

T-Z

Submissions to the draft 2021-2031 Ten Year Plan



Q. Responding to Climate Change

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

Timid

The pre-covid world and paradigm these QLDC proposals are based on are no longer valid e.g. past mass tourism / low wage economy / reliance on migrant labour.

A totally new rethink is required by QLDC and its residents.

It is doubted any of these proposed options are now valid.

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

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

Please tell us more about your response:

The pre-covid world and paradigm these QLDC proposals are based on are no longer valid e.g. past mass tourism / low wage economy / reliance on migrant labour.

A totally new rethink is required by QLDC and its residents.

It is doubted any of these proposed options are now valid.

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

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

Please tell us more about your response:

The pre-covid world and paradigm these QLDC proposals are based on are no longer valid e.g. past mass tourism / low wage economy / reliance on migrant labour.

A totally new rethink is required by QLDC and its residents.

It is doubted any of these proposed options are now valid.

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

Neither / Neutral

Please tell us more about your response:

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A totally new rethink is required by QLDC and its residents.
It is doubted any of these proposed options are now valid.

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

The pre-covid world and paradigm these QLDC proposals are based on are no longer valid e.g. past mass tourism / low wage economy / reliance on migrant labour.

A totally new rethink is required by QLDC and its residents.
It is doubted any of these proposed options are now valid.

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

The pre-covid world and paradigm these QLDC proposals are based on are no longer valid e.g. past mass tourism / low wage economy / reliance on migrant labour.

A totally new rethink is required by QLDC and its residents.
It is doubted any of these proposed options are now valid.

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

The pre-covid world and paradigm these QLDC proposals are based on are no longer valid e.g. past mass tourism / low wage economy / reliance on migrant labour.

A totally new rethink is required by QLDC and its residents.
It is doubted any of these proposed options are now valid.

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

The pre-covid world and paradigm these QLDC proposals are based on are no longer valid e.g. past mass tourism / low wage economy / reliance on migrant labour.

A totally new rethink is required by QLDC and its residents.
It is doubted any of these proposed options are now valid.

Q. Responding to Climate Change

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

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

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

Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community. I would like to see QLDC truly mitigate (rather than just adapt to) climate change by prioritising the \$16m investment in Wanaka's Primary Cycle Network to 2021 to 2023 and the investment of \$73m in the Wakatipu Active Travel Network sooner than the current timeframe of 2032 to 2041.

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

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

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shop and play. During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

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

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

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

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

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

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

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

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

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

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

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Q. Responding to Climate Change

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

It would seem to me that NZ is being asked to be the good guy while the rest of the world carries on regardless. I would suggest that if climate change were a genuine emergency, we would not see so much waste going in to the sea, and why do parents take their kids to school then pick them up in the afternoon? Why is it that after everyweekend there is more trash on my roadside, and eco friendly sports require participants to drive at the highest possible speed in their oversized SUVs? Cycleways I agree with if they use the present main road verges and are as direct as possible, the 'recreational' cycleways seem to get little use.

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

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

Please tell us more about your response:

Our water requirements will be constantly required to keep up with development and an expanding population, I dont believe that our public and private water supplies at present could be considered a health risk.

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

Neither / Neutral

Please tell us more about your response:

Our population is too small to have an efficient public transport system all we will be doing is trying to shift the problem around to appease the political left.

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

This depends on the situation, it would appear that Central Government will load as much on to Councils as possible this should be strongly resisted.

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

I think this is well accepted, and I think the proposed amendment sound.

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PDF submission attached

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Submission to Draft Ten Year Plan and Draft Spatial Plan

Meg Taylor

Monday 19 April 2021

I wish to be heard at the hearing for the Draft Ten Year Plan

I do not wish to be heard at the hearing for the Draft Spatial Plan

TYP refers to Draft Ten Year Plan, SP refers to Draft Spatial Plan

“I think we should focus our attention on improving community facilities like sports grounds, trails, parks, cultural spaces, libraries and public transport rather than this constant push for cheap housing, hotels, shopping centres and carparks.”

“Supportive of intensification in the main centres so long as carefully planned for safe walk ways, active travel routes and efficient integrated public transport along with descent sized green spaces for kids, playgrounds, trees, social, sporting, cultural, and event spaces that can be easily accessed. Design needs to be innovative and it is critical that secure bike parking, car parking spaces and effective waste/recycling locations and processes are enforced by Council at the building consent stage to ensure. Underground car parking should be standard in all new apartments - Don't just assume people will live life without a car because they live by Public transport as all families need cars.”

- quote from SP consultation document

Citizens say it best - quote from SP consultation document

1. Transport, Public and Active Transport

TYP Rooding, Parking, Footpaths, Public Transport etc

SP Outcome 2 Public Transport, Walking, Cycling

The aspirational statements in both SP & TYP Draft Plans, the community feedback in multiple submission opportunities and those included in the Consultation Document attached to the SP, as well as the climate obligations of Council, all recommend a transport strategy that is heavily weighted towards public transport, bikes and pedestrians. Unfortunately the plans for the Wanaka Ward do not live up to these, either in terms of spend or real strategy. The difference in spend between Wakatipu Ward and Wanaka Ward in this area is \$389,054,765 to \$98,828,523 = Wakatipu gets 3.93 x the spend. Yet according to StatsNZ Queenstown was at the most double Wanaka Ward population in 2018 & 2020.

As a minimum I would recommend the following changes to both Plans.

- Effective Wanaka-QTN-Cromwell commuter and airport commuter shuttle to be brought forward into the TYP as a priority. Page 86 of the SP Strategy 10 states: *“The Spatial Plan envisages public transport connections between Queenstown, Wānaka and Cromwell. This would provide options for residents and visitors to travel conveniently around the Queenstown Lakes without needing a car, and has the potential to link to new airport services in the future.”* The plan clearly does not envisage

this as needed until Wanaka has a jet capable airport and QTN needs to get its visitors quickly over the hill from Wanaka. I suggest in fact we need this now. One option might be to subsidise already existing shuttle to enable more frequent shuttles, another option would be to provide fully subsidised public transport.

- The Mt Iron SH6 intersection should be identified in both draft Plans for a future roundabout (the pinch points for Wanaka ward are well out of date - eg the Albert Town bridge is the only one listed.)
- Matukituki valley road? Listed as “dangerous.” Should this be otter-sealed in preparation for future sealing? This is another road that has been under pressure for some time.
- Hawea-Wanaka roadside active transport commuter track - this should be brought forward as a priority: either an extra wide left-of-white-line margin similar to the QTN-Arrowtown Malaghans road (1 metre wide?) or a separate paved cycle way beside the road.
- Hawea’s main town road, Lakeview Terrace, needs to be bike friendly for kids commuting along it. So does the “ring road” encircling Hawea including Cemetery, Muir and Domain roads. These should be factored into the TYP and SP.
- I support Bike Wanaka’s recommendation that the long promised business case for active transport in Wānaka to be delivered by August 2021. A subregional transport network similar to Wakatipu’s needs to be finalised as a priority before the TYP is confirmed in June.

2. Waste & Climate

**TYP Taking Climate Action, Environmental Management, Waste Minimisation and Management
SP Page 14 Influences on the Spatial Plan & all Outcomes 1-5**

The section on waste management page 126 TYP includes many aspirational statements (circular economy) and statements of support for various government strategies and concepts. But not a whole lot of action - in fact is there any action? (apart from “Support the extension and increase of the NZ Landfill Waste Levy to incentivise and fund waste reduction and recovery.).

And because there is more and more waste, instead of looking to reduce that waste, Council plans on building ever larger facilities to handle the waste. There are some upgrades and health and safety improvements in Wanaka and there is over 45 million (\$45,197,474) being spent on new and upgraded waste facilities in Queenstown, which currently handles much of both towns waste. A little over \$5 million is to be spent in Wanaka as the system relies on waste being be trucked over the hill to the Queenstown landfills and waste handling facilities.

In the last 25 years the QLDC district population has gone up to 3 times what it was in 1996. So in 2046 that would put the district at a minimum of 129,000 residents. With such massive population increase and the new dwellings Council is forecasting, are the predictions around landfill requirements and waste storage and processing requirements accurate? (page 128 of TYP). Is Wanaka dump fit for future needs of a larger town?

Let's see the Council get ahead of other councils in its planning for our future instead of many fine words and minimal action. And rather than just building ever bigger dumps lets see our Council trying to reduce our waste and actually taking measures to do so.

1. food waste bins. Contract with Wastebusters to handle food waste and develop a composting operation. I would suggest the 20 ha of Council land on the Albert Town side of the Cardrona river (below the salmon farm) for this project. It could be combined with a community garden for Albert Town, it would make good use of land which is not suited to residential use, and it would help Wastebusters, a fantastic community resource which has been largely ignored by successive councils. The most recent audit of kerbside rubbish bins found 54% of what we throw out is organic waste. The Climate Change Commission's advice focuses on reducing methane emissions from organic waste in landfill.
2. Building waste. QLDC is quoted as saying that the average house build in the region produces 5 tonnes of waste material. Start requiring building waste to be separated into wood steel plastics. Wood waste - separated and cheaper? eg all the timber framing. Certain kinds of waste that takes excessive time to break down should be very expensive to dump. eg Polystyrene?
3. Development contributions need to reflect the waste costs of building in our district - do they adequately? Carbon costs?
4. Real and tangible climate mitigation policies for new developments - eg all new developments of more than 100 residential units need to provide 1 electric vehicle charger, either incentivise or require installation of solar hot water heating in new builds. There should be the planning expertise within Council to look at resource consents from a climate mitigation perspective so that developer actions to mitigate are taken into account.

There is a considerable future cost to our community in our Council failing to begin decisive action now. We can shift the methane emission costs of food waste and hard-fill sites filled with building construction materials down the road or we can start to deal with these issues **now**. We can continue to grow a carbon-fed economy with new airports and insufficient investment in low-carbon transport or we can start to lower and limit these inputs **now**.

3. Community Facilities & a Vibrant Town Centre

TYP Parks/Tracks&Trails/Sports Facilities, Community Facilities

SP Outcomes 2 (Public Transport etc), 4 (Well Designed Neighbourhoods), 5 (Diverse Economy), infact all SP Outcomes 1-5

In TYP Community Facilities Spend is \$203,493,075 for Wakatipu Ward v \$58,082,613 for Wanaka Ward

What makes a community "affordable" or not is in part related to its investment in shared public facilities

• Sticky Forest

Sticky Forest should at least get a mention in both plans to be factored in for funding in the future. It is open space, it is an incredible resource for the biking community, it is youth

“health”, it is a future bike-tourism resource, it is a prominent landscape visible from much of the township and and lake. It should be in every planning document we have.

- **Performing Arts Centre**

As a minimum we need to see a Performing Arts Centre included in the 30 year Spatial Plan and a strategy for funding and land provision included in the TYP. Wanaka has now been hosting a highly successful arts festival for some 14 years. Every year it has had to hire the major venue for this to happen. The town is rapidly approaching the maturity and population which would make exceptional use of a large arts centre. This is a civic building and it needs to be central to Wanaka and accessible on foot from the town centre, as all civic builds are in the great cities or best destinations of the world. It will be a benefit to both residents and visitors alike.

- **Land for future hospital/large scale public medical facilities**

Should this be identified in the SP? The Medical Centre was apparently bursting at the seams pre-covid.

- **A Vibrant Town Centre**

We need to maintain and foster vibrant town centres. We need to learn from well planned cities overseas and not settle for second best in Wanaka and Hawea. Our landscapes and setting are not second best so why should our towns be that.

Everywhere in Copenhagen is within walking distance,”connects by foot to the rest of the city, includes extraordinary public spaces, the whole waterfront is a place for people, with few traffic-heavy roads along the water.... What really sets Stockholm apart are the promenades and esplanades that naturally draw people to public destinations on the water, such as the outstanding City Hall ...then, when you are ready to move away from the water, another pedestrian-oriented path will appear, ready to whisk you off to a destination elsewhere in the city. Helsinki's compact downtown is almost entirely on the waterfront.

- The SP talks about high density for housing and compact development, but does not follow the same approach for the commercial areas of the Upper Clutha. It is equally important to coherent urban design and maintaining a vibrant town centre that the central townships and retail areas are kept compact. The concept of **South Wanaka** concerns me, - where did this come from ? Wanaka already has multiple mini-commercial centres in addition to the lake front. Northlake, Albert Town, Three Parks, Anderson Road and Anderson Heights, Hawea, potentially Luggate and Cardrona. Do we really need more? Instead of sprawling retail and sub-retail zones we need planning that focusses on the value of a single clear vibrant town centre in Wanaka and in Hawea.
- The council is schizophrenic in its policies - “Review zoning and other levers to enable higher densities and more flexible use of land within the existing and new urban areas in appropriate locations identified in the Spatial Plan.” Higher density and new areas for development in the same sentence. At the same time as it is suggesting settlements be denser the council is facilitating growth by identifying more and more growth zones that spread further and further out into the valley. Do we need more residential designations right now or should we instead, as was said back in 2000 at the Wanaka 2020 planning

sessions, aim to be more compact and higher density (in selected areas). Once an area has been designated it very quickly gets developed.

- Wanaka Town Waterfront? What is happening? While the town discusses the pros and cons of pedestrianisation lets at least do something. At the moment the whole stretch from the shops to the lake is given up with parking, road, parking, access road and more parking with a slim line of old shrubbery in between and some toilets. It needs at the least parking and buses removed from the area opposite the town centre, new tree planting established, an area for outdoor concerts, covered market place, etc identified and developed, Clear sight lines of access for pedestrians between the town shops and the lakefront. Can the road be paved so it can be driven on but feels pedestrianised. Plus flood mitigation work at the same time.

4. Imbalance in Capex Expenditure between Wanaka Ward and Wakatipu Ward

TYP Capital Expenditure across all main categories

Depending on what population figures you use Wanaka is down \$6,000-\$6,500 per head in the TYP or between and \$102,221,750 for the whole Wanaka Ward. That is a difference of 8-10 million a year.

Re need for higher spend in Wanaka..... Yes it might be adjusted percentage wise/per head of population over here - but that doesn't mean it is good planning, sufficient capital investment in relation to growth or in line with climate mitigation or the draft plans grand aspirations. Also, has there many any adjustment for the large sums of shovel-ready money that is being spent on roading projects on the Queenstown side of the hill?

ADJUSTED FOR WASTE MANAGEMENT SHARED WARD INVESTMENT **

Wakatipu Ward is \$1,045,121,638 TYP CAPEX

Wanaka Ward is \$421,165,938 TYP CAPEX

Wakatipu spend is close to 2.5 x Wanaka spend but it is not 2.5 times the Wanaka Ward population.

2020 StatsNZ Res Pop adjusted projection for 2020

(adjusted down by Stats NZ for incorrectly allocated visitors, absent residents etc)

QLDC 47,390 in total

Wakatipu 31,480 or 66.427% of total pop

Wanaka 15,910 or 33.572% of total pop

Wakatipu = \$33,200 p head

Wanaka = \$26,472 per head

= \$6,728 more per head in Wakatipu ward, a total difference of just over \$107,042,480 over the ten year period or almost 11 million per year.

5. Local Democracy

TYP pages 147-156

According to StatsNZ the Wakatipu Ward resident population was 2.05 x the Wanaka Ward population in the 2018 census and likely 1.97 times the Wanaka population by 2020. Yet the Wakatipu Ward has 7 councillors to Wanaka Ward's 3. This is undemocratic and unrepresentational and needs redressing in time for the next QLDC election.

2020 StatsNZ Res Pop adjusted projection for 2020

(adjusted down by Stats NZ for incorrectly allocated visitors, absent residents etc)

QLDC 47,390 in total

Wakatipu 31,480 or 66.427% of total pop = 7 councillors or 1 representative per 4,497 people

Wanaka 15,910 or 33.572% of total pop = 3 councillors or 1 representative per 5,303 people.

This reveals a sizeable difference in representation, but also results in a significant difference in the "balance of power" in Council between Queenstown interests and Wanaka interests, even more so when you factor in that all QLDC mayors have been resident in the Queenstown Ward. While our representatives might aspire to represent both wards equally democracy has to be more real than that and has to be seen to be fair, not just aspire to be fair.

*** Figures taken from Capex across Community Facilities, Transport & Roads, Water Supply, Waste Water & Waste Management. Unadjusted for Waste Management being shared across the two wards the figures are as follows:*

Wakatipu Ward is \$1,058,709,292 TYP CAPEX

Wanaka Ward is \$407,578,284 TYP CAPEX

Q. Responding to Climate Change

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

More needs to be done. Perhaps no outdoor fireplaces that increase CO2 emissions, for no real gain(warmth), and are really just aesthetic in places like outdoor dining areas/bars. Same restrictions on gas fires inside glass tubes for heating outside areas.

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Neither. This concept is flawed, and needs a rethink. The proposed by-pass will cost a lot, and achieve little, as the road beyond Queenstown to Glenorchy is limited volume. Tourists especially would still want/need to come into the CBD. Only if it then proceeds - should option 2 apply.

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

User pays! Definitely,

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

Great need for parking (perhaps a building) and incentives to ensure people use them (i.e. not too expensive). Still lots of people bringing their vehicles into town and clogging residential areas in hunt for free all-day parking.

Perhaps = resident only parking in streets close to CBD.

Maybe a larger free parking area outside CBD serviced by a regular shuttle van/bus.

Perhaps owner operated by those who create issues...worst offender is probably QRC - all students seem to travel by car (often alone) and want to park near the QRC, so perhaps QRC could put on a regular shuttle for students going from out-of-town carpark. This could be out the gorge near garden allotment area.

