust - it was not even allowed! Neither was the potential scenario of ZQN being removed, with air connectivity instead being provided at Tarras or elsewhere.
- Much of the narrative of the Spatial Plan then goes on to try to normalise the idea that growth, especially at the airport, is inevitable. E.g. the statement on page 88 that air service connectivity is "vital to the economic and social well-being of the Queenstown Lakes". And then that "it is important that the level of service continues to support growth in demand for commercial air services". The majority of Queenstowners have already spoken up in opposition to this QAC and QLDC leadership driven stance. Even the Chamber of Commerce and some 20 of Queenstown Lakes' biggest tourism operators submitted against expansion of the ANB, at least partly in recognition that the loss of social licence of tourism through further pressure on our community would be detrimental to their business. Such statements give the strong impression that the Spatial Plan was designed specifically to ensure ANB expansion was written into this most vital planning document, regardless of community opposition. And regardless of this Spatial Plan being Queenstown Lakes communities' best opportunity to ensure wise long-term planning of our incredibly constrained and valuable land resource and to challenge some of our existing tourism and council leaders' "sacred cows".
- We were promised that this Spatial Plan would help guide wise decisions on ZQN, with involvement of Kai Tahu and central government suggesting objectivity and broader perspectives. Unfortunately, it is very apparent that it is the current council and airport regime's belief that ZQN must continue to grow in situ that is straitjacketing the Spatial Plan.

On to specific comments on parts of the plan;

- on page 34, the narrative says that the current ANB "restricts some development outcomes in parts of Frankton". Master of understatement. The accompanying map

shows just the physical airport area shown as being affected by it. Activities sensitive to air noise (ASANs) are forbidden within the ANB - which will cover another 4000 properties if expansion is allowed. It would prevent many property owners from having indoor/outdoor flow in their homes, because of the necessity of ensuring 40Db in sensitive listening areas. It covers and constricts activities on the sports fields of Queenstown Events Centre. It seriously constrains the West-East Corridor proposal, in terms of height/location/activities, resulting in more of an urban canyon than urban corridor. Think Shotover Street congestion on steroids, on our primary West-East arterial. It prevents the possible use of Frankton Motor Camp and other council owned land for affordable/worker housing, successfully fought by QAC legal counsel in proposed district plan hearings. This is another example of what appears to be a deliberate attempt to not objectively address the real impacts of having New Zealand's fourth busiest and most dangerous airport in the middle of a suburban settlement, sandwiched by a lake and a river. There should be more honesty in the document on this front. If spatial planners have had to bow to political dictate, the ramifications thereof should at least be made clear. Another of which is that the district has been deprived of the opportunity to consider what else Wakatipu's largest chunk of flat, sunny, geotechnically stable, developable land, already resourced with roading, civic, commercial and community infrastructure could be used for. If the Spatial Plan is not the time for this, when is?

- This is a question that should also be addressed with an eye to the nationwide air traffic infrastructure network. One, two or three Queenstown – Central Lakes international airports? In terms of the best use of NZ Inc's land resource, perhaps a Tarras international Airport built with climate change mitigation and minimising community impact as central tenets could be the best solution. To not have this discussion when there is a very real proposal on the table appears shortsighted and narrowminded.
- p38/39, challenges and opportunities of growth do not mention the major impact of developers pushing their agenda with deep pocketed legal challenges to the resource consent, plan change and proposed district plan processes. I have seen the impacts of this as a councillor, portfolio leader of PDP stage 1, plan change hearing panel member and independent resource consent commissioner. I think it is the most pernicious cause of incremental, ad hoc, poorly connected and planned development in the district. A strong Spatial Plan ground on appropriate assumptions, and principles/objectives/priorities based on sound, open-minded, community-supported planning would be a great antidote to this.
- The Spatial Plan's statement that "a limited amount of land is expected to change from rural to urban use over the next 30 years" needs to be made stronger, and legally entrenched to prevent continual chipping away by developer-driven incrementalism. And it should be made clear that the only places this would be acceptable would be within those areas highlighted within the plan as areas of future development. The Spatial Plan's entrenchment of the Wakatipu Basin Land Use Study, undertaken specifically to identify which land within the basin could not absorb further development without losing its intrinsic and valuable natural

character, as a result of challenges to PDP stage I from developers, would be a vital part of this. Otherwise, the community will continue to face the costs of ongoing relitigation from developers keen to test and retest the ground.

- P40, again, we see minimisation in the narrative of the effects of over-tourism/growth. It mentions that Mood of the Nation and Quality of Life Surveys show “some” locals are feeling pressure from visitors but that post-Covid “the community is in the process of redefining this relationship.” What an amorphous and meaningless statement! More than three quarters of residents have expressed this angst in all feedback opportunities; that is “many,” not “some”. As this Spatial Plan (and other consultative processes already mentioned) shows, the community has very little power in redefining anything, as our strong and consistent feedback has been largely ignored by Council. And will continue to be as long as council leadership is focused on “more bums on seats” tourism as our economic nirvana. This would appear to be largely because of the strong leadership influence from our mayor, who is board chair of the South Island’s largest tourism operator, Wayfare (which owns, among other things, Go Orange, Real Journeys, Treble Cone and Cardrona). This offends two of the accepted planks of conflict-of-interest - having an interest greater than a general member of the public and public perception that this is the case. This conflict is denied by Mr Boulton and the majority of his councillors, but it makes objectivity within the Spatial Plan even more vital for both public credibility and achieving its purpose.
- P49, Kelvin Peninsula is not listed, which seems odd as it is already zoned residential and could be intensified. Sadly, the developer decided to throw away a major opportunity by developing the one area of high-density zone, adjacent to the Hilton, as low-density. The rest could be developed within a reasonable time period, helped by the owners being long-term locals with a community heart. But it is important that planning includes a roadside cycle commuter track along Peninsula Road and regular ferry connections. As the Covid lockdown period showed, the lakeside track is not suitable for commuting or speeding cyclists - many local families, elderly, disabled and dog walkers were forced off the track because of the danger of being sworn at or hit by lycra-clad speedsters.
- P52, this map should be redrawn, as someone forgot about the international airport in the middle of the large red blob of metropolitan Frankton. This does, after all, bifurcate Frankton residential and commercial areas, restrict development and logical connections et cetera, et cetera, et cetera.
- This map also shows a third (future) urban area at the southern end of the North-South Corridor. Elsewhere it is said this corridor could be home to up to 10,000 people. That was the estimate prior to the addition of this third urban area, so I would have thought it would be higher than that? It is important that all of these urban developments are kept off the flanks of the Remarkables. And that this is made clear and enforceable through the plan (refer to previous statement on developer-driven incrementalism). It isn’t clear from my reading of the map that the North-South Corridor will lead to a second bridge over the Kawarau, which will be essential.

- P53, is this Spatial Plan an opportunity to reinvestigate the long-held council vision of dual town centres? As more services and professionals move out to Frankton, so will the logic of council offices also being there. Perhaps it is time to just accept Queenstown CBD's role is tourism and hospitality, with Frankton as the civic and community centre. It would certainly stop the need for a whole lot of peak time Frankton Road traffic.
- The high-frequency public transport system sounds great. But, as with the active transport network use, it will be reliant on stick as much as carrot. Not until the inefficiency and cost of using their car counters most people's reluctance to get out of it, will either public or active transport become most people's favoured option as this plan envisions. (I say this as a committed cycle commuter and bus user.)
- So the mooted stages two and three of the arterial route should not go ahead - growth is not happening out Sunshine Bay/Fernhill way and this Spatial Plan acknowledges that Glenorchy will not grow much, so why spend all those millions building an unnecessary road and knock over Queenstown Memorial Centre? And nor should Council/ratepayers build a downtown parking centre. The Spatial Plan should not accommodate either of these private car-encouraging, 20th-century thinking projects.
- Outcome one; a general comment. No mention is made of possibilities for different ownership options, which could have major impacts on affordability. The most obvious potential examples would be the Man Street campground and ZQN, both council assets that could (through Council directed or JV development) create mixed, high density and more affordable housing without the inflationary value of land being included. The land could be retained by Council and long-term leased. Strong design controls could ensure quality public/3rd space is retained and developed for community cohesion, and that while affordable, housing is healthy and good quality. Such design guidelines should be entrenched, in the district plan or some other enforceable mechanism.
- P59; it is claimed that Frankton master plan reflects the outcomes sought for that area. Few locals would agree. The graphic below shows the 'wordle' created through input from Shaping Our Future Frankton Forum participants of their community vision. You will see little congruence between their descriptors and the outcomes the masterplan would create. This was, again, a politically directed community input process that did not allow discussion of airport options and that insisted on primacy of airport growth aspirations above the aspirations of those who lived in the surrounding area.

that active and public transport don't work so well for freight and tradies - but nor are many of them going to Glenorchy, Sunshine Bay or Fernhill so that is not adequate cause for that level of expenditure. I understand from a senior manager that they were trying to retro-justify stages two and three by using it to bolster the three waters network. Again, not adequate cause for the cost or losses incurred. For the same reasons, ratepayers should not debt fund or pay rates to build a multi-story CBD parking building that the experts did not recommend and the private sector don't want to build. Please exclude both old worldview projects from the Spatial Plan.