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

TEE Angela

Wanaka/Upper Clutha area

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I support OPTION TWO: Fees and Charges not increased

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I support the Aspiring Gymsports submission, with short and long-term plans outlined below:

Short-term (1 to 2 years)

1. The provision of a Community Grant for \$30,000 to help cover our \$60,000 pa rent expense from the 2021- 22 annual budget, and subsequent years if no progress has been made with alternative premises. This would allow AGS to continue to lease a commercial facility until such time an alternative fit for purpose facility becomes available. AGS considers this a small contribution to a largely female based sporting club when considering the investment of \$30,000 per annum in maintaining a single "high profile" turf. Not to mention the \$2.2m being spent in Queenstown on the planned redevelopment of the Rugby Club.
2. Certainty before July 2021
 - a. We are seeking written approval and dedicated funding from QLDC for the development of a Youth Community Indoor Sports Centre in Wanaka. Ideally, within the old Reece Crescent, Mitre 10 building or alternatively,
 - b. Provide an appropriately zoned piece of land (at a peppercorn rent) for a community-led, youth indoor sports facility to be developed by a community trust including Gymsports, Kahu Youth, Snowsports and the existing committed community clubs and groups currently involved in the Sports Central, Mitre 10 facility proposal.
3. Recognition of the Wanaka Mitre 10 Youth Community & Sports Centre Project within the 10 Year Plan as an option for QLDC to purchase or lease. Including an allowance for purchase or lease within the budget and name the source of potential funding.
4. Acknowledgement, listening to, and implementing community consultation feedback. The report back on the public consultation regarding the Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 appears to ignore or dismiss community feedback, as coming from a small vocal group/individual who did not get what they want and who believed there was a 'perceived lack of funding'.
5. To support Wanaka's key community group submissions such as The Upper Clutha Tracks Trust and Active Transport Wanaka. We request a readjustment of the overall 10 Year Plan budget split to be more equitable for Wanaka. We call for funding to be split 66% Queenstown and 33% Wanaka in line with relative ward populations. The current Community and Sports Funding is more of a 80/20 split and it includes reclamation of oxidation ponds which we believe should not be in the community budget. The spread of expenditure over the 10 years should also be equitable.
6. And finally demonstrate that QLDC equitably funds predominantly female vs predominately male sports, by investing in indoor sports facilities across the local government area.

Medium to Long Term

1. Recognition by way of funding the WRC Master Plan early within the 10 Year plan, acknowledging the Wanaka Communities calls for an improved indoor sports facility, given that the WRC is already

2. Implement a fully funded WRC Master Plan, start building now, and listen to the community's feedback verses financing a "perceived" need for increased outdoor sporting fields at the oxidation ponds (24 million over 10 years). Why does Wanaka have to sacrifice its immediate need for indoor sports facilities in favour of more outdoor fields, delivered well over 10 years away. This "one or the other" approach leaves Wanaka's youth with no immediate benefit at all.

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

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

Q. Responding to Climate Change

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

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

TELFER Rhian

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

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

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

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[Q. Big Issue 3: New Targeted Rate on Queenstown Town Centre properties](#)

Neither / Neutral

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

[Q. Big Issue 4: Increasing User Fees and Charges](#)

Neither / Neutral

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QLDC Ten Year Plan 2021-31

SUBMISSION FROM THE REGENERATIVE RECOVERY ADVISORY GROUP

18 April 2021

SUMMARY

Commenting on the draft Ten Year Plan based on our district-wide work over the past year.

Requesting two full time employee positions plus significant annual funding for the next three financial years. This funding will allow Council staff to implement the RRAG's initiatives and recommendations as outlined in this submission and to be expanded on in the RRAG's final report.

Recommending specific ways to use the RRAG's foundational work that doesn't require TYP budget allocation.

Background

The Regenerative Recovery Advisory Group (RRAG) was formed in July 2020; a QLDC-birthed, community-led group of diverse individuals from across the district. Our remit is to re-imagine the QLD's economy and overall community wellbeing over the medium and longer term. We operate as a think-tank to assess and understand the challenge of our Covid-impacted community and as an incubator to support innovative ideas and help turn them into reality.

As a think-tank, the RRAG has researched and documented various thought pieces as we consider what regenerative recovery means for our region. The Group's outputs to date include scenario planning to imagine the district's best and worst future outcomes, based on various environmental, economic, social and growth factors. We have also adopted a strategic framework for evaluating emerging ideas that aligns with globally accepted standards for regenerative wellbeing. The final piece of foundational work is an assessment of the conditions required for new ideas to grow roots and thrive in the region.

From February through April 2021, RRAG members have been meeting with key stakeholder groups across the district, engaging in conversations about regeneration. The purpose of these meetings has been to share the RRAG's work to date and gain input and direction from experts in different community segments. This has been invaluable for testing our thoughts and validating our output.

This foundational work, along with other information about the RRAG, is available [here](#).

COMMENTING

Our comments on the draft Ten Year Plan (TYP) reflect the conversations we've had as a working group that has met fortnightly over the past nine months, and the conversations we've had in our networks and discussions with other community leaders.

The good news

The RRAG recognises the context in which this TYP was formulated: a District reeling from the impacts of COVID, a diminished revenue base for Council, and a QLDC team that has worked tirelessly over the past twelve months on recovery. We appreciate the immense amount of time and effort that has gone into this planning process.

It's wonderful to see Vision Beyond 2050 (VB2050) and the Local Government Act community wellbeings showcased as the core framework for the TYP. We recognise the financial pressure that Three Waters reform has created, and the need for investment in physical infrastructure in order to create a liveable district into the future.

The not-so-good news

After an inspirational start to the draft TYP consultation document, with VB2050 and community wellbeings and climate action advertised as decision-making anchors, aspirations aren't fulfilled through financial commitment. We are disappointed the budget reflects "business as usual" instead of "what business is possible". The RRAG's mandate was to engage innovative thinking and ideation, aiming to capitalise on the opportunity to reset and re-imagine a more diversified economy. The hopes we had for resetting are not reflected in the TYP, although they are more evident in the draft Spatial Plan. We would like to have seen greater alignment between these two documents.

Our specific observations of the TYP include:

- Recognising that economic diversification is a long-term proposition, investment in **cluster development** and detailed evolution of a **diversification plan** are missing. We believe QLDC should reflect on the current structure and resourcing it puts in to economic development and diversification, testing it against the approach of other economic and regional development organisations throughout Aotearoa.
- With regards to **cultural wellbeing**, a multi-million investment in the Queenstown-only Project Manawa seems excessive when that funding could cover two performing arts centres in both our major towns.
- Embracing **Te Ao Māori** is key to VB2050 but specific investment has not been provided for.
- This TYP makes no significant progress in mitigating **climate change**.

- Much of the \$450m to be spent on **transport** is focused on motor vehicles which will continue to increase emissions over the next ten years, especially the induced demand that will result from the \$85m investment in Arterials One. Investing in roading is not regenerative. Relatively little is to be invested in **active transport** across the district over the next three years, further delaying a substantive mode shift. Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the district. There is minimal recognition of **public transport** aspirations for the Upper Clutha, something very important given its exponential growth projections.
- It is not clear within the TYP how Council plans to fulfil its wellbeing obligations beyond capital infrastructure provision. We would have hoped that the imminent QLDC Wellbeing Strategy would have been developed ahead of, and therefore influenced, the TYP. There is significant value in QLDC showing leadership and being a facilitator of networks and connections between entities collectively working to support community wellbeing in our district. There is so much wonderful collaboration brewing among our district's organisations, both not-for-profits and commercial businesses, but this could be further harnessed.
- The TYP misses the opportunity to introduce the concept of **Participatory Budgeting**. To enable a truly participative system, the community needs to be able to input into decision making prior to those decisions being made, not after. The most cost-effective way of introducing this into the district is to establish a participatory budgeting process. This process has been successfully used by a number of local government bodies around the world. A participatory budgeting system would allow for the community to decide on priorities for capital spend within a scope set by council, for example community projects. It would assist the Council in prioritising their work and lead to a great trust and collaboration between the local community and the council.

REQUESTING

Our financial request is that QLDC invest in itself, in order to support the fledgling regenerative work across the QLD. We suggest allocating sufficient resources, in the form of two FTEs and appropriate budget to invest in staff, projects and further research across both develop economic diversification and all four pillars of community wellbeing.

This is not about adding to the community grants pool, but about Council embracing leadership in a way that actively progresses community wellbeing. Our work on the conditions for diversification in the district made clear that QLDC plays an outsized role in our region as our only generative institution. As such, we strongly encourage you to back that vision and create opportunities to do capacity building within the district to create the skills and conditions for true sustained regenerative growth.

This is an unapologetic request for a placeholder – because if we don't ask for money now it won't be there. This amount could be supplemented or even replaced by private sector investment, public sector funding, or regional funders; but those pathways are uncertain at this point.

There has been discussion, within the RRAG, of creating a focused economic development agency, as exists in other parts of Aotearoa. We are continuing to evolve both this idea and another that would see a holistic community wellbeing development agency that incorporates economic development, alongside cultural, environmental and social. These could be powerful ways for QLDC to demonstrate commitment to all the well-beings.

RECOMMENDING AND SIGNALLING

Aside from allocating money, we suggest there are other ways the QLDC could use our work:

- Scenario planning – during any strategy development, ask yourself how your workplan stacks up under these different scenarios.
- Soil analysis – how are you “adding the good stuff” in what you do? How is QLDC offering support to strengthen collaboration, leadership, knowledge of good governance, and a wider vision within the District? How does using the criteria of supporting that which comes from and supports Love of this Place (as opposed to an extractive goldmining mindset) change the way in which QLDC supports initiatives?
- Integration with local and global frameworks – use this mapping to test whether your work aligns with the likes of UN Sustainable Development Goals or Treasury's Living Standards Framework.
- Consider philanthropic investment, private/public partnerships and other models of social impact investment.
- Challenge the perception that the community will not support rate rises for targeted social investment.

RRAG's FINAL REPORT

Our thinking, summarised in this TYP submission, will be elaborated on in our final report to the community, due at end of June 2021.

TELFER Simon

Active Transport Wanaka

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

QLDC Ten Year Plan 2021 to 2031

Submission from Active Transport Wānaka

1. Summary

We have the vision of a network of protected cycleways in Wānaka. One that gives all of us the choice to safely bike between home, school, work, shop and play. Thousands of residents had a tantalising taste of such an environment during the four weeks of lockdown.

We are therefore asking for the **\$16.4m of investment in active transport in Wānaka budgeted for 2025 - 2027 to be brought forward to 2021 - 2024**. We understand this may require a reprioritisation of other investment.

Further, given the urgency of emissions reduction and community benefits outlined below, we submit that **20% of the total transport spend in the District should be for active and public transport priority projects**.

2. Specific changes to the Ten Year Plan

During 2018's long term planning process Wānaka was promised "your turn will be next" to receive meaningful investment to achieve the town's vision. However, this Ten Year Plan will delay the completion of Stage One of the Primary Cycle Network until 2027. This is not acceptable to our community.

We therefore request the following specific changes to the Ten Year Plan:

- \$16.4m of active transport investment in the Wānaka Primary Cycle Network to be brought forward to 2021 – 2024
- 20% of the total transport spend in the District be allocated to active and public transport priority projects
- The Schools to Pool protected cycleway to be designed and built as a priority
- The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026
- The promised business case for active transport in Wānaka to be delivered by August 2021
- The programme of funding to complete a comprehensive cycle network in Wānaka to continue through to 2030
- QLDC measures its transport performance by including '% increase in km of urban cycleways and shared paths built' as a key metric

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

3. Big Issue 2 In Consultation Document

The framing of the Options in the Transport section, pitting investment in active transport against investment in public transport, was, we believe, a Clayton's choice and disingenuous. It was also very narrowly focused on Wakatipu and not the District as a whole.

Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community were whether investment should be prioritised in to public transport and active modes or whether the priority should be in traditional roading/motor vehicle investment.

4. Low cost / low risk

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

Despite some commentary to the contrary, we don't have confidence that the additional \$2m per year budgeted for low cost general operational transport improvements will be spent on building the Primary Cycle Network. Our understanding is that major intersection improvements for Golf Course Rd and Domain Road in Hawea will subsume most of this low cost operational budget.

A genuine desire to fund active transport needs to be specifically provided for in separate budget line items.

5. Responding to Climate Change

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

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

Recent research from the University of Oxford affirms that "active travel can contribute to tackling the climate emergency earlier than electric vehicles while also providing affordable, reliable, clean, healthy and congestion-busting transportation." Cycling is ten times more important than electric cars for reaching net-zero cities. An electric vehicle in every garage is the slowest and most resource-intensive way to decarbonise transport.

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

6. The case for Active Transport

Expediting our community's move to low carbon mobility, through increased cycling and walking, is about:

Equity: Providing wide, protected cycling infrastructure is the essence of equity. Doing so allows the youngest members of our community to experience a sense of independence and freedom that safe cycling provides. It will increase the percentage of women who ride from 32% compared with men at 68% (2015). Cycling infrastructure provides cost effective transport options (access) for lower socioeconomic individuals and families where car ownership is prohibitive.

In summary, a multi modal network extends access to groups who we currently exclude: lower socio-economic communities, people with disabilities, tangata whenua, women and children.

Public health: Walking and cycling addresses the burgeoning health crisis in our communities (especially children) brought about by a sedentary lifestyle. This is exacerbated by the use of motor vehicles for short trips and school pick ups/drop offs. Following a transition to low carbon mobility we would enjoy cleaner air, quieter streets and better mental and physical health.

Waka Kotahi's [recent research paper](#) on the relationship between transport and mental health found that active modes such as cycling and walking are associated with better psychological health.

Community: Active transport allows for personal interactions to naturally occur, providing a sense of wellbeing, connectedness and sense of place. Cycling towns are happy towns.

Environment: Road transport accounts for 37% of the Queenstown Lakes District's greenhouse gas emissions - by far and away the largest emitting sector. Replacing shorter car journeys with walking and cycling is the quickest and easiest way for households to reduce personal greenhouse gas emissions across the regions. People on bikes have 84% lower CO2 emissions from all daily travel compared with non-cyclists. Modeshift is the only way forward.

Safety: Drivers, pedestrians and people on bikes alike are maimed and killed by cars every year. The best way to reduce overall road fatalities is to embrace mode shift through safe infrastructure. Our most vulnerable road users must be protected. Safe cycling and walking have endured decades of neglect and affirmative remedial work ins needed fast.

National Policy Statement on Urban Development 2020: The new NPS no longer requires Councils' to ensure developers provide on-site car parking (aside from mobility parking). This is a significant shift by central government that will further motivate Councils to implement alternatives, including active transport.

7. The case for investment in Wānaka specifically

The recent **Otago Southland Regional Land Transport Plan** recognises the significant challenges for transport in Wānaka. The Consultation document clearly states (at page 34):

- Wānaka is also undergoing rapid change and following Queenstown's path
- Wānaka often has to take a 'back seat' to Queenstown's issues and in funding prioritisation
- The most significant issue in Wānaka is accessibility, with main destinations not well connected to residential areas for all modes
- There is no public transport
- Active travel networks are underdeveloped
- Transport and land use planning is not integrated across large scale developer led housing and commercial developments

The draft **Queenstown Lakes Spatial Plan** forecasts considerable growth for Wānaka. Our concern is that investment in, and transition to, public and active transport will not match the pace of population growth. This imbalance will lead to continued environmental degradation, community inequity, public health issues and poor safety for vulnerable road users. It's great to see the Spatial Plan championing alternative transport modes, greater integration of land use and transport planning and well designed neighbourhoods. However the progressive thinking of the Spatial Plan is at odds with the status quo tenor of this Ten Year Plan.

Despite some commentary to the contrary, the outcomes of the **Wānaka Town Centre Masterplan** are not an impediment to investment in active transport. The reports presented to the Wānaka Community Board in late 2019 provided a clear basis for moving to single stage business cases (SSBC) and network optimisation. Our recent discussions with QLDC transport staff have seen progress towards the delivery of a SSBC for active transport.

8. Wakatipu

We support any advocacy within Queenstown for the investment of \$73m in the Wakatipu Active Travel Network to occur far sooner than the current timeframe of 2032 to 2041.

We encourage QLDC to be cognisant of induced demand: every time we provide motor vehicle infrastructure we encourage more people to drive and disincentivise mode shift. A genuine

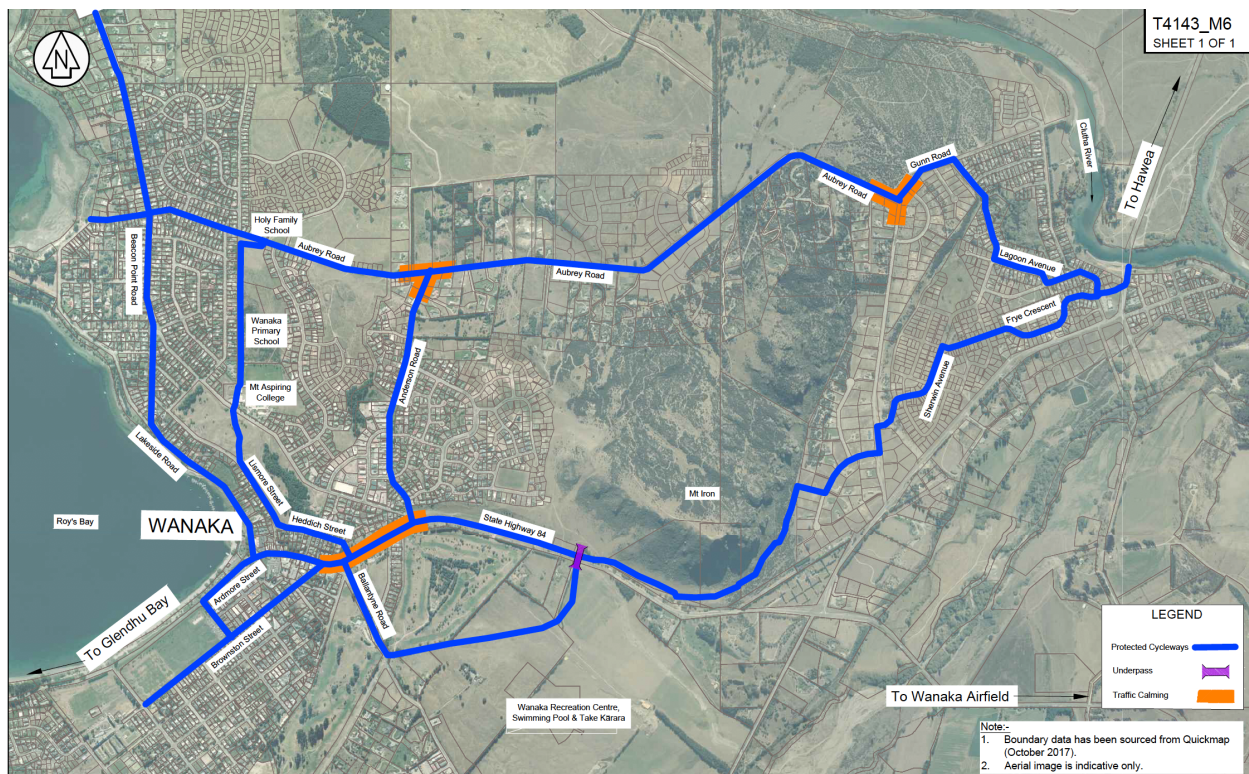
desire to increase the uptake of active and public transport requires direct investment into those modes, not something emanating as a by product of c\$100m of investment in to arterial roading.

9. Active Transport Wanaka - the Submitter

We have the vision of a network of protected cycleways in Wānaka. One that gives all of us the choice to safely bike between home, school, work, shop and play.

Active Transport Wanaka was born out of this community groundswell. It is a collective of local organisations committed to equity, safety, wellbeing and environmental sustainability through the provision of safe cycle and walking infrastructure. Organisations in the collective include Bike Wanaka (1000 members), Upper Clutha Tracks Trust, Wanaka Primary School, Take Kārara School, Holy Family School and Mt Aspiring College.

In 2017 we developed a comprehensive Active Transport Network Master Plan for Wanaka. Based on community feedback we have prioritised Stage One of the network as shown:



10. Submitter Details

Simon Telfer

On behalf of Active Transport Wanaka

Q. Responding to Climate Change

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

We cannot stop climate change. It is part of the planets survival. Putting money to it with a special fund would be a waste of ratepayers money. Maybe divert funds from other projects.

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

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

Please tell us more about your response:

I think new builds should have to put in water tanks and good filters for their household. Older properties to have tanks and filters installed where possible over the 10 year timeframe. This would take the pressure off the infrastructure and environment and keep the rates down.

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

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

Please tell us more about your response:

I think a monorail between Queenstown and Frankton with huge carparking at Frankton and smaller and more buses at Queenstown, with a user pay system. Stop wasting money on stop cap systems that don't work and build some thing serious.

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

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

Please tell us more about your response:

I don't live there so no comment

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

I support user pays for all public amenities

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

To slow the amount of people coming to live here so the infrastructure can keep up. Manage tourism better so existing residents have priority.

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

I think change for the sake of change is not good. You tend to lose connection of the place you live in. No high density housing. Section size should be no less than 1000sqm

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

I feel that Council should be more transparent in letting people know what is happening in their district.

Q. Responding to Climate Change

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

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

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

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

Neither / Neutral

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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

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

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- The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026
- The promised business case for active transport in Wanaka to be delivered by August 2021
- The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

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

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

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

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

THOMPSON Greg

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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

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

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

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

Greg Thompson.docx

Greg Thompson submission received via email

Suggestion for a Park'nRide site

Tucker Beach Road/State Highway 6 intersection

Since the completion of the Tucker Beach road slip lane onto SH6 there is a neglected site which has the potential to be a valuable park and ride addition to the transport network. It is already being used as a informal parking spot and with little cost could be expanded to perhaps 40 - 50 cars. Advantages of the site are:-

1. It already has a bus shelter and sealed roading
2. It is on two bus routes; No. 2 Arrowtown and No. 5 Lake Hayes
3. It has good access both on and off the State Highway in both directions
4. It is relatively flat and therefore would require minimal civil works to make it useable
5. It would tidy up a neglected and unused area of land beside the Shotover bridge
6. It is well separated from the State Highway (apart from the well engineered Tucker Beach Road intersection
7. It has good street lighting in place already.
8. It should be a 'safe' site as it has high visibility from passing vehicles during the day and good lighting at night

I attach some photos but it was hard to get good ones looking down on the whole site due to the steep hillside below Jims Way and trees and shrubs.

I envisage a simple leveling out of the site to remove vegetation and to smooth the surface and to give better access. The ideal would be to cover it with some seal and mark out parking spots or it could just be left as a casual site much as it is now. The bus operator would need to ensure that all drivers of the No. 2 and No. 5 service entered the bus stop on each trip in either direction. I see it being a particularly useful park and ride site for workers coming from out of town eg Cromwell and possibly some visitor traffic.

Happy to expand further or to meet someone on site to have a better in depth look.



Beyond the bus stop there is a large area of almost flat land. Note the existing informal use



Space here for plenty of cars!



Population Growth Projections

I believe the figures in the draft plan are far too high and need adjusting with assistance from NZ's experts.

I have today attended a talk by Distinguished Professor Paul Spoonley who expressed his concern at the figures quoted in the proposed plan. I would suggest he be consulted not only on the population projections but also on his view as to where, when and how many tourist the area can expect to see over the time of the plan. He is NZ's leading demographic expert.

He also argues that the growth we are seeing currently will not continue and there may not be as much need for so much housing.

Green Waste Collection

Can we have a proper green waste collection please.

I understand that green waste can be taken to the Q'town transfer station for processing there but for those without trailers and only the back of cars it is not very practical way to transport large amounts of green waste materials.

Currently I manage to get some into the regular red bin but have pangs of conscience that this is going to help fill up the landfill when it would be better suited to being turned into compost and mulch for use in gardens around the district. A formal way to collect and process green waste is required. Perhaps another wheelie bin?

A good area to process the green waste could be the large flat site below Tucker Beach Rd beside the Shotover River. There was some mulch stockpiled there but there was no formal way to deposit ones waste or to purchase processed mulch.

The payoff for getting green waste collection in place will be an expanded life of the landfill.

THOMPSON John

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

QLDC TEN YEAR PLAN

SUBMISSIONS BY JOHN L THOMPSON

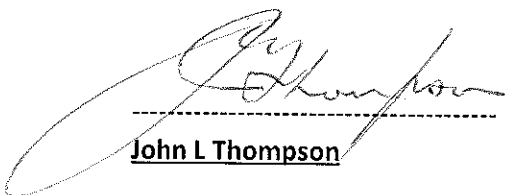
CAR PARKING IN CENTRAL QUEENSTOWN.

I believe that if the town centre business area is to have any chance of survival then the QLDC needs to reverse its present annihilation policy of elimination of parking spaces in favour of “all things green” and to implement a policy where there are parking facilities available for vehicles arriving into central Queenstown (not to be confused with Queenstown Central at Frankton).

The proposed QLDC alternatives to parking are for vehicle owners to abandon their vehicles in favour of public transport and bikes – given that a large number of Queenstown residents are retirees the QLDC is presumably hoping for a surge in bike sales as this sector of the community attempts to revisit their youth.

BACKGROUND

- 1 On 16 April, 2021 the Expert Consenting Panel approved the fast tracking of the Queenstown Town Centre Arterials Project. (Project)
- 2 QLDC has acknowledged that as a consequence of the Project there will be a loss of 275 on street car parks and 2 passenger service bays (Beca report).
- 3 Notwithstanding the approval of the Project, nothing will change in respect of traffic arriving in town; one submitter on the Project appropriately described it as the **ROAD TO NOWHERE** - drivers will continue to have difficulty to find areas in which to park their vehicles
- 4 QLDC has an abysmal record in attempting to engage on the issue of parking facilities in central Queenstown as evidenced hereunder:
 - * The proposed multi level aboveground parking station located at Stanley Street has been abandoned,
 - * The proposed parking station to be located at the Boundary Road above ground car park exists in name only, presumably because the sunk costs incurred in investigating the feasibility of the construction of the facility are too great to be written off without causing embarrassment to the project promoters.
 - * Two “Registration of Interest (ROI)” proposals for persons to partner with QLDC in the provision of car parking solutions within the Queenstown Town Centre have come to nothing. The first ROI was issued in August 2018 and abruptly withdrawn in Dec 18 at significant cost to participants and the outcome of the second ROI has never been disclosed by QLDC – transparency is not a QLDC strong point.



John L Thompson

19 April, 2021

THORNE Heather and Stuart

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

We were delighted when the QLDC signed the Climate Change declaration and were waiting for an announcement ending the proposed development of Wanaka Airport in keeping with the declaration. Not doing that demonstrates a lack of commitment to the declaration. A read of the Ten Year Plan does not show that acknowledgement of climate change is high on the agenda for QLDC.

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

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

Please tell us more about your response:

We would ask what QLDC is doing to improve the quality of drinking water in Wanaka ? Lake snow means that residents need to provide a filter to water delivered to households. This should not have to be done.

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

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

Please tell us more about your response:

It would appear that the investment in public transport and active travel is directed entirely on the Wakatipu area. The way the Wanaka Cycle network has been treated is just not acceptable. There are no plans for public transport in Wanaka in the long term.

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

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

The public were given one month to make submissions on the Spatial and Ten Year Plans. This is just not enough time. Every day we are asked to make submissions on varying topics and it could be a full time occupation trying to do the reading and make submissions. If you felt that residents' opinions were listened to it may be worthwhile however the ability of QLDC to seriously listen to the people is seriously in doubt. An example is the proposed expansion of Wanaka airport. 83% of residents have expressed concern about the airport proposal but it still has an active agenda. Another problem is the lack of accurate data on which to make decisions. Again the airport is an example as are the projected growth plans in the Spatial plan.

The new speed limits are a real concern and we are yet to be convinced of the need for this change. Yes, 40km in the CBD but not along Beacon Point Road. The constant changing of speed limits within a short distance means drivers are constantly looking out for speed limit signs rather than paying attention to what is happening on the road around them. Why not admit you got it wrong !

One of the advantages of Covid was the relief from the relentless numbers of tourists. The overall opinion was that we could re-claim our town and enjoy the benefits that we enjoy by living here but had lost because of over-tourism eg the ability to go to the beach and not be sitting a meter away from other people, going on walking tracks and not being overwhelmed by hundreds of other people eg Mt Roy track, having people camped in vans outside your home and finding their toilet mess the following morning. However, it seems that that respite is gone and the Mayor is again screaming out for more tourists. The business community may have had a knock back but they are only a small portion of the community and the community as a whole should have the say. Rampant tourism does not sit well with the Climate Emergency declaration.

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

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

THORNE Heather

Albert Town Community Association

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

Albert Town Community Association wish to apply for an annual grant of \$5,000 per annum for community projects. The projects planned for the current year include promotion of the Association \$1,500, equipment storage shed at lagoon \$1,000, wind protection at barbecue at McMurdo Park \$1,000, Pawsons Crossing bridge ramp \$1,500, Christmas Party in the Park \$1000. We also have a long term goal of obtaining a community building for Albert Town and are investigating the current temporary building at Luggate. Projects for the following three years have yet to be approved by the committee but possible projects include a flying fox at McMurdo Park and a fitness circuit at a local park.

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

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

Submission for the 10 Year Plan on behalf of the Albert Town Community Association (ATCA).

Our submission will be limited in breadth and detail given the limited time to read, analyse and research the 435 page document.

We commend the council for its focus on our communities well-being (environmental, social, cultural, economic), something the ATCA also promotes in all our activities. The specific focus on climate action is promising.

However, given our recent interactions with the QLDC we are unclear how these environmental and social goals will guide the decision making process. We are asking for more community engagement on critical issues. We are a volunteer organisation with limited time and even though we speak on behalf of a large community, we need more time if we are to gather our communities opinions and respond in a meaningful way.

Wanaka Airport

We have yet to have any meaningful community engagement or specific data on QAC's and QLDC's plans for the Wanaka Airport. This includes: flight paths, timelines, number of flights and type of aircraft. Our community is upset and nervous, something we feel can be remedied with accurate and official information.

Our community is deeply concerned about the impacts a jet capable Wanaka airport will have on their health, wellbeing as well as home values. A jet capable Wanaka airport runs counter to everything in the 10-year plan.

To provide answers to our community, we have had to extrapolate data given to us by QAC, Martin Jenkins as well as Air New Zealand pilots and air traffic controllers. All of our data and information has come with the caveat that it was the best information we had at the time and we have invited the QLDC and QAC to correct our information. We were told we were 'fear mongering' and had 'incorrect' information by the mayor via email and a QLDC representatives via social media. However, neither the

mayor nor the QLDC representative volunteered the 'correct' information. This 'branding' of community organisations like the ATCA and others as 'Fake News', 'Fear Mongering', 'Not the Real Community' is dangerous and not a part of a healthy community.

In our talks with the mayor and the CEO, their focus was on 'meeting demand', with the well-being of Albert Town residents never acknowledged. Again, this seems to run counter to the 10 year plan stated goals, as well as the roll of our elected officials.

Until we are told differently, and given that a 100 year lease is still in place (signed without community engagement), we will assume that the QLDC and QAC's ultimate goal is to utilise a 'dual airport' strategy and make Wanaka airport jet capable, and we acknowledged that that plan will be delayed by Covid. We welcome clarification on this statement.

*We are asking for full community engagement with all Albert Town residents before any changes to Wanaka's airport can move forward. If community well-being is our goal, then a project that will impact every member of our community should be required to hold a vote via a referendum. If a bed tax requires a referendum, surely the health and the wellbeing of our entire community should require the same.

Biking Infrastructure

Proper biking infrastructure will drastically improve Albert Town's ecological impact. With safer and easier bike paths, our residents will naturally leave their cars at home when traveling downtown and to other areas as they are a short bike away. We support Bike Wanaka and their proposals to move forward to make Wanaka bike friendly now, not postpone the process. The Upper Clutha community allocation is inequitable when compared to Queenstown.

Clutha River Jet Boat Traffic in Albert Town.

Again, we support the 10-year plan's mission of community well-being. For this reason, we are asking the QLDC to reinstate the speed upliftings below the Albert Town bridge.

Until recently, jet boats and jet skis could only travel at 5 knots if they were out past 4PM in the winter and 6PM in the summer below the Albert Town bridge (half of Albert Town is below the bridge). This was for safety reasons and to protect the tranquility of Albert Town as per the District Plan. However, this restriction was unexpectedly removed when the new safety bylaw was signed (which was a huge step in the right direction, and kudos to QLDC).

An additional option would be to extend a 5 knot zone from the Albert Town bridge to the Cardrona river at all times, thus removing the noise and dangers of having high speed boats in a residential area with active swimmers all the time.

THORNTON Cade J.

Cardrona Hotel

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

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

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

Neither / Neutral

Please tell us more about your response:

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

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

Neither / Neutral

Please tell us more about your response:

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

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

See attached

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

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

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


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

N/A

Submission on the LTP – Cardrona Water Supply

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

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


ELAINE QUOVASIS

FOR CADE THORNTON

Q. Responding to Climate Change

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

The 10 year plan seems to be "business as usual". Our climate and infrastructure are groaning under the weight of current numbers and yet there is no plan for controlling those numbers. Is there a point where there are simply too many people crammed into too small a space? I think there needs to be a fundamental change in the approach to growth. Without this change in attitude questions of water treatment, rates, transport etc... are simply rearranging the chairs on the Titanic. Even if you do not believe we are over-touristed now, at what point will we be? To me the questions below are unanswerable since they are all in the service of a plan which seems to actively endorse unlimited growth. Increasingly, the ten year plan for people who have lived here for a long time is to simply leave as it gets worse and worse.

Please tell us more about your response:

The 10 year plan seems to be "business as usual". Our climate and infrastructure are groaning under the weight of current numbers and yet there is no plan for controlling those numbers. Is there a point where there are simply too many people crammed into too small a space? I think there needs to be a fundamental change in the approach to growth. Without this change in attitude questions of water treatment, rates, transport etc... are simply rearranging the chairs on the Titanic. Even if you do not believe we are over-touristed now, at what point will we be? To me the questions below are unanswerable since they are all in the service of a plan which seems to actively endorse unlimited growth. Increasingly, the ten year plan for people who have lived here for a long time is to simply leave as it gets worse and worse.

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

The 10 year plan seems to be "business as usual". Our climate and infrastructure are groaning under the weight of current numbers and yet there is no plan for controlling those numbers. Is there a point where there are simply too many people crammed into too small a space? I think there needs to be a fundamental change in the approach to growth. Without this change in attitude questions of water treatment, rates, transport etc... are simply rearranging the chairs on the Titanic. Even if you do not believe we are over-touristed now, at what point will we be? To me the questions below are unanswerable since they are all in the service of a plan which seems to actively endorse unlimited growth. Increasingly, the ten year plan for people who have lived here for a long time is to simply leave as it gets worse and worse.

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

The 10 year plan seems to be "business as usual". Our climate and infrastructure are groaning under the weight of current numbers and yet there is no plan for controlling those numbers. Is there a point where there are simply too many people crammed into too small a space? I think there needs to be a fundamental change in the approach to growth. Without this change in attitude questions of water treatment, rates, transport etc... are simply rearranging the chairs on the Titanic. Even if you do not believe we are over-touristed now, at what point will we be? To me the questions below are unanswerable since they are all in the service of a plan which seems to actively endorse unlimited growth. Increasingly, the ten year plan for people who have lived here for a long time is to simply leave as it gets worse and worse.