- P78, as per above comment, arterial route stage one makes some sense but not stage two and three. Especially when it would require demolishing existing facilities that while not salubrious, are adequate. As this year's LTP shows, the first projects to be sacrificed when funding is short (which it undoubtedly will be for some time) are community projects. So the \$51 million (65% funding) currently in the LTP over five years from 2027 for replacement of Queenstown Memorial Centre is unlikely to survive, as many other projects have been pushed over this three year horizon and will deserve funding support. Third-party funding of 35%, as being relied on, is unlikely when council itself has been responsible for demolishing the existing performance and community centre. And this funding does not include replacing the squash courts or rugby club. What is a better use of space? Existing resources that boost community cohesion, arts and culture and health – or a road that the urban designer favours because knocking them over would give a clear view of the recreation ground to drivers and perhaps faster access to suburbs that are not pegged for growth? QLDC's chief engineer has previously confirmed that the road, if it were ever required, could instead be cantilevered over Horne Creek, negating the need to bowl QMC and company. Please remove arterial route stages two and three and the CBD parking building from the plan.
- P80, there seems to be some confusion over the active transport network. The lakeside track from Jack's Point already exists, but it is not suitable for commuting and should be left as the recreational track it currently is. Great to see the planned community trail between the Mees' land and Remarkables - flat, logical, usable. The existing lakeside Kelvin Peninsula track should likewise be retained as a recreational track - but a roadside commuting trail is required, especially to facilitate already allowed zoning. Again - flatter, safer and more accessible considering most of the development upside is on the high side of Peninsula Road. I believe we should target a third Kelvin Peninsula ferry stop, between the Hilton and Bayview stops.
- P82, the illustrated path from the airport to the lakefront looks like an urban designer's legacy project. How many tourists will lug their golf bags, snowboards or skis down to the lake ferry versus take the bus? A less expensive option could achieve the same end and be more affordable. Most locals are unlikely to use a bridge to go to the airport by foot, as they are either picking up/dropping off people with luggage or lugging it themselves. Of course, if it weren't an airport, it might be a different question.

- P84, the description of the destination management strategy's possible achievements gives little hope of any community wins. "Representative community participation" leads to questions of who chooses and how effective can it be? This is the only mention of community among all the parameters. Similarly, the descriptor of sustainable tourism at the start doesn't mention community cohesion or social licence retention. Instead "social equity" and "cultural diversity". Unsure exactly what the writer is trying to say here, but I can't see how either of these (no matter how defined) is the role of a destination management strategy. How will a destination management strategy under the aegis of some unnamed group with unknown terms of reference, and parameters of achievement so firmly weighted towards tourism, help our community? More social and community well-being measures would need to be included (as is required under the LGA for council to promote) and transparent ToRs and governance.
- P86, one of the best ways to promote a car-free destination would be to disincentivise QAC from having to make a profit from car parking and car rental income. QLDC has the capacity to do this through its direction of QAC's Statement of Corporate Intent (as QAC and QLDC legal counsel took pains to tell the High Court judge last November in the case brought by Wanaka Stakeholders Group). Interesting to see a slight chink in the closed mind re-Tarras in this page's final sentence that the "public transport connection between Queenstown, Wanaka and Cromwell has the potential to link to a new airport service in the future". Well done someone!
- P88, general comment – this page appears to be statement of political support for unquestioned, continued airport growth contrary to consistent and strong community feedback. Under different political leadership, this stance will hopefully change to support community well-being. Air services across Queenstown Lakes creates connectivity "vital to the economic and social well-being of Queenstown Lakes" appears, again, to be a politically motivated phrase. Where does evidence of this come from? Few Queenstowners would agree that their social well-being is enhanced by flights leaving or taking off every four minutes during peak hours, as proposed under Queenstown Airport Corporation's ANB expansion plans. Similarly, it is inappropriate for the Spatial Plan narrative to include a political statement that it is "important that the level of service continues to support" growth in demand for commercial air services - not only for Queenstown Lakes, but for the wider region. This is giving intrinsic support for ZQN to continue its role as a regional hub. This is not what the community wants, as previously covered. And the dual airport vision is beyond "conceptual level" - before Covid and Queenstown community backlash to the plans, QAC had already developed new terminal options with draft budgets. So the suggestion of "further community consultation," when all to date has been ignored, elicits just another tired sigh. I am unsure what message that saying Tarras "proposals" (there is only one) "highlights the commercial interest in the development and delivery of capacity of service and the wider region" is meant to convey, in terms of relevance to spatial planning. It should be removed. No mention is made of the risks and opportunities this proposal brings to the table, or the spatial

implications thereof. This approach appears to be politically motivated and is inappropriate. The Spatial Plan should be objective and in the broader community interest, looking at all opportunities for the use of our constrained and valuable land resources - not constrained by a political directive that the airport must remain in situ and able to grow.

- P89, priority initiatives – destination management strategy must include community cohesion, social licence for tourism and effective community representation.
- P92, provision of quality public space is vital for healthy high-density living. Again, it does make you wonder why, considering acknowledgement of the need for community spaces for art, cultural and other needs, QLDC is planning to bowl Queenstown Memorial Centre and the rugby and squash club rooms for an unneeded road.
- P93, no mention is made of the new Southern Cross – CLT hospital at Ladies Mile, which will be integral to SDHB services provision. Likewise, no mention is made of the impact the airport has on constraining development of the existing Lakes District Hospital.
- P94, yes, it is vital that public space is integral to developer requirements from inception of their proposals. Without wriggle room to opt out of their provision, as several developers have in the past. Also important to include bus shelters and decent streetscape. These should be entrenched to the district plan or other mechanisms that cannot be continually relitigated, at the cost of both ratepayers and environment.
- P95, priority initiatives – design requirements should also be enshrined in the district plan, as design guidelines are discretionary and therefore ignored as soon as they start costing developers. Good design and streetscape must be fundamental to any development, not a desirable tack on. These should not be prescriptive, in terms of actual design, but must be provided and must be good quality, reflecting community requirements.
- P96, this gives me more hope that a commuter cycle track adjacent to Peninsula Road will be provided, although that is not clear on the active transport route map. However, if development as zoned (or denser) goes ahead, more playgrounds will be needed in Kelvin Peninsula - already way below the recommended provision level.
- P100, making spaces for business success – see FlightPlan2050 submission, ZQN could provide an opportunity to provide economic diversity and housing affordability in a high-density, mixed-use urban settlement in the heart of Frankton. Lack of light industrial land will become a problem that reliance on Cromwell will not be able to resolve on its own - nor is it a good traffic/emissions solution. There could be some opportunities on the Remarkables side of the State Highway to Kingston, that could be well hidden. Some such uses already exist there. Worth investigating.
- P103, to increase resilience, worth working also with local energy producer, Pioneer, not just distributors.