TIMMS-DEAN Kate

Te Runanga o Moeraki, Kati Huirapa Runaka ki
Puketeraki, Te Runanga o Otakou, Hokonui Runanga
Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

SUBMISSION	
TO:	Queenstown Lakes District Council
DATE:	19 April 2021
PLAN:	2021-2031 Ten Year Plan / 2021-2031 He Mahere Kahukataka
KĀI TAHU PAPATIPU RŪNAKA	Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou, Hokonui Rūnanga.
<p>Submitter: Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou, Hokonui Rūnanga (collectively referred to as kā rūnaka).</p> <p>Kā rūnaka seek confirmation that the Ten-Year Plan will include funding specific to Treaty partnership engagement.</p>	

Introduction

1. Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou, and Hokonui Rūnanga (kā rūnaka) are the Papatipu Rūnaka that represent mana whenua in the Queenstown Lakes District. Kā rūnaka are supported by Aukaha, their regional consultancy.
2. This submission relates to QLDC's 2021-2031 Ten Year Plan – He Mahere Kahukataka. Kā Rūnaka generally support the long-term plan but seek the continuation of dedicated funding to ensure Treaty partnership engagement across the suite of council projects and activities.
3. Climate change is a significant contemporary issue that requires boldness, creativity, and innovation to create meaningful social change, and to meet the requirements of the Climate Change Response (Zero Carbon) Amendment Act 2019. The QLDC Ten-Year Plan does not adequately address climate change action as outlined in the QLDC Climate Action Plan.

Kā Rūnaka Vision for the Queenstown Lakes District: 2021 – 2031

4. Kā rūnaka see opportunities to continue to enrich the social, environmental, economic, and cultural fabric of the Queenstown Lakes District through dedicated provision for the Treaty partnership in the ten-year plan.
5. In February 2019, kā rūnaka and QLDC rekindled their Treaty-based relationship. Aukaha presented a new vision for the investment and engagement of kā rūnaka on strategy and planning

in the district, to realise their environmental, cultural, economic, and social outcomes. Aukaha was granted \$150,000 to deliver on this vision in the 2019-2020 financial year.

6. That funding enabled two Aukaha planning staff to engage closely with QLDC staff on a wide range of projects, with direction from kā rūnaka, supporting QLDC to meet its obligations to Māori under the Local Government Act 1998 and Resource Management Act 1991.
7. Historically, Aukaha engagement with QLDC was undertaken on a piecemeal, cost recovery basis. Partnership funding has provided certainty that Aukaha planners could commit time and resource to engaging in council's strategic planning processes. This ensures that the values and aspirations of kā rūnaka are being articulated, comprehended, and put into effect in priority projects across the Council's work programme.
8. Staff from Aukaha and QLDC quickly built a responsive, professional relationship with high levels of trust on both sides. Aukaha delivered planning and cultural advice on behalf of kā rūnaka into the following projects:
 - Queenstown Lakes Spatial Plan (in partnership with QLDC and Central Government)
 - Queenstown Town Centre and Frankton-Queenstown Integrated Transport Network
 - Frankton and Wānaka Masterplans
 - Environmental Management Plan template
 - Climate Change Action Plan
 - Library Strategy
 - Wakatipu Active Travel Network
 - Proposed District Plan review
 - Lake Wakatipu Ferry Business Case
 - Ladies Mile Masterplan
 - 30 Year Infrastructure Strategy
 - 3 Waters Consents and Iwi Engagement strategy
 - Wellbeing Strategy
 - QLDC Airport - Social Impact Assessment
 - Queenstown Recreation and Wanaka Events Centre Masterplan

9. The implementation of the Queenstown Spatial Plan will result in a major body of work requiring engagement from mana whenua, some of which may be difficult to achieve within the scope of partnership funding.
10. Aukaha staff are qualified planners. They work effectively and collaboratively with staff from Te Ao Marama, the consultancy owned by the three Southland rūnaka.
11. Aukaha's partnership with QLDC provides further opportunities for collaboration with mana whenua through the Cultural and Economic Development team, who work to integrate Kāi Tahu narratives into built form through a co-design process. The partnership fund allows for Aukaha to engage with council in the pre-business case phase, ensuring their involvement in the life of the project. For projects that move beyond the business case phase, a separate contractual and funding arrangement is brokered. Recent projects that have benefited from this approach include Lakeview Plaza and Development, the Streetscapes project, Project Manawa, and Te Pā Tāhuna.
12. Kā rūnaka have had a real sense of their aspirations in Queenstown Lakes coming to fruition. The 2021-2031 long-term plan presents the opportunity to build on the foundation set in 2019-2020. Many of the projects listed above continue into the term of the long-term plan.

Climate Change action

13. Under the QLDC Climate Change Action Plan 2019-2022, the council identified community outcomes, and committed to revising these outcomes and the consequent climate change actions in the incoming Ten-Year Plan.
14. To achieve the aims of the Climate Change Action Plan, QLDC will need to act boldly, and use creativity and innovation to drive this kaupapa forward.
15. Climate change needs to be prioritised beyond the bounds of the Action Plan, in order to meet the aim of net zero carbon emissions by 2050, as expressed in the Zero Carbon Amendment Act 2019.

16. Kā rūnaka urge QLDC to keep up the momentum on climate change action, and to provide more consideration of climate change impacts within the QLDC Ten-Year Plan, particularly in relation to the raft of proposed transportation and infrastructure projects.

Covid-19 Recovery

17. Covid-19 has provided a new and challenging set of circumstances. The subsequent reset, conversations about a change of direction and opportunities to launch into 'shovel-ready' projects, cannot take place without engagement with the Treaty partner. Tribal and rūnaka objectives in the Queenstown Lakes District span regional economic development, environmental health, social wellbeing, and cultural identity. These and other projects in Council's work programme have the potential to empower our communities.
18. The Aukaha Health and Social Services team can assist in identifying and establishing practical, innovative opportunities and programmes, in order to create stronger, more resilient communities in the context of Covid-19 recovery.
19. Similarly, the Cultural and Economic Development team at Aukaha can promote supplier diversity and expose Māori and Pasifika-owned business and enterprise to procurement opportunities. A national Māori business register has been created and will be available shortly.

Conclusion

20. This submission is focused on ensuring that effective provision is made for the engagement of kā rūnaka in the implementation of the 2021-2031 Ten Year Plan – He Mahere Kahukataka. As the Treaty partner kā rūnaka will play an integral role in implementing the vision of the Plan for the future of the district.
21. The vision of kā rūnaka is for a district that embraces a shared cultural heritage, and provides for residents to live, work and play in an environment that is safe, accessible and resilient to future changes. It is critical that recovery initiatives and all council projects protect the outstanding natural environment, support social outcomes and align with the values and aspirations of kā rūnaka.

22. We look forward to continuing to build on the strong relationship with Council that has genuine collaboration at its heart.

TIPSON Shaun

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

I am a huge fan of the cycle network, and believe that we should invest in building out the network, as soon as possible. Every extension to the network delivers benefits to locals, and makes the region more attractive for tourists.

I'm also a big fan of the town bypass project. One silver lining of the pandemic has been the opportunity to take the time to address some of the persistent traffic issues, before the gridlock returns.

And finally I'd say that we should not delay making investments now, even if there is some cost in the short term. Infrastructure investments will only get more expensive in the future, and we need to keep pace with the needs of the community.

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

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

TODD Graeme

on behalf of: Trojan Holdings Limited

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

**SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL LONG TERM PLAN
2021/2031**

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of Submitter: Trojan Holdings Limited

Address:

C/- [REDACTED]
[REDACTED]

Prepared by: Graeme Todd (Counsel for Trojan Holdings Limited)

Trojan Holdings Limited ("Trojan"), wishes to be heard in support of this submission.

1. By way of background to this submission Trojan either directly or through various subsidiaries owns and or occupies significant land holdings in the Queenstown Lakes District, pays significant rates annually to the Queenstown Lakes District Council ("Council") and pays Development Contributions ("DCs") in respect of developments that it undertakes within the District. To that end Trojan is directly affected by the provisions of the draft Long -Term Plan 2021/2031 ("LTP").
2. The Submitter wishes to make a submission in relation to the contents of the Plan and in particular the projects and expenditure intended to be funded by future Council rates particularly in respect of the projects intended to be undertaken within the Queenstown CBD and funded by owners of properties within the same.
3. Trojan believes that the LTP shows a lack of recognition, empathy and or financial stewardship as to the impact COVID-19 has had and will continue to have on the ratepayers of the District in the forthcoming years.
4. Trojan respectfully suggests that at this time it would be prudent to take a far more conservative position in respect of spending. In particular some major projects such as the Queenstown Arterial project which requires significant Central and Local Government funding, the later of which is to be substantially funded by Queenstown CBD owners, should be put on hold, delayed and/or rethought in terms of need, who is to benefit from such works and therefore who should fund the same.
5. Further in terms of future rates liability and the quantum of DC's to be levied is critical there be the ability to accurately identify and trace the actual cost of projects and infrastructure which is to be financed by rates and DCs in the future. It is particularly difficult when reviewing the Councils draft LTP to understand what exactly the figures contained in the draft LTP relate to as the descriptions in the assets schedule aren't accurately described in any detail.
6. Further there is a total lack of identification as to the impact of Covid 19 has had on previous growth projections, demand modelling and when the same was last updated. Such should occur or if it has happened be identified so the same can be scrutinised and quantified before Council considers its projected level of expenditure.

7. In turn each item of projected expenditure needs to be reviewed in light of such reassessment of projected growth and demand.

Dated at Queenstown this 19 day of April 2021



.....

Trojan Holdings Limited

By its counsel Graeme Morris Todd

TODD Graeme

On behalf of McCrae Management Limited

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

**SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL LONG TERM PLAN
2021/2031**

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of Submitter: McCrae Management Limited

Address:

C/- [REDACTED]
[REDACTED]


Prepared by: Graeme Todd (Counsel for McCrae Management Limited)

McCrae Management Limited ('McCrae'), wishes to be heard in support of this submission.

1. By way of background to this submission McCrae either directly or through various subsidiaries owns and or occupies significant land holdings in the Queenstown Lakes District, pays significant rates annually to the Queenstown Lakes District Council ('Council') and pays Development Contributions ("DCs") in respect of developments that it undertakes within the District. To that end McCrae is directly affected by the provisions of the draft Long -Term Plan 2021/2031("LTP").
2. McCrae wishes to make a submission in relation to the contents of the Plan and in particular the projects and expenditure intended to be funded by future Council rates particularly in respect of the projects intended to be undertaken within the Queenstown CBD and funded by owners of properties within the same.
3. McCrae believes that the LTP shows a lack of recognition empathy and/or financial stewardship as to the impact Covid-19 has had and will continue to have on the ratepayers of the District in the forthcoming years.
4. McCrae respectively suggests that at this time it would be prudent to take a far more conservative position in respect of spending. In particular some major projects such as the Queenstown Arterial project which requires significant Central and Local Government funding, the later of which is to be substantially funded by Queenstown CBD owners, should be put on hold, delayed and or rethought in terms of need, who is to benefit from such works and therefore who should fund the same.
5. Further in terms of future rates liability and the quantum of DC's to be levied it is critical there be the ability to accurately identify and trace the actual cost of projects and infrastructure which is to be financed by rates and DCs in the future. It is particularly difficult when reviewing the Councils draft LTP to understand what exactly the figures contained in the draft LTP relate to as the descriptions in the assets schedule aren't accurately described in any detail.
6. Further there is a total lack of identification as to the impact of Covid-19 has had on previous growth projections, demand modelling and when the same was last updated. Such should occur or if it has happened be identified so the same can be scrutinised and quantified before Council considers its projected level of expenditure.

7. In turn each item of projected expenditure needs to be reviewed in light of such reassessment of projected growth and demand

Dated at Queenstown this 19th day of April 2021



.....

McCrae Management Limited

By its counsel Graeme Morris Todd

Q. Responding to Climate Change

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

I am not entirely happy with Council's response on climate change. I believe that not having trackless trams in the 10 year plan for Frankton Road is a mistake as transport is the number one source of GHG emissions in the QLDC. Funding for this should be prioritized and moved forward. Trackless trams will allow the congestion to be eased on Frankton Road which is already significant at peak times and incentivise people to live in the tram area given easy commuting offered. If trackless trams can't truly be accommodated budget wise then more must be done to ensure that bus transport is as efficient and easy for people as possible. Ideas to improve this could include ensuring the bus is given priority on Frankton Road i.e. people must let the bus pull out (not sure if a bylaw and camera's can achieve this), ensuring an accurate bus tracking system is available to users, ensuring that top ups to bus cards and payments on buses can be done by eftpos, running effective timetables (for the latter I understand ORC is in charge of the timetable but they need to be lobbied by QLDC to get better a bus every hour from Hanley Farm to the CBD in peak commuting hours is unacceptable). I think sealing Frankton Track as part of Frankton Track upgrades needs to be done carefully as it could be incredibly icy in winter given its shaded nature (perhaps only the flat sections should be sealed). I would also really like to see some pedestrian lighting and CCTV cameras as that is a barrier to me using the track for commuting in twilight/night hours.

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

As above: I am not entirely happy with Council's response on climate change. I believe that not having trackless trams in the 10 year plan for Frankton Road is a mistake as transport is the number one source of GHG emissions in the QLDC. Funding for this should be prioritized and moved forward. Trackless trams will allow the congestion to be eased on Frankton Road which is already significant at peak times and incentivise people to live in the tram area given easy commuting offered. If trackless trams can't truly be accommodated budget wise then more must be done to ensure that bus transport is as efficient and easy for people as possible. Ideas to improve this could include ensuring the bus is given priority on Frankton Road i.e. people must let the bus pull out (not sure if a bylaw and camera's can achieve this), ensuring an accurate bus tracking system is available to users, ensuring that top ups to bus cards and payments on buses can be done by eftpos, running effective timetables (for the latter I understand ORC is in charge of the timetable but they need to be lobbied by QLDC to get better a bus every hour from Hanley Farm to the CBD in peak commuting hours is unacceptable). I think sealing Frankton Track as part of Frankton Track upgrades needs to be done carefully as it could be incredibly icy in winter given its shaded nature (perhaps only the flat sections should be sealed). I would also really like to see some pedestrian lighting and CCTV cameras as that is a barrier to me using the track for commuting in twilight/night hours.

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

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

Please tell us more about your response:

I support this approach as the CBD upgrades will most definitely benefit the CBD ratepayers the most, however, I do think that the targeted rate is potentially too heavily placed on the CBD ratepayer. Those in the wider Wakatipu region will still benefit from the upgrade and if the CBD ratepayers are heavily charged then small business owners may be passed this increase by their landlord and it may stifle small business growth. I think the split of the rate could be relooked and and slightly softened on the wider CBD ratepayers.

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

TOWNSEND Alan

Kelvin Peninsula Community Association

Queenstown/Wakatipu

Q. Responding to Climate Change

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

As requested I am using the ten year planning process to apply for KPCA's community grant. As such I do not want to comment on behalf of KPCA on Climate Change.

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

Neither / Neutral

Please tell us more about your response:

As requested I am using the ten year planning process to apply for KPCA's community grant. As such I do not want to comment on behalf of KPCA on 3 waters services.

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

Neither / Neutral

Please tell us more about your response:

As requested I am using the ten year planning process to apply for KPCA's community grant. As such I do not want to comment on behalf of KPCA on Transport needs although our chairperson may do so separately.

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

Neither / Neutral

Please tell us more about your response:

n/a

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

n/a

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

n/a

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

n/a

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

n/a

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

Please note that we can only accept .docx files.

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

QLDC community grant submission word format.docx

As requested, I am using the Ten Year Plan submission process to apply for the community grant for the Kelvin Peninsula Community Association. (KPCA)

I have answered n/a to all of the questions as I do not wish to comment on this on behalf of KPCA but may do so as an individual in an additional submission.

KPCA is reliant on QLDC's community grant of \$5000 for our base funding of projects. In the past year we have completed and gifted back to QLDC the flying fox in Jardine Park. We have two projects of significance underway at present.

The first of these is our emergency response (ER) project. We have completed the implementation of the ER system GetsReady which has subsequently been adopted by Otago Civil Defence. GetsReady is an ongoing project with significant community engagement required. In addition we have started the establishment of the KPCA Incident Control Point at the Croquet Club rooms at Jardine Park. To this end we have had the Croquet Club wired for generator power and purchased generators and some radio equipment with the assistance of a Central Lakes Trust ER grant. There is significant additional expenditure to go which includes the establishment of a container to house the equipment, additional radios, computer and internet communications equipment. The community grant is vital part of the funding for this project.

The second major project is the redevelopment of Jardine Park as a recreational facility for the Queenstown area. This is a multi stage project, and KPCA is underway on the replanting of the area recently logged and with the establishment of a children's playground. Our community funding grant is also vital as base funding for this project while we work with QLDC, a local benefactor and community funders for the long term requirements for this project.

In past applications for our community grant we have supplied accounts as evidence of our expenditure. Please do not hesitate to ask if you need the same this year.

We look forward to a positive outcome to our submission for continuation of our community grant.

Alan Townsend
Treasurer KPCA

TREMEWAN Philip

Southern Lakes Arts Festival Trust.

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

FESTIVAL
OF COLOUR
WANAKA, NEW ZEALAND



arts
festival

12 April 2021

Submission from Southern Lakes Arts Festival Trust / Festival of Colour

On the QLDC Ten Year Plan

Note that we do wish to speak to this submission

PERFORMING ARTS CENTRE – TWO FOR THE PRICE OF ONE

We are delighted to see that you have set aside \$52 million for a performing arts centre.