- It's good to see the Spatial Plan will be reviewed in 2024. Creating a more objective and balanced Spatial Plan now will create the opportunity for keeping more spatial options open when the plan is revisited at that time.

It would be good to better understand the "next steps" part of the process. I'm currently sitting in Wellington public library, reading rather a lot about the capital's frustration with the Let's Get Wellington Moving process and lack of progress. I would hate to see this Spatial Plan mired in the same problems.

Again, thank you for the opportunity to submit on this Spatial Plan and your work in ensuring it evolves to be a document driven by open minds on opportunities provided by our incredible space - not limitations dictated by airport and growth assumptions opposed by most of our community. This is particularly important now that strategic direction of the airport has been taken behind even more tightly closed doors, removing our community's input opportunities and the transparency of council decisions even further.

Kind regards

Cath Gilmour

GLOVER Sophie

Public Health South - Southern DHB

Jacks Point (includes Coneburn and Homestead Bay)

Q. I am aged:

19-29

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Support

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

Public Health South (PHS) appreciates the opportunity for stakeholder review and largely supports the Draft Queenstown Lakes Spatial Plan.

PHS is pleased to see consideration given to housing, transport and the environment as these determinants heavily influence public health. Our most common health problems in New Zealand are largely preventable. It needs to be acknowledged that the biggest influences are the social, economic, and built environments in which we live, work and play.

PHS supports the outcomes identified in the Draft Queenstown Lakes Spatial Plan, particularly outcomes 1, 2, 3 and 4.

Increasing housing density in appropriate locations alongside diversifying the housing options available will provide more affordable housing options for those looking to stay in the Queenstown Lakes region. It is important future areas of housing density are well connected and designed with a public health lens, this is largely considered by outcome four.

PHS supports initiatives focused on shifting reliance on cars to more sustainable transport options such as public and active transport. Active transportation is a key public health goal due to its positive effects on both mental and physical health, increasing social connectedness and sustainability. Further, active transport has no carbon footprint, contributing to a healthier environment for future populations.

Q. Please let us know if you have any further comments:

Health of the community is a top planning priority. Moving forward, PHS would like to continue to work in collaboration with QLDC and would welcome the opportunity to provide input into the development of strategies proposed to create healthy environments.

GOLDEN Anita

Lake Hayes Estate and Shotover Country Community Association

Lake Hayes Estate & Shotover Country

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

PDF attached

LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHSCCA)

19 April 2021

To Whom it may concern

SUBMISSION ON DRAFT SPATIAL PLAN

The Lake Hayes Estate and Shotover Country Community Association (LHSCCA) appreciates the opportunity to submit on the Draft Spatial Plan (DSP).

The LHSCCA aims to represent the over 4.5k residents and ratepayers within Lake Hayes Estate and Shotover Country. Our community has seen significant growth and has been impacted upon by both the growth within Shotover and Lakes Hayes Estate, and in the wider Whakatipu Basin. It is important that Lake Hayes Estate and Shotover Country continue to become a community rather than a 'development' or suburb. Currently, our community has a larger population than Arrowtown, and yet we have no hall, no church, no swimming pool, or sports fields. Despite commercial development being part of the plan changes that created the zoning, little commercial has occurred. Most of our community, if not all, has to travel to employment, secondary schooling and services located west of the Shotover Bridge.

While the DSP identifies that the key objectives for future growth are consolidation and providing capacity for future growth, it suggests dispersed growth at Ladies Mile. Ladies Mile is not adjacent to services or employment, and it is located east of the Shotover bridge which is already at capacity. Increasing development in areas east of the Shotover Bridge eg Gibbston, Cromwell and Wanaka contribute to congestion, as does the increasing amount of freight needing to travel through Ladies Mile to reach Frankton and Queenstown.

It is our submission that extending growth across Ladies Mile does not represent consolidation as it is not adjacent to an existing township. Our settlement does not provide employment and it does not have community facilities. We consider it odd that in comparison, no growth is to be provided at Arrowtown, which is a township supported by commercial, industrial and tourist activity. While it is acknowledged that Arrowtown is constrained by several golf courses, the remaining land is therefore very important to utilise and connected into the existing community and public transport link.

While it is recognized in the DSP that traffic management is a key issue to resolve before Ladies Mile can be developed, it still fails to recognize that before such greenfield development occurs the growth is better accommodated at Arrowtown and in locations west of the bridge. Providing for growth west of the Shotover Bridge and adjacent to existing townships represents consolidation.