Initially, we were disappointed that instead of building this key facility in the town which has a powerful track record in the performing arts, you are planning to build it in Queenstown.

But then we realized that this funding is easily sufficient to give us two performing arts centers – one for Queenstown and one for the performing arts town of Wanaka.

Wānaka, has a strong art focus with a well-established and very popular arts festival, the Festival of Colour (with a high national profile) and with strong linkages to the major national performing arts companies like the NZ Symphony Orchestra and the Royal NZ Ballet. Both these companies together with larger scale theatre, musical theatre, dance and music need a proper professional performing arts centre.

We base our proposal on the new ASB Theatre in Blenheim – in our view a more appropriate and far more recent model than Baycourt in Tauranga. The Blenheim performing arts centre has all the required components:

- A large theatre (701 seats) with fly-tower
- A black box theatre
- A foyer for receptions and exhibitions
- A meeting room
- Dressing rooms
- An office

The total cost was \$27million.

The Blenheim centre was in turn based on the Ashburton Trust Event Centre which cost back in the day just \$13 million.

Note that a good amount of the Blenheim cost was in strengthening the foundations because it is close to a stream. So \$26 million for both Wānaka and Queenstown will see two performing arts centers built and should either town want special features, than they can each easily fundraise themselves for that.

Check out the pictures and information on the Blenheim centre:

<http://www.asbtheatre.com/venue/ASB-theatre/>

The Festival

The first Festival of Colour was in 2005 and we have just successfully completed our ninth festival. Next year will see our fourth Aspiring Conversations weekend which we run in alternate years.

The week long arts festival pulls in large audiences – both from the region and visitors. We regularly have well over 9,000 tickets sold.

But we are hampered by the spaces available. We bring in a special venue for music and conversations – the Pacific Crystal Palace. We present small scale shows in our regional halls like the Hawea Flat Hall. The Lake Wanaka Centre is a struggle for any professional performance and simply is too limited and too small for large scale shows.

We need a professional performing arts centre for popular circus shows, for the full symphony orchestra, the full ballet company, for musical theatre and opera with large sets.

Such a centre would be a magnet for major touring productions during the year, for large-scale community productions and for conferences and events. Conferences and events would provide additional needed economic benefits to the Queenstown Lakes district.

The growth of Wanaka Education

When we began our festival in 2005, there were 500 students at the high school. Now Mt Aspiring College has a roll of 1200 and new buildings are going up to accommodate 2,000 students. The old primary school of 2005 has been replaced by a much larger new school; and no sooner was it built than a second one was commissioned and opened last year.

This towns schooling requirement is growing rapidly and needs investment in art infrastructure.

Cultural planning

Three Lakes Cultural Trust have presented a draft Strategy for Arts and Culture (2020).

They identify the need for “purpose-built cultural infrastructure, focussing on: dedicated and flexible presenting venue(s) for performing arts and music.” And developing venues for mid to large scale performing arts shows.

“THE FOLLOWING GAPS HAVE BEEN IDENTIFIED IN THE CURRENT BUILT CULTURAL INFRASTRUCTURE PROVISION IN THE DISTRICT THAT ARE DEEMED AS A BARRIER FOR THE FUTURE GROWTH OF THE CULTURAL SECTOR:

- *A flexible multi-purpose community arts space (hub) to host community groups and events as well as professional touring productions;*
- *Performance spaces suitable for dance (wings, sprung floor), unamplified music (appropriate acoustics, sight-lines) and drama (flying, sight lines, etc.)”*

The key components of the Wānaka Performing Arts Centre

For Wānaka the key components are

- a professional theatre with a fly-tower, and with at least 600 seats (the minimum size for larger touring shows to break even.
- a black box flexi-theatre, seating up to 150
- a foyer large enough for receptions and exhibitions
- a meeting room (like the Armstrong Room in the Lake Wānaka Centre)
- enough changing rooms for 40 plus performers, or for up to 150 kids participating e.g. in dance competitions
- a loading dock that opens directly from backstage and allows for large trucks like the orchestra truck, to back up and unload.

We would definitely like to speak to this submission.

King regards,

Alistair King



Trust Chair



Philip Tremewan



Festival Director



Appendix 1 – Otago Daily Times 18 April 2021

<https://www.odt.co.nz/regions/wanaka/performing-arts-centre-called>

The outgoing Festival of Colour director is calling for a performing arts centre in Wanaka so large theatre shows can be part of future events.

Philip Tremewan (72) has programmed every Festival of Colour arts festival, as well as the off-year Aspiring Conversations ideas festival, since 2005.

He said circuses, operas, and big dance shows could have been on the programme if he was not "constrained" by the size of the main venue.

"The festival cannot bring in big shows at the moment and we cannot bring in any circus shows because they would knock their heads on the ceiling of the Lake Wanaka Centre."

Mr Tremewan said the next step up for Wanaka was a performing arts centre, and he would be making a submission to the Queenstown Lakes District Council's 10-year plan on the issue.

"As I read it they have set aside \$52million for an arts centre in Queenstown, so we are going to say to them Blenheim built a centre for \$27million which has big big theatre, fly tower and a black box theatre.

"Why don't you split that \$52 million and give half to Wanaka and half to Queenstown that would give Wanaka exactly what it needs."

TROTTER Benjamin

Safari Hotels

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

Safari Hotels



April 15, 2021

Re: Submission to Draft 10-Year Plan

Abstract:

Safari Group has built 4 hotels in Queenstown since 2016 (with plans for another) and Safari Hotels operates two hotels in the Queenstown Region – Ramada Queenstown Central and LQ Queenstown. We have significant concern over the continued reference to a ‘visitor levy’ in the draft 10-year plan and the timing, financial impact, and method of implementation of any such levy.

Submission:

Hotels in Queenstown have suffered the worst trading conditions ever in the last 14 months since Covid-19 shut NZ’s borders and essentially killed all international tourism. Domestic tourism has helped tide us through, but conditions remain excruciatingly challenging. We anticipate it will take many years for the tourism, hospitality and accommodation sectors in Queenstown to recover to pre-Covid business levels.

The main theme for businesses in our sector over the last 14 months has been debt. A steady stream of monthly losses since April 2020 has caused mass loading of debt onto balance sheets – thus even upon recovery of the sector to pre-Covid business levels, balance sheet recovery and debt repayment will take more time still.

For these reasons, we are strongly opposed to the implementation of a visitor levy, in any form, in the foreseeable future. Our concern is that any visitor levy, even if structured in such a way that directly targeted the end-user (hotel guest), will negatively impact ADR (average daily rate) and ultimately end up being absorbed by the hotel business. This would further delay balance sheet recovery and result in a permanent reduction in the value of our sector.

We note the council ran a non-binding referendum on a visitor levy in 2019 which resulted in 81.37% support for introducing the scheme. Such a result is not surprising given most voters would not be impacted by such a scheme.

Even so, it's clear that business conditions have materially and significantly changed since the referendum and we believe an assessment of the current landscape should paint a fairly obvious picture as to the appropriateness of implementing any new levies or taxes on a sector that has already been beaten down.

We therefore ask that you review the draft 10-year plan to eliminate reference to a 'visitor levy' so as to provide the additional support and certainty that our sector so desperately needs.

Sincerely,



Benjamin Trotter

CFO / COO

SH SAFARI HOTELS
PROPERTY MANAGEMENT

Q. Responding to Climate Change

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

Are we doing enough? No.

I disagree with the statement that globally (and by implication, locally) people are changing their behaviour in the face of climate change. The Rio Summit was two decades ago. If we are changing, why do we still have 25 000 people in Wanaka watching bulldozers? Why are we even thinking of flying a B52 from Hawaii to Wanaka and back? Or building a new airport?

If QLDC is to retain any credibility in its goal of carbon neutrality, WE MUST ALL ACKNOWLEDGE THAT "SUSTAINABLE" TOURISM IS IMPOSSIBLE. Promoting the Queenstown-Lakes region as the core of Aotearoa's international reputation, and pressure to restore visitor numbers to pre-COVID levels, are completely at odds with the plan to reduce carbon emissions. Can you not see this?

I would argue that QLDC, through this LTP, and indeed none of us, are doing enough to combat climate change. The ambition to improve public and active transport options (below) as one way of reducing emissions is admirable – but far more needs to be done. Some examples would be that the Long Term Plan needs to recognise:

- 1) that promoting tourism, both local and international, is contrary to the goal of carbon neutrality, and adjust thinking and plans accordingly
- 2) that promoting the ski industry is self-defeating: the more people who fly in and drive up the hill to ski, the sooner the snow – and the industry - will disappear.
- 3) that we cannot plant our way out of this (as the Climate Change Commission points out), but local government investment, and bylaws encouraging, more afforestation would be a big incentive toward mitigation.
- 4) that incentives – and/or removal of barriers – to get every home in the district roofed with PV solar panels would be a step forward. Why is this not mandatory for every new home?

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

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

Please tell us more about your response:

Compulsory rainwater tanks at every home would be a good first step in reducing demand; and provide resilience during the AF8 earthquake.

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

Neither / Neutral

Please tell us more about your response:

The expenditure outlined is almost entirely Queenstown-Arrow Basin focussed. Granted that problems there are both acute and self-inflicted; but the anticipated growth in the Upper Clutha will necessitate far more investment there. Hawea and southern Wanaka are targetted for future urban expansion, yet the concurrent Spatial Plan regards public transport options there as a "vision". Prior to the last Local Body elections, we were told that public transport in the Upper Clutha was a priority. Not in this plan, it isn't.

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

I'd rather pay once now than pay twice in the future.

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

Another Big Issue is Biodiversity

The “Deafening Dawn Chorus” is a great goal which I fully support. However, nowhere in this Long Term Plan are there any concrete plans to materially preserve or enhance our native biodiversity. In Volume 2, we read:

“The district has a range of unique natural environments (alpine, mountain, lakes, rivers, etc.) which QLDC aim to preserve allowing support to a variety of iconic native New Zealand species such as kea, alpine tussock, and herb fields. The pressures from growth, urban development and infrastructure provision will continue to have detrimental effects on the environment and biodiversity. Biodiversity conservation, driven by the Proposed National Policy Statement for Indigenous Biodiversity, could become a larger issue in the coming years.”

Hardly encouraging. Is that really a Long Term Plan? Detail and policy is in the District Plan; but this Long-term Plan must at least acknowledge we need to deal with biodiversity loss. Use this planning process to combat those pressures; that's what it is for, surely?

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

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

TURNER Peter

Cardrona Limited

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Neither / Neutral

Please tell us more about your response:

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

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

Neither / Neutral

Please tell us more about your response:

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

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

Neither / Neutral

Please tell us more about your response:

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

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

N/A

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

Peter Turner.docx

Submission on the L TP - Cardrona Water Supply

1. The Council's spend, of at least \$8.1M (if not up to \$19.6M), on the Cardrona Water Supply scheme is strongly **opposed**.

2. This is because:

(a) The Council has demonstrated no need to invest in the scheme.

(b) In particular:

(i) the Council has demonstrated no need in terms of water quantity. Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and

(ii) to the extent that the Council considered there to be a need to intervene **to** ensure water quality standards are achieved, because of existing failures, it acted on incorrect and incomplete information, which it did not give the existing suppliers the opportunity to respond to. The current systems and operations will achieve the appropriate standards.

(c) The Council therefore has no need to invest in a competing system.

(d) This is particularly the case where:

(i) the new system is a joint venture with a private developer, where the Council has refused to disclose the financial terms of that agreement;

(ii) the Council has not, in its L TP, identified transparently the costs to ratepayers and/ or developers through rates, connection charges, and/or development contributions;

(iii) any connection costs, for those with existing connections or contracts with the current operators will be an additional cost to them;

(iv) the Cardrona Village Community has overwhelmingly told the Council that it does not want the Council to invest in a new system (but there has been no evidence that this direct feedback has ever been given to the Councillors); and

(v) the Council has refused **to**, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party:

... engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits

3. Councillors are requested, at the very least, to pause and defer making a decision to fund the new Cardrona Water Supply scheme until the process identified above has been undertaken; or it otherwise has better, **independent**, information before it on these matters.

VAN DER LEIJ Anna

Frankton Library, Wakatipu Music Festival, Self-employed
Queenstown/Wakatipu

Q. Responding to Climate Change

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

In support - the consolidated approach to growth, and managed growth answers a large part of the problem of climate crisis.

Public transport, higher-density living, lighter tread tourism are all steps in the right direction.

Investment in commuter cycle lanes important.

(Perhaps education to discourage driving gas-guzzling shiny SUVs to pick up the kids from school!)

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

VAN GELDER Leslie

Glenorchy Heritage and Museum Group

Glenorchy

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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Submission to 2021-31 Ten Year Plan/He Mahere Kahurutaka
on behalf of the
Glenorchy Heritage and Museum Group

Contact: Leslie Van Gelder (Chair)

Mary Turnbull (Treasurer)

We wish to speak at the hearings

We write in support of the central tenets of the QLDC 10 Year Plan and Vision Beyond 2050 documents in their relationship to the 2021-2031 Ten Year Plan and have to main topics to our submission:

- 1. To request extra-ordinary rates relief for Lot 6 DP 12433 BLK XII, Glenorchy Township (Valuation #2911101400)**
- 2. To signal that we will be pursuing Dark Skies Sanctuary status from the International Dark Skies Association for the Head of the Lake area and to insure alignment with the District Lighting Plan and Spatial plan.**

The Glenorchy Heritage and Museum Group has existed since 1997. Our mission is to preserve, celebrate and share the heritage of the Head of the Lake (Glenorchy and Environs). Our mission aligns with the Vision Beyond 2050 goals most especially in the areas of **Thriving people| Whakapuāwai Hapori; Embracing the Māori world| Whakatinana i te ao Māori; Pride in sharing our places| Kia noho tahi tātou kātoa;** and **Breathtaking creativity| Whakaohoho Auahataka** which strongly references our need to preserve our community heritage.

- 1. We request extra-ordinary rates relief for Lot 6 DP 12433 BLK XII, Glenorchy Township (Valuation #2911101400)**

In 2013 the GHMG was gifted by philanthropists Beverly and Tom Welo, a piece of land in the center of town (**Lot 6 DP 12433 BLK XII, Glenorchy Township (Valuation #2911101400)**) as a site on which to build a future museum. Since 2013 the GHMG has been in the process of designing the museum, fundraising for it, and developing our strategic direction to suit the needs of our community and the tourists of the future. **Annually, however, we are having to spend much of our time and energy fundraising to pay our rates bull on this section.** We are asking in this instance for an exception which we know is extraordinary, but we hope you will see the good reasons for this.

We are an incorporated society and volunteer group of 9 on the working committee and as such, we move at the pace of volunteers who all have full time jobs and commitments and yet have

successfully built the Kinloch outpost, raised funds and designed a new exhibition for 2021, and have digitized our entire collection so as to make it available to researchers and enthusiasts worldwide. Annually we host historically themed fundraising events to keep the community connected to its heritage and work collaboratively with the Lakes District Museum and Queenstown Historical Society.

However, each year, we have had to find the funding to pay a rates bill which in 2020 was \$1677.33. If we had a building on the site, we have been told that we would not have to pay



these rates. While we have naturally considered “Glenorchy-style” solutions to this dilemma which are colourful and hearken back to our ‘creative solutions’ heritage, but are not necessarily in the best interest of all, in the end we thought the best solution would be to ask QLDC for rates relief until a time when we are able to put a permanent structure onto the site. We hope to be able to achieve this during the time of this next 10 year plan.

Please trust us that we are in no way “land banking” and instead, as history takes time, so are we in developing and designing what will be an outstanding heritage center that will sit in the heart of our community and reflect its deep and important history.

Annually we now spend the majority of our fundraising activity in raising the funds to pay our rates bill. This seems counter-productive and we hope that it is within QLDC’s remit to waive these rates and allow us to instead focus on developing the museum itself for the future.

Many thanks for your support. We have included a few photos of the Kinloch Outpost so you can see some of our recent work. All of it was built from materials that were originally milled at Kinloch in the 1860s and were salvaged from Turner’s Creek with the permission of the Department of Conservation.

2. We signal that we will be pursuing Dark Skies Sanctuary status from the International Dark Skies Association for the Head of the Lake area and write to insure alignment with the District Lighting Plan and Spatial Plan.

The Glenorchy Heritage and Museum Group writes to signal that in the upcoming time of the Ten Year Plan we will be applying to the International Dark Skies Association for Dark Skies Sanctuary status for the Head of the Lake area and Glenorchy Road to Wilson's Bay. While the full extent of the Sanctuary has not yet been determined, we have begun the process of collecting the necessary dark sky data and will continue to do so throughout 2021-2. As the International Dark Skies Association describes:

An IDA Dark Sky Sanctuary is public or private land that has an exceptional or distinguished quality of starry nights and a nocturnal environment that is protected for its scientific, natural, or educational value, its cultural heritage and/or public enjoyment.

A sanctuary differs from a Dark Sky Park or Reserve in that it is typically situated in a very remote location with few (if any) nearby threats to the quality of its dark night skies and it does not otherwise meet the requirements for designation as a park or reserve. The typical geographic isolation of Dark Sky Sanctuaries significantly limits opportunities for public outreach, so a sanctuary designation is specifically designed to increase awareness of these fragile sites and promote their long-term conservation.

Currently two sites exist in New Zealand: Great Barrier Island and Rakiora/Stewart Island. We believe the Head of the Lake is an ideal location for a third sanctuary within New Zealand. DSS status creates outstanding opportunities for 'slow tourism' and for new industries focused on photography, dark sky tours, and relationship with heritage connections involving both Kai Tahu and settler cosmologies.