We understand that there is an appeal to the Proposed District Plan (PDP) requesting a zone change to enable residential development at Tucker Beach Road. Yet that area is shown as 'rural' in the DSP. We submit that before any development is proposed east of the Shotover bridge that every opportunity should be taken for development in close proximity to Frankton's services. That is, consolidate growth where it can easily access the services and infrastructure within existing town centres.

All of the components of a functioning township are extremely difficult to achieve in a greenfield development. The planning process in Lake Hayes Estate and Shotover Country has failed to the extent that the development contributions paid have not been used for facilities and services within the community. The existing residential population, let alone any increased residential population, needs these facilities to provide for the social and cultural well-being and community cohesion.

This all points to the importance of the DSP recognizing that development areas must be prioritized, so that development occurs logically and only where it can be supported by infrastructure and is adjacent to existing townships or town centres.

At page 78 the DSP states:

The backbone of the new system is a Frequent Public Transport Network, initially between the Queenstown Town Centre and Frankton, and eventually extending east to Ladies Mile, and south to Jacks Point / Homestead Bay, via the Airport and Remarkables Park. Services on the frequent network will run at least every 10 minutes during the day, offering 'turn-up and go' convenience so users will no longer need to look at a timetable.

This is supported, but the frequent bus service needs to be in place **now** for LHESC, not in the future. Investment in this transport system needs to happen first, before any further development can proceed that is not either on the western side of the bridge, or adjacent to a township

- Implement transport initiatives immediately to accommodate existing development, and the growth that will occur adjacent to and within existing townships.
- Expanding future growth areas along greenfield sites only occurs until such time that it can be supported by a functioning multi modal transportation system.

With respect to traffic, even if there is a 50% modal shift from private vehicles to public transport within Lake Hayes Estate and Shotover Country (which is a hard ask) and then even if the new development at Ladies Mile achieves the same, we are still at capacity on the bridge (and no space for a prioritised frequent public transport). Because of the difficulty in achieving commercial and industrial activity in this location (given its proximity to Frankton's industrial and commercial services) it is unlikely that it can become a live work environment.

We also consider that the existing residents should be supported first. Further growth at Ladies Mile should only occur when there is certainty that planning rules can be imposed to ensure that the development will not simply provide more residential growth. It must provide commensurate services including employment, educational facilities, attractive open spaces and community facilities.

Priorities:

1. Firstly accommodate growth within or adjacent to the existing centres; being Arrowtown, Queenstown and Frankton (Remarkables Park and 5 Mile)
2. Only once there is frequent public transport network (included prioritised bus lanes) in place and development prioritized next to townships and centres can the 'corridors' be developed.

This is sound urban design and planning principles. It seems that development is being promoted in Ladies Mile whilst there is a swathe of greenfield between the BP roundabout to Quail Rise that could be up-zoned to include the apartment and other high density options that support public transport investment.

3. Development of an efficient and safe walking and cycling network that supports active travel for all age groups especially school students and Frankton and Town Centre commuters

Thank you for the opportunity to submit. We would like to speak to our submission at the hearing.

Kind regards

Lake Hayes and Shotover Country Community

Contact: [REDACTED]

Chair: Anita Golden

Phone: [REDACTED]

GREEN Philip

The Office for Maori Crown Relations - Te Arawhiti

Out of District

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Neutral

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

PDF attached

Queenstown Lakes District Council

By email: letstalk@qldc.govt.nz

Submission on the draft Queenstown Lakes Spatial Plan

1. Thank you for the opportunity to comment on the draft Queenstown Lakes Spatial Plan.
2. **The Office for Māori Crown Relations –Te Arawhiti (Te Arawhiti)** is the Crown agency dedicated to fostering strong, ongoing and effective relationships with Māori across Government. Our name, Te Arawhiti, means ‘the bridge’, symbolising the bridge between Māori and the Crown, the past and the future, and the journey from grievance to partnership. Te Arawhiti works to make the Crown a better Treaty partner, able to engage effectively with Māori on a range of issues, and striving to build true and practical partnerships with Māori which will bring benefits to all New Zealanders.
3. Te Arawhiti includes Te Kāhui Whakatau, responsible for settlements of historical Treaty claims, and Te Kāhui Whakamana, working to ensure the commitments made in Treaty settlements endure. I make this submission as the Manager - Land & Implementation, responsible for the management of the HMQ owned ‘Sticky Forest’ land as part of overseeing implementation of redress.
4. A key strand within the purpose of Te Arawhiti is ensuring that the commitments made in Treaty settlements endure, and the promise of Te Tiriti o Waitangi is realised.
5. Te Arawhiti supports well considered long term planning documents that are cognisant of Treaty settlement commitments and provide for (and certainly do not preclude) future opportunities associated with Treaty settlements. Te Arawhiti does not determine how and in what form the opportunities from Treaty settlements are realised, as this is determined by the beneficiaries of these settlements. However, Te Arawhiti does have a role in advocating for the protection of these opportunities, consistent with the original intent of the settlements.

Particular interests of Te Arawhiti in draft Spatial Plan

6. Te Arawhiti has a specific interest in the Treaty settlement land in Wanaka which we administer, being 50.36742ha comprised in Section 2 of 5, Block 14 Lower Wanaka Survey District held in Record of Title OT18C/473. The land is colloquially known as and referred to in this submission as ‘Sticky Forest’. The Crown is obliged to transfer the land to entitled persons in accordance with the Ngāi Tahu Treaty settlement, provided for in the Deed of Settlement and the Ngāi Tahu Claims Settlement Act 1998.

7. Sticky Forest was formerly plantation reserve vested in trust in (now) Queenstown Lakes District Council (QLDC). The land accommodates a plantation forest. The Ngāi Tahu Claims Settlement Act 1998 lifted the plantation reserve status from the land, and the land reverted to Crown ownership allowing for future transfer to entitled beneficiaries who will be the future owners.

Intended future owners of Sticky Forest land – SILNA successors

8. Under the Ngāi Tahu settlement, the beneficiaries to the Sticky Forest land are the successors to 53 Māori individuals who were historically allocated land at the 'The Neck', between Lakes Hawea and Wanaka, under the 'SILNA' (South Island Landless Native Act 1906) scheme. The SILNA scheme sought to rectify that Māori in Te Waipounamu had been left virtually landless following significant land purchases in the 1800s.
9. At the time of Ngāi Tahu negotiations in the 1990s, the original Hawea/Wanaka SILNA land was not available, and as such, the Crown committed through the Ngāi Tahu settlement to providing the 'Sticky Forest' land in substitution.

Current uses of Sticky Forest land

10. At this time, the Crown (as the interim owner), tolerates the current uses of the land for plantation forestry and community recreational use. However, these uses are not reflective of, nor enabled by, the legal status of the land. The land is not encumbered with any licences or formal use agreements as to the current recreational use of the land or for forestry. As such, these land uses are not guaranteed in perpetuity as part of the Treaty settlement by which ownership will transfer to the entitled beneficiaries. The future owners will be entitled to lawfully use what will be their privately-owned land, as they see fit.

Undetermined nature of Proposed District Plan and future use

11. As part of the Queenstown Lakes District Plan Review, a submission was made by Mr Michael Beresford (one of the entitled beneficiaries) to amend the zoning of the Sticky Forest land in the Proposed District Plan (PDP) to include residentially zoned land. The detail of this submission and subsequent decision and appeal are not canvassed in detail in this submission, as they are subject to separate planning processes. However, for context it is noted that the PDP decisions on this submission declined the rezoning request (principally due to access issues), while at the same time acknowledging there was merit in the submitter's contention that some parts of Sticky Forest are suitable for urban development. An appeal against this decision (ENV-2018-CHC-069) remains active at the time of writing, as well as other processes including around access and infrastructure matters.

Purpose of this submission

12. The principal purpose of this submission is to ensure that the Queenstown Lakes Spatial Plan recognises the unique circumstances associated with Sticky Forest as Treaty settlement land, and provides for its future development in the form to be determined by the future owners. It is acknowledged that the Spatial Plan is a high level guiding document, and detailed matters of zoning and property specific policy are the domain of the District Plan not the Spatial Plan. However, Te Arawhiti seeks to ensure through this submission that the direction, language and context provided

by the Spatial Plan does not directly, implicitly or inadvertently preclude future development on Sticky Forest or fail to recognise its unique status.

13. Te Arawhiti submits that careful attention and refinement is needed on the maps throughout the Spatial Plan to ensure the status of Sticky Forest is recognised, that existing assumptions about the land being the equivalent of a public recreation facility are not reinforced, and that future ownership and use options are not inadvertently precluded.

Specific Comments

Mapping

14. The current colouring of the maps throughout the draft Spatial Plan identifies 'Protected Land' in dark grey, and 'Rural Land' in light grey. When overlaid over the Sticky Forest land parcel, the two different shades of grey can appear indistinguishable and give the appearance that the whole parcel is protected or excluded from consideration of future development. The reality is that the site is split, with the northern half being protected land (following the current Outstanding Natural Landscape (ONL) line), and the southern half being rural land (at present). Te Arawhiti submits that consideration should be given to using different colours to more clearly demarcate this split.
15. Following on from this, or as an alternative, Te Arawhiti submits that the Treaty settlement land at Sticky Forest is unique and the maps could reflect this unique status by providing this land with an individual colour instead of bundling it in with all other rural and protected land in the district which are coloured in shades of grey. This would recognise the unique status of the land in an obvious visual way. It would make clear that potential future aspirations for this Treaty settlement land are being provided for in the Spatial Plan, seemingly also consistent with the guiding Kāi Tahu values detailed on page 15 of the plan.

Map 12: Upper Clutha – Water and Utility Infrastructure

16. The water supply infrastructure located on the Sticky Forest land is not demarcated on Map 12 of the draft Spatial Plan and the positioning of current infrastructure does not reflect locations on the ground. If there is a reason for this, please contact me directly. Otherwise, I recommend that:
 1. the green line demarcating the pipeline on Map 12 is extended northward to reflect the location in the ground on the Sticky Forest land going right through to the Mata-Au/Clutha River;
 2. the green line demarcating the pipeline on Map 12 be repositioned to the eastern boundary of the Sticky Forest land to align with the pipe's location; and
 3. the box containing references to projects 1, 3, 7 (Beacon Point Reservoir and Treatment Plant) are moved to accurately reflect the location of this infrastructure which is contained in PDP Designation 314 outside the Sticky Forest land, in the south-east corner.