The application process is long and rigorous and in this we ask for the support of QLDC in principle as we pursue this on behalf of preserving the heritage of our night skies for generations to come. We are aware that the Spatial Plan does not include proposed growth for the Glenorchy area beyond the original district plan, a vision that we fully support. Further, we ask that the District Lighting Plan take into consideration our plans and insure that we are invited into any and all consultation about lighting in Glenorchy Township and at the Head of the Lake as this may impact our application.

We thank you for your ongoing support of our work.

Nā māua noa, nā,

Leslie Van Gelder (Chair) and Mary Turnbull (Treasurer) on behalf of the entire committee



VAN GELDER Leslie

Whakatipu Wildlife Trust

Glenorchy

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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

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Submission to 2021-31 Ten Year Plan/He Mahere Kahurutaka
on behalf of the
Whakatipu Wildlife Trust

Contact: Leslie Van Gelder (Executive Officer)

I wish to speak at the hearings

We write in support of the central tenets of the QLDC 10 Year Plan and Vision Beyond 2050 documents in their relationship to the 2021-2031 Ten Year Plan and request \$50,000/per annum from QLDC to support the work of the Whakatipu Wildlife Trust in achieving our region's goals of climate change resilience, economic diversification, vibrant communities, enduring landscapes and bold leadership.

Our work most especially and specifically supports directly the Vision Beyond 2050's desire for our district to have a *Deafening Dawn Chorus* where "our ecosystems flourish and are predator-free under our kaitiakianga" and where "we set the standard for combating biodiversity loss." Our work also supports the VB2050 goals of **Thriving people| Whakapuāwai Hapori; Embracing the Māori world| Whakatinana i te ao Māori; Pride in sharing our places| Kia noho tahi tātou kātoa** as well as further aligning to the four pillars of wellbeing of social, economic, environmental and cultural wellbeing of our communities and home place both now and for the future.

We recognize that the last year has made the funding landscape challenging for the district, however, in taking the long view, we are more convinced than ever that conservation work is at the core of our community's psyche, well-being, and cultural identity. The support of this work strengthens not only our human community but the deep biodiversity of our region. **With over 23 species at risk within our own landscape the next 10 years will be the most critical of all.** When the mohua survey turned up fewer than 10 mohua up the Dart Valley this year we should have all collectively shuddered. In no way should this be happening on our watch. Not here. Not now. Not with all of us who could be helping. We can and must do better.

The Whakatipu Wildlife Trust was founded in 2017 to serve as a single umbrella organization to coordinate the activities and efforts of predator free groups throughout the Whakatipu Basin. Beginning with 6 existing groups in mid 2017, in four years we have grown to now 55 trapping groups and projects across the Whakatipu Basin. These groups are made up of all of the diverse communities within our region, stretching from Paradise to Kingston, including neighbourhood groups, communities, high country stations, schools, and local businesses who engage in trapping as part of their commitment to the natural world. Among our groups are students at Wakatipu High School who are developing lifelong conservation practices and skills. The age range of our volunteers is from 8 – 85.

The WWT is in many ways a mirror of our community and the over 450 volunteers who raise money for traps, spend thousands of hours annually checking their traplines, recording their data, ridding our community of predators, speaks to the growing commitment in the Whakatipu Basin to see our ecosystems flourish both now and in the future.

Our trapping network has over **2300 traps** across the Basin (in conjunction with the work of Routeburn Dart Wildlife Trust and DOC we combined represent 4,400 traps). **Our volunteers have given \$1.4 million dollars of their time** to do the work to insure that we have biodiversity flourishing in the region. In 2020 the efforts of the combined **WWT groups removed over 8500 predators from the Basin and have already removed more than 1000 since the start of 2021.**

The role of the WWT is critical in achieving a big picture vision. Our capacity to coordinate the data from these groups through the Trust allows us to understand the patterns of predators in our regions, share skills, strategies, and best practices across the network and create an ongoing enduring approach to predator free activity in the region that is both grassroots and coordinated. We work in collaboration with the Department of Conservation and the QLDC Parks Department to insure health and safety, best practice, and that our trapping groups, when working on public land, meet all of the requirements.

During the last year we played a critical role in economic diversification for the region. Since May, our Executive Officer has served on both the Mayor's economic recovery steering group and later on the Regeneration and Recovery Advisory Group representing the voice of conservation in the district. This role in community leadership is a critical component of the WWT's place in our community and as initiatives such as the Workforce Alliance evinced, the role of a "keeper of the big picture" when it came to predator free activity and the network of relationships with our other conservation partners proved critical to the success of that program which rapidly created employment in the district and also added 500 traps into our network in critical areas.

The WWT led the development of the Southern Lakes Sanctuary, a district wide project which will create at minimum 38 FTE's in the district in the next three years, as well as career pathways, and will develop a significant strategy for the entire region to move towards pest species eradication over the next decade.

The WWT has served as the administrator, thought leadership and center point of this project and in this we see our role as leaders both at the grassroots community level and in leadership for the predator free vision in our region. **It was only because we had a paid position of an Executive Officer that we had the bandwidth to be able to achieve this.** We would not have been able to engage in these activities which are critical to high level vision for the economic diversification of the region were it not for this role.

The success of the WWT comes from our capacity to employ an Executive Officer who initiates, coordinates, and supports the work of the Trust. In the past year over 300 hours of her time was focused solely on funding applications to support job creation in the

district post-Covid (Jobs for Nature, Kaimahi for Nature, Predator Free 2050, DOC Community Fund, Otago Participatory Science Fund, ORC Ecofund) as well as serving in leadership roles on the RRAG group, and Southern Lakes Sanctuary. She has been nominated onto the Otago Conservation Board and in the future, if accepted, will play a role in representing the Whakatipu Basin's concerns at that level. She also works in conjunction with those looking at Climate Change concerns and risks for the district, and aligns the goals of the WWT with the United Nations Sustainable Development goals, most especially goal 15: ***to "protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.***

As a single point of contact for DOC, ORC QLDC, and iwi, this role streamlines the workflows of all organisations as requests for trapping on council land, or discussions of consistent signage, health and safety compliance, and other operational issues which otherwise would require working separately with 55 groups now go through a single point of contact and are resolved easily and efficiently. Communications are improved as information relevant for groups can be sent solely to the Executive Officer who then disseminates information across the network.

The Executive Officer and Trustees hold a big picture vision for the district and are able to work with Council in strategic planning around predator free strategies which would not be possible otherwise. We also support the work of the Wakatipu Reforestation Trust, Queenstown Trails Trust, and will be looking to work more collaboratively with the Trails and Biking Sector in the upcoming years to be able to find ways for more and more people to engage in conservation while also participating in outdoor pursuits.

We request \$50,000 to support the role of the Executive Officer for the Trust. We believe the role of the Executive Officer allows us directly and boldly to advance the aims of the District's goal of a "Deafening Dawn Chorus." We have found that while local individual donors are willing to assist in the purchase of traps for groups, we do not have the capacity yet within the community to support the Executive Officer's necessary but less visibly tangible role.

Leadership is necessary for us to achieve long term goals.

In the last 12 months we have:

- Grown from 46 trapping groups to 55
- Supported their work through capacity building by way of teaching trapping techniques, fundraising strategies, communications, grant writing, and general support
- Engaged volunteers from all age groups and sectors of the Wakatipu community
- Significantly reduced predators (over 8,000)
- Added more than 500 traps on the ground to now over 2300 deployed district-wide

- Raised public awareness through presentations, print media, social media, public events
- Continued a successful lecture series called *Talks on the Wild Side* in partnership with the Kiwi Birdlife Park
- Led the Southern Lakes Sanctuary Project to a successful Predator Free 2050 Bid, and Kaimahi For Nature Application

In the next year we expect to:

- Continue to provide district level landscape scale leadership by seeing the Southern Lakes Sanctuary into fruition
- Continue to serve in leadership roles through the RRAG and other opportunities to work across sectors to achieve goals
- Develop partnerships with the Mountain Biking and Active Transport communities to amplify conservation goals as part of intergenerational outdoor sports activity
- Continue to grow local trapping groups, especially in areas where we currently have gaps such as Quail Rise, and Dalefield
- Work with high country station owners to develop trapping strategies and activities on stations that are within the Basin
- Work with local businesses to create synergies with staff and/or financial support to be able to support community trapping activities
- Raise public awareness with more community events, courses in how to engage in trapping, and lectures from national leaders in biodiversity which benefits the whole Wakatipu community
- Distribute a newsletter for the community on our work to help to educate, celebrate, and encourage a wider engagement in conservation activities
- Work in partnership with the other conservation organisations in the region to develop synergistic strategies which benefit conservation goals as a whole and make best use of the resources available to us all
- Work in a leadership role with QLDC, DOC leadership, ORC, and iwi, as together we all look to make the district's predator free activities a priority.
- Seize opportunities as they arise to further broaden our activities, work in partnership with others, and improve outcomes for both our trapping groups and conservation as a whole in our region.

We thank you for your time and consideration and appreciate all of the hard work in which you engage on behalf of the community.

With our thanks and gratitude for all that you do.

Nga mihi,
 On behalf of the Trustees of the Whakatipu Wildlife Trust
 Leslie Van Gelder, Ph.D.
 Executive Officer



A rare mohua from up the Dart Valley. We need to keep protecting them before they are gone.



Trappernatter and Talk on the Wild Side events bring the community together to become more resilient, upskill, and share knowledge and experience while supporting local businesses.

VAN GELDER Leslie

Southern Lakes Sanctuary

Glenorchy

Q. Responding to Climate Change

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

Biodiversity protection is critical to a climate change response and while we see much that addresses human activity in the district in the form of fuels and vehicles, the big picture in this space is still not being addressed which is equally critical. We would be happy to partner with Council to aid in raising awareness and understanding around the whole ecosystem view and why the work we propose in our proposal fits so clearly into this larger picture.

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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WWT -- SLS -- 10 YP Submission 18 April 2021.docx

Submission to 2021-31 Ten Year Plan/He Mahere Kahurutaka
on behalf of the
Southern Lakes Sanctuary

Contact: Leslie Van Gelder (Acting Chair)

I wish to speak at the hearings

We write in support of the central tenets of the QLDC 10 Year Plan and Vision Beyond 2050 documents in their relationship to the 2021-2031 Ten Year Plan and write:

1. To signal the creation of the Southern Lakes Sanctuary
2. To request in-kind support from QLDC during the span of the first three years of the Ten Year Plan
3. To exhort QLDC to find match funding in years 4-10 of the Ten Year Plan for the Southern Lakes Sanctuary (through in-kind and capital investment) so that the SLS can partner with Predator Free 2050 to develop predator eradication sites in the region which support the district goals of Deafening Dawn Chorus, Climate Change Resilience, Economic Diversification, Vibrant Communities, Enduring Landscapes and give clear evidence of Bold Leadership.

Background:

Predator Free activities in the form of trapping having been taking place in pockets of the district during the last 20 years with a significant upswing of activity in the last 8 years with the development of larger scale projects (Routeburn Dart Wildlife Trust, Matukituki Animal Pest Control Project, NZ Forest & Bird Protection Society Inc - Central Otago Lakes Branch Makarora work) community focused umbrella groups (Whakatipu Wildlife Trust, Wanaka Backyard Trapping) and private high country stations and property owners investing significantly in biodiversity gain (Soho Properties). In 2019 a consortium of these 6 partners, led by the Whakatipu Wildlife Trust and funded by DOC, QLDC, ORC, and private investors, funded a study to look at the possibility of Landscape Scale approaches to predator suppression and eradication in the whole of the Queenstown Lakes District.

Following on that report which was completed in March 2020 and stimulated by Central Government's Conservation Funding in 2020, the Southern Lakes Sanctuary concept was solidified in April 2021 with the idea of turning the entire Queenstown Lakes District into a predator-free sanctuary thus achieving one of our Vision Beyond 2050 goals of *Waraki: Deafening Dawn Chorus*. A successful application was made to Predator Free 2050 where we were offered 8 million dollars for the project, however, we were not able to accept that funding because we could not find non-crown funding to match within the short time frame they required us to meet. Had QLDC or ORC been able to be our match partner, we could

have created jobs and fulfilled our climate change biodiversity responsibilities while fast-tracking towards both our region's and nation's ambitious 2050 goal.

Southern Lakes Sanctuary and Kaimahi for Nature:

Currently the Southern Lakes Sanctuary is moving through the DOC Kaimahi for Nature process with a request for \$3 million over 3 years which will allow us to create 39 FTE's to protect 155,960 ha of the Queenstown Lakes District from the invasive species of rats, possums, and mustelids in a project targeted at improving well-being in our highly challenged economic landscape while striving to preserve the 23 threatened and at-risk species who are core to our biosphere. As the most recent mohua survey recorded deeply depressed numbers in the Dart Valley, we are aware of the dire need for this project and for doing this work right now. The span of this 10 year plan could see them into extinction on our watch.

The consortium of 6 groups who make up the Southern Lakes Sanctuary Trust represent the mahi of 84 community groups, landowners, and businesses who have been working for many years to restore the declining biodiversity in our region. The consortium members who have given of their time to engage in the Jobs for Nature process have collectively given over 1770 hours of volunteer/unpaid time and expertise in funding applications in the last year. The volunteer work of these groups is valued at over \$1.8 million per annum. This district would not be able to move towards our Deafening Dawn Chorus without them as there is no QLDC spend in this area.

We expect to receive a positive response at the Wellington level (our proposal has already been recommended by our regional alliance) and to be able to engage in this work by mid-winter. But this is only the beginning of our larger project \$30 million dollar ten year project. During the three years of the Jobs for Nature funding we will be building the larger project, bringing in the partners we should have had to be able to secure the Predator Free 2050 funding, and building strong and enduring relationships both locally and nationally.

Request:

At this point we are not asking for funding, but are instead asking for QLDC to formally signal its willingness to work with us to help us to reach our true project vision which encompasses the entirety of the district, focuses on diverse and original strategies for species eradication, looks to introduce takahe, whio, and protect those species who teeter on the edge of extinction and to build resilience within the community through community-wide engagement in conservation activity.

We ask for creativity, collaboration, leadership, a true partner and clear staffing support so that when we move into year 4 of this 10 YP QLDC will be in a position to come in not only as a supportive environment for the success of the project but also a funding partner. We ask QLDC to aid us in leveraging potential funding from Central Government and to use its resources and the good minds who work in the economic diversification sphere to aid us helping grow this sector for the region as both an enduring economy and a way of achieving the vision we all hold for this place we call home. We seek strategic assistance from the Parks Department and also ask that all look for opportunities to create efficiencies and in-kind ways of aiding the growing project.

When asked whose responsibility is conservation in the district, we believe the answer should be all of us. We ask QLDC to lead by example here and commit to supporting the Southern Lakes Sanctuary in both the short and long term.

We thank you for the support you have given us this year and we look forward to building and growing this as we go forward.

Nga mihi,
Leslie Van Gelder on behalf the Southern Lakes Sanctuary Consortium



Refuge: Stunning landscapes such as this at the head of Lake Wakatipu and the Dart Valley are home to threatened and at-risk species

Refuge for threatened species

GUY WILLIAMS

A CONSORTIUM of predator control and conservation groups is working on an ambitious project to eradicate and intensively control predators across a massive swathe of country between Queenstown and Hawera.

An independent study it commissioned concludes a 'Southern Lakes Sanctuary' could eradicate possums, rats and mustelids like stoats across a 660,000-hectare area.

It'd also provide a haven for at least 20 threatened or at-risk bird and lizard species.

Environmental consultancy Wildlands Consultants says if fully implemented, the landscape-scale project would have "no equal in any other region in New Zealand".

The consortium, led by the

Southern Lakes Sanctuary

- Haven for 20 threatened or at-risk species.
- Covers 660,000 hectares
- Dozens of new local jobs
- Targets possums, mustelids and rats

Wakatipu Wildlife Trust, includes the Routeburn Dart Wildlife Trust, Central Otago Lakes Forest and Bird, Wanaka Backyard Trapping and about 45 community trapping groups in the Wakatipu.

Wakatipu Wildlife Trust executive officer Leslie Van Gelder says the group's now exploring funding options for creating the sanctuary, which would extend from Makarora south to Kingston, and from the Rees-Dart catchment eastwards to Lake Hawea, and encompass

Lakes Wakatipu and Wanaka. The project, instigated about three years ago by former Queenstown Department of Conservation ranger Chris Harkin, will join up professional and volunteer predator control projects throughout the district, including about 50 community trapping projects.

It'll use natural barriers like lakes, rivers and mountains to create a network of pest eradication and control 'hubs', surrounding buffer areas, and connecting wildlife corridors.

Most projects to have received major funding to date are in "geographically defensible" positions, like peninsulas and islands, which enables predators to be eradicated without fencing, Van Gelder says.

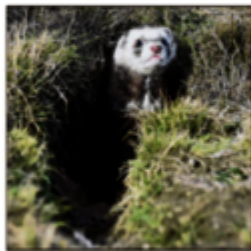
"Our landscape has very few obvious opportunities like that, so we just have to be bigger and bolder."

A huge advantage is the degree of coordination that already exists between the group's partners.

"We have a strength in the community that's bigger than in other parts of the country where there're lots of disparate groups, but they're not necessarily joined up the way we are."

Creation of the sanctuary will also create dozens of "good, enduring jobs" in townships like Glenorchy and Makarora.

guy.williams@mountainscene.co.nz



Killer: Mustelids like this ferret are on the Southern Lakes Sanctuary consortium's hit list



Vulnerable: A mohua, or yellowhead



Pest: Possum

VAN NUGTEREN Peter-John

NA

Hawea

Q. Responding to Climate Change

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

Ensure any projects meet all future needs in an environmental manner. All NZ councils should look into best option manor and develop a reasonable plan. ie All new council buildings / infrastructure to meet highest environmental standards, net zero energy plus, minimum environmental impact.