Map 17 Green Network

17. It is noted that Map 17 UPPER CLUTHA – BLUE GREEN NETWORK AND SOCIAL INFRASTRUCTURE in the draft plan surrounds the Sticky Forest land with an 'Enhanced/new green corridor' and 'Proposed trail connections'. There is existing public access and trails to the west and south, however the

proposed trail connection on the eastern boundary of Sticky Forest is not formed and appears to overlay the Sticky Forest land parcel (and effectively surrounds Sticky Forest). Te Arawhiti would like to avoid the Spatial Plan implying that Sticky Forest is a public recreational resource, as this fails to recognise that Sticky Forest may be developed for different uses. As outlined in Point 10 of this submission, recreational uses at Sticky Forest have been tolerated but are not reflective of, nor enabled by, the legal status of the land – or enabled by any authorised licence or use of the land. Nor are they guaranteed in perpetuity as part of the Treaty settlement which will transfer ownership to the entitled beneficiaries.

18. The potential development of this land in future may result in any public trails taking a different form than indicated in the Spatial Plan (for example extending behind residentially developed land rather than separating it from the existing urban area in Wanaka). One potential mechanism to resolve this could be through a map insert or footnote making it clear that the blue/green network is indicative only and subject to refinement based on individual landowner circumstances (there are similar footnotes on other maps in the Spatial Plan). Another mechanism could be to amend Map 17 so that Sticky Forest does not appear to be completely landlocked by trails as an intended outcome of the Spatial Plan. In any case, the intent should be to avoid perpetuating any public or Council perception that Sticky Forest is public recreation land and will remain this way.
19. The lack of legal access to the Sticky Forest land has already proved to be an issue for the future owners as demonstrated by the declined Beresford rezoning application (currently subject to appeal). It can be expected that the future owners of Sticky Forest will seek to rectify the landlocked nature of their land. Planning of green belts and public infrastructure in the draft Spatial Plan should keep this in mind, and care should be taken to avoid compounding issues around the landlocked nature of the Sticky Forest land.

Map 15 Public Transport and Travel Networks

20. Map 15 of the Spatial Plan identifies ‘Public Transport and Active Travel Networks’ in the Upper Clutha. This map appears not to include any intended links to the wider vicinity around Sticky Forest where there has already been extensive residential development and will be into the future. Refinement of this map to recognise potential links to the area would benefit future opportunities at Sticky Forest, and better alignment with ‘Strategy 5: Ensure land use is concentrated, mixed and integrated with transport’, and the Outcomes of ‘Well-designed neighbourhoods that provide for everyday needs’, and ‘Public transport, walking and cycling are everyone’s first travel choice’.

Future review

21. Page 11 and Page 106 of the Spatial Plan signal that the Spatial Plan will be reviewed and updated in 2024. As the current Spatial Plan is being prepared with the District Plan Review ongoing, including with a live appeal with respect to Sticky Forest, it is submitted that the review statement could make clear that this review will include revisiting areas that are still subject to change through the District Plan Review process. It is noted that the supporting Scenario Analysis Report appears to have excluded Sticky Forest from any of the growth scenarios, and presumably this would change in future should the use or zoning change.

Final comments

22. Alongside the suggestions articulated in this submission, Te Arawhiti considers that there are numerous positive aspects associated with the Spatial Plan that are supported. These include:
- The guiding Kāi Tahu values framework influencing the plan including the Kāi Tahu outcomes contained on Page 27 which supports future social and economic opportunities associated with Treaty settlement land and active partnership.
 - Strategy 1, Strategy 3 and Strategy 4 on increasing housing density, improving housing diversity and providing more affordable housing options, noting that these strategies support the use of Treaty settlement land for this purpose as a potential option.
23. Te Arawhiti is supportive of any amendments or language in the Spatial Plan that help to recognise and enable active Treaty partnership within Queenstown Lakes District into the future, including as a consequence of responding to other submitters.
24. Te Arawhiti thanks the Queenstown Lakes District Council for the opportunity to submit on this Spatial Plan and have our views taken into consideration. We look forward to seeing the matters contained in this submission addressed and continuing to work with Queenstown Lakes District Council in the future.
25. Te Arawhiti does not wish to speak to this submission. For any questions as to this submission, my contact details are below.

Nāku noa, nā



Philip Green
Manager – Land & Implementation

Phone: [REDACTED]

Email: [REDACTED]

GREENE Peter

Out of District

Q. I am aged:

46-59

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Support

Q. Please let us know your comments or feedback:

I agree with the idea of the long term planning as the area is growing very fast. My area of interest is Wanaka and surrounds.

I am concerned that even though you talk about increasing the density of housing you are allowing the urban areas to sprawl even further like South Wanaka and Hawea, both are even further from town and work places. They have no public transport and are too far to walk or bike to town.

There are areas closer to Wanaka that are suitable for more intensive development that have been left out of the planning and are oddly zoned Rural.