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

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

Please tell us more about your response:

Band all private water schemes that service more that 25 people, communities don't have resource or expertise to run these schemes and the new law also makes it difficult for some schemes to comply, ie land space for tanks, in ground pumps. Onsite black water treatment to the highest standards OR connection to council operated scheme.

The use of stormwater tanks (slimline), garden usage / toilet for all new buildings properties (as is standard in most Australian cities). This should reduce demand on potable water supply. Hawea Reserve, plan for a bore / water tank to supply Lake Hawea / Hawea Flat area!

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

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

Please tell us more about your response:

Lake Hawea / Hawea Flat - Wanaka bus service, if the council want to encourage more people to live in Lake Hawea then there should also be transport infrastructure in place, ie bus stops in new developments near the special housing areas Luggate to Wanaka bus service.

Albert town / SH bridge, what are the plans? Investigations should have already be done to make this 2 way bridge especially with the increase in Lake Hawea population.

Existing bus services, make transport free for ALL school children in school UNIFORM (ie not PE gear) that should reduce traffic congestion during the school time.

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

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

No land sale, if added value can be made, ie development in housing for community (elderly)

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

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

VAN REENEN Gilbert

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

The Council's response is duplicitous and attempts to have it both ways. The core base cause of the climate crisis is economic growth and expansion due to use of fossil fuels and other finite resources. The Limits to growth were identified more than 50 years ago. QLDC has blatantly ignored the science and knowledge and has encouraged the growth that is going to be disastrous for future generations. Your statement tries to have it both ways. The mayor's introductory comments are mostly sanctimonious waffle.

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

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

Please tell us more about your response:

The way the material is presented in the pamphlet is deplorable. No wonder the public don't engage with you on critical issues like this one. Kicking the can down the road (option 2) because you haven't done the basic work that you were supposed to is an indictment of your approach. That shouldn't even be a consideration.

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

Neither / Neutral

Please tell us more about your response:

The issues and options are so poorly presented and articulated that it is impossible to offer a clear opinion on this one. HOWEVER accessible public transport should always be high priority

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

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

Please tell us more about your response:

This is a no brainer Why should the wider community have to pay for CBD infrastructure?

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

Its basically living within our / your means. Why is kicking the can again even considered as an option. Re election of mayor and councillors should not come into this sort of decision making process.

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

separate document will be submitted

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

separate document will be submitted

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

separate document will be submitted

QLDC 10 Year Draft Plan. Addendum to submission by

Gilbert van Reenen, [REDACTED] [REDACTED]

Thankyou for the opportunity to add to my earlier submission on the Ten Year Plan '21-'31 I will confine my discussion to a few topics and will expand at the hearing if you require me to.

I have been a permanent resident of the Queenstown Lakes Area since 1978. Initially at Frankton then Luggate then Mt Barker and latterly Meadowstone. I have witnessed humungous changes in our community in that time. Especially residents participating in the democratic process of the local body. The level and quality of the participation has been on a steady downward decline from the time that I first moved to the district in 1978. Your Council currently laments the lack of interest and participation in the process especially in recent years – many of us agree and concur . However I respectfully suggest that is almost entirely of the Council's own making and that in this 10 year plan you should strive to reverse this trend.

The best way to do this is to be much more honest and transparent with your processes, be much more honest and sincere with your communications. Be much more attuned to what the residents and ratepayers are telling you about various community issues. Also you need to stop showing contempt for the submissions of residents. Many locals and groups and individuals spend hundreds of hours studying your plans and submtting on them mostly to no avail. Your consultation process appears to be just going through the motions. The inevitable result of that is that residents lose interest in that process, the democratically elected representatives become divided and polarised on a range of issues and the whole system bogs down with inertia. I will leave that topic there.

On some more specific topics.

Your 10 year Plan shows no indication that you have any comprehension about the impending Climate Change Crisis, what its causes are and what remedies are required in terms of modus operandi of the council, communities and businesses. Especially in regards to acknowledging that there are limits to growth (well documented and accurately predicted 60 years ago) and that the planet has finite resources.

Allied to this is that our current expanding economy model which is the proxy for prosperity and well being, depends almost entirely on fossil fuel consumption/exploitation and that arresting the existential threat of Climate Change requires a rapid phase out of fossil fuel use in everything that all residents and visitors to the Queenstown Lakes District do.

The much smaller Covid 19 crisis demonstrated that a united concerted effort was imperative to deal with it. The Climate Crisis remediation will require a MUCH larger effort and for a more prolonged period.

So with this 10 year plan you should have signalled that a major reset in how we go about our lives and work and business and recreation in our community is vital. There is not even a hint of that in all the documentation (much of it barely coherent) that you have managed to churn out for this process. Paying lip service to the Clmate Crisis as the mayor does in his introductory two pages worth doesn't cut it.

One of the critical needs of the current residents of the Upper Clutha is the maintenance, if not advancement, of their quality of life. Yet we know from the council's own annual Quality of Life surveys that the majority of residents are increasingly frustrated by the relentless pursuit of growth and the impact that has on their lives.

QLDC ought to work for us, the residents.

It shouldn't work for: out of region investors, property developers, the tourism industry or the Chambers of Commerce. All of these are welcome, provided their plans and actions do not degrade the quality of life of the residents of our community. Currently (based on QLDCs own survey) only 37% of the electorate is "satisfied" with council performance, - less than half the KPI target of 80%. This is abject failure.

I really don't know where to begin to suggest improvements within the scope of this submission. That's what your army of qualified policy analysts and planners should be advising you on. One glaring thing would be to not support the Tourism promotion business with \$6million pa of ratepayers money - increasing to \$7.5 million by year 10. This is perverse. Surely this cost should be the onus of the operators and tourism businesses themselves?

My honest suggestion is that you start again with your plan in regard to specifically considering and incorporating the concept of a Total Reset that includes consideration of pandemics, much more dire climate change predictions than previously forecast, air travel changes, tourist numbers and demographic changes as well as the various well thought out other submissions you have received in this process. But you must genuinely consult with the community and get their input into the concept of a reset with all its ramifications.

In the 10 year plan Jim Boulton proclaims "that the planning process can only be complete once Council has heard the views and voices of our people." Your Council needs to do much more than that. It also needs to listen to those views and voices, take them on board and incorporate them into the plan and continuously check that the proposals and policies are in the best interests of the entire community.

Thankyou

Gilbert van Reenen 18th April 2021

VERPILLOT Loran

Te Kakano Aotearoa Trust

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

As an environmental group, we support future proofing three waters infrastructure. Ensuring water quality will help to enable the success of our habitat restoration activities, in particular at riparian sites, and in turn, the ability of our restoration initiatives to increase biodiversity and offset the effects of climate change.

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

Neither / Neutral

Please tell us more about your response:

Te Kakano supports investment in transport that will reduce the carbon emissions of QLDC. We consider that more commitment is imperative to support walking, e-scooters, cycling, etc, greater access to public transport, and a move to prioritising electric vehicles.

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

Neither / Neutral

Please tell us more about your response:

This issue does not affect or apply to our organisation. As a charitable trust, it is appropriate for us to be neutral about this issue.

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Our organisation is not affected by Council's fees & charges.

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

We would like to emphasise the importance of supporting community groups that are helping to reach Council's goals, approving the amenity value and overall district wellbeing.

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

This policy does not affect or apply to our organisation. As a charitable trust, it is appropriate for us to be neutral about this issue.

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

Te Kakano supports the minor amendments proposed for this draft policy to include climate change and mana whenua as considerations for significance change objectives.

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

TK_grant_application_TYP.docx



Te Kākano Aotearoa Trust Community fund application

Our vision

New Zealand communities are more connected with their land.

Our mission

To inspire community native habitat restoration through propagation, education and hands-on participation.

Background

Te Kākano is a Wānaka **community-based native plant nursery** that specialises in propagating plants of local origin (Upper Clutha region) and using these for local native habitat restoration. We work with community groups, schools, organisations and businesses to promote hands-on community land care

Loss of habitat through fires, farming and weeds has made it difficult for the survival of our native plants and species. Our **restoration work** benefits **native biodiversity**, enabling **native birds, animals and threatened native species** to establish and flourish.

We are assisted by **hundreds of volunteers** each year who help with pricking, potting on, weeding and watering at our nursery. Once the plants have suitably matured, they are planted out at numerous habitat restoration project sites by our volunteers, or are supplied to other organisations such as Forest & Bird and Fish & Game who also support our habitat restoration projects.

Every year, we plant between 3,500 and 4,500 native plants in and around Wānaka.

In 2020, we **planted 4,017 native plants with the community** and about **5,000 riparian plants** with the Lake Wānaka Water project. Our **volunteers donated 3,255 hours** of their time to grow and plant native plants in the Upper Clutha basin. This is the equivalent of a **\$65,100 in kind donation to the community.**



Planting a living memorial at Eely Point

Te Kākano Aotearoa Trust

Achievements

Te Kākano is now well established in the Upper Clutha Basin and we **work with many organisations**.

As we only plant on public land with the community, we work very closely with QLDC and DOC.

We **helped to create** other local reforestation and habitat restoration trusts, including Wakatipu Reforestation Trust in Queenstown, Mokihi Trust in Cromwell and Haehaeata Ecological Railhead Trust in Clyde. We organise a hui every year to continue to create synergies between our organisations, share ideas and experience.

Since the start of the **Wānaka Water project**, we have become a close partner to WAI Wānaka. More recently we also took part in the "Our place" initiative led by WAI Wānaka to continue our work with other local community organisations.



Work with Wānaka Primary School at their native plant garden



Established plants at the Albert Town lagoon

We have great **partnership with local schools**. This year we are working on three programmes with Mt Aspiring College (monitoring with the electronic and computing class, maintenance and planting with the outdoor education group and planting and learning with the Te Reo class). We also work with Team Green, a group of students from Mt Aspiring College involved in environmental issues. Te Kākano helped to set up a native plant garden at the Wānaka Primary school in 2013. Since then, we've organised maintenance sessions with the students and work closely with them. In the last few years, we've also involved some of the local pre-schools in our planting projects. Education and engagement with schools is an important part of Te Kākano's mission.

More and more **local businesses** are interested in offsetting their carbon footprint. Some of them donate to Te Kākano as part of their carbon sequestration programme. Unfortunately, some of those businesses have been greatly affected by the lack of tourism in the area and they are no longer able to support us financially. The decrease in number of travellers has also affected our volunteer numbers. Many visitors like to give back to the community they visit.

We support and work with **local resident associations** such as the Hāwea Community Association, Albert Town Community Association, Friends of Bullock Creek and Penrith Residents Association.

Regularly we welcome groups to our nursery to **share our skills and knowledge on native habitat**

Te Kākano Aotearoa Trust

restoration and continue to **raise awareness** on the importance of what we do.

Reforestation is an important tool for reducing or **reversing biodiversity loss and mitigating climate change**. Since 2010, we planted approximately **27,600 native plants on QLDC land** and more than 38,000 native plants in the Upper Clutha basin (on land managed by DOC and QLDC). This equates to a lot of carbon sequestered, an improved environment and native habitat, and an increase in biodiversity. The trees we plant and wetlands we restore, all contribute to mitigating climate change.

More than **800 people** have helped us grow, plant and care for native plants in the Upper Clutha Basin.

To date, the **community** has **donated** more than **28,700 hours to growing, planting and looking after native plants in and around Wānaka** (this doesn't include people watering at planting sites along the lake, weeding outside of our maintenance sessions, etc.)

Te Kākano exists to connect people with the land. Promoting and communicating with our community is core to what we are about. We promote collective and individual action to preserve and restore our native habitats.

We organise **hands-on events** (growing, planting, looking after native plants) that are **open to the whole community**. We have noticed a marked increase in participation to our events over recent years as people become more aware of the fragility of ecosystems and the role they play. People who participate in our events **learn** about native plants and habitats, but also **gain skills** that will allow them to actively care for the environment.



Volunteers learning how to propagate native plants at one of our "lunch & learn" sessions



Volunteer propagating native plants from cuttings at our community-based nursery

Te Kākano and the ten year plan

As discussed above, Te Kākano directly contributes to the four **wellbeings** of our community:

- **Environmental wellbeing** – all of our projects support activities that constitute healthy community life, through habitat restoration. These include air quality, fresh water, uncontaminated land, and control of pollution. We offer people the opportunity to reduce the effects of climate change in a very 'hands on', tangible way.

Te Kākano Aotearoa Trust

- **Social** wellbeing - Te Kākano is inclusive and our activities engage individuals, their whanau, iwi and a diverse range of community groups. Our work focuses on education and the strength of community networks.
- **Cultural** wellbeing – increasing knowledge of native habitats and ecosystems is an important facet of our community that is shared by all who live here.
- **Economic** wellbeing – with appropriate funding, Te Kākano provides paid employment to financially support our contractors.

Goals for the next three years

We would like to:

- continue to **grow**, plant and look after **native plants**, to **engage** with the community and offer a **positive change** via our activities, to **educate** about the importance of native habitat.
- grow our planting capacity and start the stage two of our **nursery expansion** to provide a better working space for our volunteers, better accommodate visits to nursery by local groups (schools, local organisations, etc.) and increase our volunteer base. We will raise funds to complete stage two from grants, donations and local businesses.
- continue to develop and nurture our **relationship with local organisations**, create more **synergy** and **support** projects that align with our values and strategic goals.
- create more **signage** at planting sites to educate and **raise awareness** about the importance of native habitat restoration. Our planting projects are located on publicly accessible land - some of those sites are along very popular walking tracks such as the Millennium Track, Eely Point, Glendhu Bay, and the Wānaka lakefront, etc. Members of the public can see and enjoy the results of our projects.
- secure **funding** to fulfil our goals and **achieve our vision to connect communities with their land and engage more people to become kaitiakitanga**.

How will the grant be used

The grant will help Te Kākano to cover the **operational costs of running the trust and our community-based nursery**.

The work we carry out cannot be done by volunteers alone, and relies on two paid contractor roles. These are integral to the smooth operation and succes of Te Kākano by planning and coordinating.

These 2 part-time roles are huge value for money as they 'harness' so much volunteer support in our community. Our contractors are not full time, but are highly skilled at their roles and therefore deserve remuneration commensurate to their contributions.

Te Kākano Aotearoa Trust

Running a charitable trust and organising events with volunteers costs money. Insurance is necessary and expensive, so are accounting services to review our financial statements. We try to look after our volunteers as best we can as they are at the heart of our organisation. We receive a lot of in-kind support from the local businesses for food and drinks for our events but we also incur costs for these events.

How much we would like and why

Te Kākano has been working with QLDC since its inception. QLDC supported some of our planting projects. Since 2019, we have received a yearly community grant of \$5,000, which has helped us to cover some of our operational costs.

There are massive gains to be made by supporting and fostering the relationship between QLDC and Te Kākano, given the close nexus between the goals of these two organisations with respect to the wellbeing and climate change goals.

Our work also **aligns with the goals defined in the Parks and Open Spaces Strategy 2021**, as we “contribute to enhanced biodiversity, improved water quality and reduced Green House Gas emissions”.

Te Kākano has been affected by the loss of international tourists like most in the district, as organisations that previously sponsors are no longer financially able to do so.

Accordingly, it is more acute now than ever that Te Kākano have sufficient funding to carry out our operations. Therefore we are applying for a community grant of **\$15,000 per year, for the three year period.**



Working together along the Hāwea river

Te Kākano Aotearoa Trust

VICTOR Stuart

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

Get it done now to reduce risk to drinking water.

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

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

Please tell us more about your response:

Active Transport is a great idea but we also need to keep the traffic flowing on SH6 from Arrow Junction to Frankton and Queenstown. We should not proceed with housing for 10,000+ more residents on Ladies Mile as this is going to pretty much block this highway, cause congestion on cycle ways and lower the quality of life for all current and future residents.

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

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

Please tell us more about your response:

I think all residents will benefit from the new CBD and is fair to share the costs evenly.

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

User Pays is the fair way to go!

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

Please don't sell any of the Queenstown Events Centre land! We need to keep the land as a green space.

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

Please allocate more funding to Noise Control and Community Security - waiting 2+ hours for a noise call out is way too long. We need more patrols dedicated to each community to increase response time and also create safer communities by having more of these patrols. With high density housing increasing all the time, this is a must do!

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

When QLDC asks for community engagement - please don't ignore what the majority are for or against.

E.g. the Ladies Mile housing developments and park and ride are strongly opposed by the community, yet QLDC continues to go through the motions spending millions on it. Keep the land zoned as rural and use it for farming and sustainability for our community - simple!

WALKER Michael

on behalf of: Pembroke Terrace Limited

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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

PDF submission attached

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

**SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL LONG TERM PLAN
2021/2031**

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of Submitter: Pembroke Terrace Limited

Address:

c/o [REDACTED]

Prepared by: Michael Walker (Counsel for Pembroke Terrace Limited)

Pembroke Terrace Limited (**Pembroke**), wishes to be heard in support of this submission.

1. The submission focuses on the proposed development contribution figures contained within the draft Long-Term Plan 2021/2031 (**LTP**). The Submitter wishes to raise queries in relation to the calculations of the figures contained in the proposed development contributions materials as currently drafted in the Long-Term Plan 2021/2031. In particular focusing on the Wanaka catchment of the LTP.
2. Both Avalon Station Drive and Gordon Road extensions, should be included in the LTP.
3. Several Council policy documents show a connection from Cardrona Valley Road through to Ballantyne Road via Gordon Road and Avalon Station Drive. The most recent of which appears to the Wanaka Network Operating Framework (**NOF**).
4. The LTP should encompass Community Infrastructure items as provided for by developers to vest with Council and flexibility should be provided specifically in the LTP to allow for these.
5. In terms of development contributions and the need and ability to trace, dollar for dollar, the contribution into the infrastructure in which it is to be apportioned for. It is particularly difficult when reviewing the Councils draft LTP to understand what exactly the figures contained in the draft LTP relate to as the descriptions in the assets schedule aren't accurately described in any detail.
6. Please provide details on how the impact of Covid 19 has impacted the growth and demand modelling and when that was last updated.