The area around the Hawea, Wanaka and River Road intersection. There is at least 27 Hectares of land that has been neglected in the zoning, it is still zoned rural and is only 600m from Three Parks and the School.

Why do you not include these areas in your planning as they are the closest to all amenities and with good design will meet all the objectives you are trying to achieve.

From this location children can walk or ride to School and their parents have no need to drive.

The infrastructure is all close so the costs of development to the council is minimal compared to supplying roading, water and sewer to Wanaka South.

Q. Please describe the reasons for your position:

the reason for my position is common sense, some times the easiest and best option are under our nose

Q. Please let us know if you have any further comments:

GREENWOOD Craig

B & A on behalf of Queenstown Gateway (5M) Limited

Out of District

Q. Please indicate your position on the draft Queenstown Lakes Spatial Plan:

Support

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

Q. Please let us know if you have any further comments:

PDF attached

19 April 2021
Queenstown Lakes Spatial Plan Submission
Queenstown Lakes District Council
via email: letstalk@qldc.govt.nz

Queenstown Lakes Spatial Plan: Submission of Queenstown Gateway (5M) Limited

Thank you for the opportunity to provide a submission on the Draft Queenstown Lakes Spatial Plan. This is a submission on behalf of Queenstown Gateway (5M) Limited (QGL).

Introduction

QGL owns the Five Mile retail centre, along with other industrial land, located adjacent to State Highway 6 between Grant Road and the Queenstown Events Centre. The total land holdings are approximately 2.7 hectares and has been owned by QGL since 2010. The general location is shown in Figure 1 below.



Figure 1: Five Mile general location (red circle)

The retail centre is a comprehensively designed mixed-use centre comprising a mix of retail, office and food and beverage activities. QGL also owns land in the immediate vicinity of the Five Mile retail centre which is developed for light industrial type uses.

The Draft Spatial Plan

QGL supports the preparation of a Spatial Plan for Queenstown. QGL considers the Spatial Plan is an

important document in providing a blueprint for growth, and will assist the Council and community in ensuring that growth and development is strategically planned for. This includes integration of land use and infrastructure planning.

QGL supports the establishment of the Whaiora Grow Well Partnership of central government, Kāi Tahu, and the Council as a forum for decision making and addressing growth-related challenges currently being experienced in Queenstown.

QGL supports the five key outcomes set out in the draft Spatial Plan and considers that Five Mile contributes to achieving each of these outcomes for Queenstown.

Priority Development Areas

QGL supports Strategy 1 to increase density in appropriate locations. Frankton, including Five Mile, is ideally placed to deliver intensification outcomes required to deliver on the draft spatial plan outcomes. QGL agrees that zoning in the District will need to change to meet the requirements of the National Policy Statement on Urban Development 2020 (NPSUD).

QGL supports the identification of Five Mile as a strategically important location and the Five Mile Urban Corridor as a Priority Development Area. QGL agrees that this will need to be delivered in partnership between government and the private sector.

Whaiora Grow Well Partnership: Joint Work Programme

As noted, QGL supports the Five Mile Urban Corridor being identified as a spatial plan priority initiative. The Joint Work Programme proposes that the Grow Well Whaiora Urban Partnership be used to improve alignment and coordination to 'unlock' joint priority areas. Unlocking these priority areas will need to be supported by private landowners who are aligned in delivering the intensification outcomes anticipated.

Delivering the Five Mile Urban Corridor will require reconsideration of the current open space set back along State Highway 6 in this location. QGL submits that a significant reduction of this setback will be needed to facilitate a mixed use, high density, multi modal urban corridor. This was signalled in the Frankton Masterplan and QGL supports this.

Metropolitan Centre

QGL supports the scaling of centres and identification of neighbourhood, local, town and metropolitan centres in the draft spatial plan. QGL supports the identification of Frankton, including Five Mile, as a Metropolitan Centre. With respect to this reflecting the expected scale and mix of activities, it is noted that alignment with the NPSUD will require changes within the Metropolitan Centre to deliver sufficient development capacity and achieve well-functioning urban environments. It is noted that at this will also be subject to a Future Development Strategy.

QGL supports the identification and development of a frequent public transport corridor with connections from Frankton to the west, east and south and the importance of this in achieving the spatial plan outcomes. Successful implementation of this transport project and a vibrant centre adjoining an urban arterial will require built form to establish closer to the round boundary along both sides of State Highway 6 at Frankton, to create an active road frontage.

Delivery of a successful Metropolitan Centre will also require amendments to the regulatory framework

under the District Plan with respect to zoning, constraints and overlays.

Hearing

QGL wishes to speak to this submission at a hearing, via video conference if this option is available.

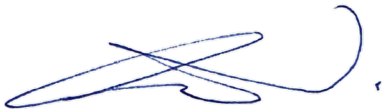
Summary

QGL supports the preparation of the draft Spatial Plan and what it proposes with respect to Frankton and Five Mile as a Priority Development Area and Metropolitan Centre.

Please contact me should you require further information or clarification of the matters raised in this submission.

Yours sincerely

Queenstown Gateway (5M) Limited

A handwritten signature in blue ink, appearing to read 'Craig Greenwood', with a stylized flourish at the end.

Craig Greenwood

Director