WALKER Sally

Water Safety New Zealand

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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

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

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

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



Submission to Queenstown-Lakes District Council

Executive Summary

1. Preventable drowning fatalities costs the NZ economy around \$320 million per year. WSNZ wants to reduce the number of preventable drownings in the Queenstown-Lakes District and believes this can be achieved by ensuring more drowning prevention activity is undertaken, and there is better coordination and direction of the water safety effort. Ultimately, WSNZ wants residents of the Queenstown-Lakes District to be safe in, on and around water.
2. The focus of the first part of this submission is to draw to the Queenstown-Lakes District Council District Council's attention the need for drowning prevention and water safety and highlight the relevant legislation and strategy.
3. This submission then comments on some of the key issues in the 10-year Consultation Document 'Te Mahere ā-rohe' including the:
 - relevance of water safety and drowning prevention to the Queenstown-Lakes District Council communities well-being – social, economic, cultural and environmental;
 - need to invest in the on-going maintenance of waste and storm water infrastructure to ensure water quality (swimmability and manoeuvrability) in the Queenstown-Lakes District Council aquatic environments;
 - need to adapt and mitigate the impacts of climate change on aquatic environments in the Queenstown-Lakes District Council; and
 - possibility of working with Council (and other stakeholders) to expand the awareness of Māori water safety issues, and potential ways to reduce the Māori drowning toll in the Queenstown-Lakes District Council.
4. What WSNZ wants to achieve from this submission is:
 - to work with the Queenstown-Lakes District Council to help broaden Council's approach for reducing drowning fatalities and improving water safety awareness – a broader approach that is focused on community well-being;
 - Queenstown-Lakes District Council to consider water safety and drowning prevention a key component of maintaining the community well-being of its residents;
 - Queenstown-Lakes District Council to continue to invest in water safety and drowning prevention activities;
 - Queenstown-Lakes District Council to continue to work with WSNZ (and the broader water safety sector) on water safety and drowning prevention issues, including

expanding awareness of Māori water safety issues, and potential ways to reduce the Māori drowning toll in the Queenstown-Lakes District Council

Introduction

5. Thank you for the opportunity to comment on the Queenstown-Lakes District Council Long Term Plan Consultation Document 2021-31 – ‘Te Mahere ā-rohe’.
6. Water Safety New Zealand (WSNZ) is the leadership agency for the water safety sector and wants to reduce the number of preventable drownings in the Queenstown-Lakes District Council. We believe this can be achieved by ensuring more drowning prevention activity is undertaken, and better coordination and direction of the water safety effort by all responsible parties.
7. It is towards these objectives that the following submission is made. Further information about WSNZ can be found in *attachment 1*.

Context

8. The World Health Organisation characterises drowning as a serious and neglected public health threat and a highly preventable public health challenge.
9. Drowning is a growing public health and well-being problem with drowning being the number one cause of recreational death and the third highest cause of accidental death (behind road accidents and falls) in New Zealand. ¹ From 2010 to 2019 there were 965 preventable drowning fatalities in New Zealand and injuries are increasing sharply; in 2018 alone there were over 36,000 claims for water related injuries (an average of around 100 a day).²
10. It has been estimated that preventable drowning costs the NZ economy around \$320 million per year. (Based on an average of 80 fatalities per year at \$4.0 million per fatality). In 2016 the economic cost of water related hospitalisations was \$83.6 million. In addition, a drowning incident may require a response from several agencies including: Police, NZ Search and Rescue responders or ambulance and medical service. Intervening early, or preventing the need to respond to a drowning, will provide cost savings to the New Zealand economy.
11. In 2019 the Government-appointed Water Safety Working Group concluded the responsibility for water safety, drowning prevention and frontline rescue services is shared between central and local government, the community, and water safety NGOs. In essence, their message was that central government has a partial responsibility for water safety and further effort is required to ensure all responsible parties are actively involved in the prevention of drowning.
12. In response, through Budget 2020 the Government provided multi-year funding for frontline rescue services, and to grow WSNZ’s capability to lead and support the wider water safety sector. The Government is now looking to other parties responsible for water safety, such as local government, to see what role they can play. To this end WSNZ recently briefed the Minister of Local Government on the state of the water safety sector, Wai Ora Aotearoa (our new Water Safety Sector Strategy 2025), and our intentions to work with local government to improve water safety and prevent drownings.

Wai Ora Aotearoa – Water Safety Sector Strategy 2025

13. WSNZ recently launched Wai Ora Aotearoa which is the result of a year’s collaborative work by water safety sector leaders. The strategy represents a consensual view of the best way forward for drowning prevention in New Zealand. Moreover, the strategy reflects the need for a step

¹ WSNZ Drowning Report, 2018.

² ACC, 2020

change in the way the sector operates. This change will enable the sector to meet the major challenges it is facing over the next few years.

14. Key actions for the sector to implement over the term of the strategy include:

Develop a water safety sector local government engagement strategy that focuses on relationship building and engaging with local government planning.

Complete the Implementation of the Regional Strategy pilots and develop a Freshwater Strategy for the sector.

15. Both these actions are relevant to WSNZ's relationship with Queenstown-Lakes District Council and are reflected in the content of this submission.

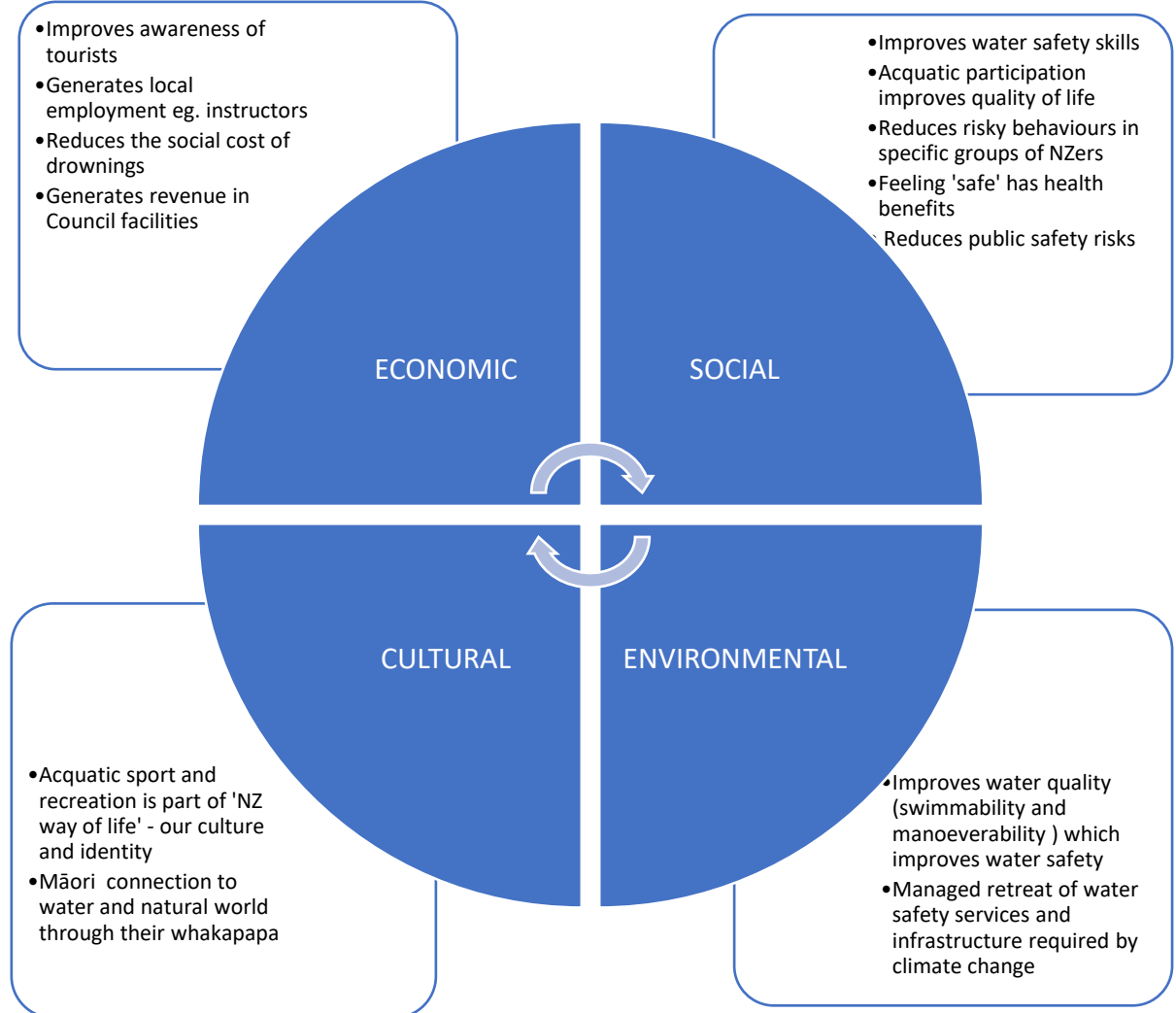
Community well-being

16. The Local Government (Community Well-being) Amendment Act 2019 restored the promotion of social, economic, environmental, and cultural well-being to the purpose of local government.
17. The amendments to the Act are intended to enable local authorities, and ensure local authorities are responsible for, playing a broad role in promoting and improving the social, economic, environmental, and cultural well-being of their communities-the four aspects of well-being.³
18. The Minister for local Government, Nanaia Mahuta, stated that this emphasis on well-being will engage councils and communities in an intergenerational approach to improving quality of life outcomes in towns and cities.⁴
19. As shown in figure 1 below, water safety and drowning prevention connects with all four components of community well-being – economic, social, cultural and environment.
20. A fuller discussion of the connections between well-being and water safety, that is consistent with the SOLGM Community Well-being indicator framework, is included in *attachment 1*.
21. What this means is to fully contribute to the well-being of their community, local authorities must place greater importance on, and dedicate resources to, a wider range of initiatives relating to water safety and drowning prevention in all aquatic environments (pools, beaches, rivers, lakes, and the sea).
22. Local government needs to broaden its approach of providing community facilities and infrastructure, such as swimming pools, to a focus on community well-being. For example, focusing on providing and supporting water safety services to help reduce the social cost of drowning and allow New Zealanders to develop skills to feel safe in, on, and around the water. Other examples include a focus on managing the retreat of water safety services and infrastructure from the foreshore (required by climate change), and reducing public safety risks, particularly for high-risk groups and environments (under-fives; underwater activities; males aged 15-35 Years; Asians and male boaties aged 50+).
23. WSNZ wants to work with the Queenstown-Lakes District Council (and its partners and stakeholders) to help broaden their approach and reduce drowning fatalities and improve water safety awareness in the Queenstown-Lakes region.

³ SOLGM, 2020

⁴ Mahuta, 2018

Figure 1: Water safety and community well-being



Key issues and opportunities WSNZ would like Council to address in their 2021-2031 long term plan

24. Reducing preventable drownings, and improving water safety, will improve the well-being of Queenstown-Lakes District Council residents. WSNZ wants Council to consider the following points in the development of its long-term plan.

Water safety and drowning prevention - ensuring your communities well-being

25. The Queenstown-Lakes District Council aquatic environment is diverse with an abundance of rivers like the mighty Clutha, streams and lakes like Wakatipu, Wānaka and Hāwea for residents and visitors to enjoy for sport and recreation purposes. This varied environment means Council’s water safety risk profile is also variable as users carry out various activities including swimming, kayaking, boating, fishing, diving or surfing.

26. This means to ensure your communities well-being (which as shown in figure 1 includes the concept of water safety and drowning prevention) a broad approach to water safety and drowning prevention is required. An approach beyond the provision of aquatic facilities such as swimming pools and the enforcement of swimming pool bylaws. This approach must address water safety and drowning prevention in freshwater (pools, lakes, rivers and streams), coastal waters (beaches, inlets, harbours) and in, on and around vessels (boats, yachts, surf skies, kayaks

etc). This broader approach also needs to reflect the needs of your local community and provide local solutions that suit local needs.

27. In addition to a broader and deeper approach, WSNZ wants Council's approach to compliment the investment we make into sector partner organisations (like Surf Life Saving NZ), or the funding we give to other providers through our contestable funding process.
28. WSNZ supports Council's existing investment in water safety and drowning prevention, and wants Council to continue to work with WSNZ (and the broader water safety sector) on the broader and deeper approach needed to ensure the community well-being of the Queenstown-Lakes District Council residents.

Water quality – maintaining waste and storm water infrastructure

29. Water quality, whether it be in pools, beaches, rivers, lakes, or the sea has a direct relationship with recreation and sport activities. This is because contaminated water, or water filled with weed or floating objects impacts on both the 'swimmability' and 'manoeuvrability' of people and vessels in various aquatic environments. This in turn may cause or impact on water safety risks and/or drownings.
30. WSNZ wants to see Council investment in the maintenance and upgrading of waste and storm water infrastructure. This investment is essential to help maintain the quality of water quality for recreation and sport users.

Adapting and mitigating climate change

31. Climate change may result in rising temperatures and sea levels, changes in wind patterns, storm tracks, and droughts and the frequent heavy rainfall events. These changes may require:
 - an increasing demand on water safety services (rescues, medical support) from higher temperatures;
 - a requirement to replace, move or protect the sector's physical assets located on the coastline (as a result of sea level rise);
 - a need for better monitoring of river conditions to identify changes in water safety risks attributable to climate change-related phenomenon; and
 - an increasing requirement for the effective communication of the risks to the public from the changing conditions.
32. WSNZ believes preparing for climate change requires a collaborative effort and we (and the broader water safety sector) would like to be kept informed about (and participate as appropriate) in relevant climate change initiatives.

Māori Water Safety strategy

33. Drowning rates for Māori are high and reducing and preventing Māori drownings are one of WSNZ's strategic priorities.
34. Working with a group of key Māori stakeholders, we recently refreshed *Kia Manu, Kia Ora* strategy. Our new sector strategy (Wai Ora Aotearoa) also includes a focus on improving the connection to water for Māori as well as supporting greater use of a kaupapa Māori approach to water safety for tangata whenua.
35. WSNZ wants to work with Council, and your other stakeholders to expand the awareness of Māori water safety issues, and potential ways to reduce the Māori drowning toll in Queenstown-Lakes region.

Paul Verić

A handwritten signature in blue ink that reads "Verić". The first letter 'V' is large and stylized, with a loop at the top. The rest of the name is written in a cursive, flowing script.

Interim Chief Executive
Water Safety New Zealand

Attachment 1: About Water Safety New Zealand

Water Safety New Zealand (WSNZ) is the water safety sector leadership organisation for Aotearoa, New Zealand. We work with water safety sector organisations, individuals, and the public to reduce the incidence of drowning and injury. Our work contributes to the reduction in drownings by ensuring evidence-based water safety policies, investment funding, initiatives and aquatic education are delivered throughout the country.

WSNZ is an incorporated society with charitable status that was established in 1949. Our membership structure comprises 37 general members, 3 core members (Surf Life Saving New Zealand, Coastguard New Zealand, and Swimming New Zealand), and a partially elected board. The WSNZ Board includes delegates from each of our core members.

The WSNZ annual operating budget is funded by Sport New Zealand and ACC. We provide both agencies with accountability reports half-yearly. Thus, while we are an incorporated society, Sport New Zealand is the 'government home' for water safety policy and our reporting agency. Sport New Zealand oversees our governance appointments.

The New Zealand Lotteries Grants Board, via Sport New Zealand, provides WSNZ with funds to distribute to water safety providers through our annual funding round. We also provide funds received from charitable trusts and foundations, commercial sponsorship, and other funding partnerships.

In 2020/21 we distributed \$2.5 million across New Zealand to water safety providers. These providers included: drowning prevention and rescue NGOs, professional and national sport and recreation organisations, child and youth support organisations, Māori organisations, swim schools, local authorities, and regional sports trusts.

This partnership funding is focused on two main areas - water survival skills training and water safety awareness raising and behaviour change. Water Skills for Life (WSFL) is WSNZ's flagship water survival skills program and it reaches over 200,000 primary school children each year. A range of water safety behaviour change initiatives are funded by WSNZ with emphasis placed on reaching demographic groups with high drowning risk (eg. males aged 15-34).

Attachment 2: Community well-being and water safety and drowning prevention

WSNZ community well-being statement

WSNZ has, at the heart of its operations, a commitment to enabling the community well-being of all New Zealanders participating in aquatic sport and recreation or living near bodies of water. Our leadership, advocacy, policies, initiatives, and funding of programmes work to reduce the incidence of preventable drowning and injury in Aotearoa, New Zealand. Our work strives to contribute to a thriving society for individuals, families, and communities. A society where local communities inter-connecting economic, social, cultural, and environmental well-being needs are all met.

The Four Well-beings in the Local Government Act

Most definitions of well-being focus on the quality of life, a healthy human condition as well as happiness and prosperity. Social science research suggests that well integrated individuals with shared community goals have better health and well-being outcomes. Research also indicates the four domains of well-being are all interconnected, and all connect in some way with water safety.



The following outlines how water safety and drowning prevention infrastructure, services and activities provide local government with several opportunities to improve the community well-being of their community.

Cultural Well-being and Water Safety

Cultural well-being is defined by the Ministry for Culture and Heritage as:

'The vitality that communities and individuals enjoy through:

- *Participation in recreation, creative and cultural activities; and*
- *The freedom to retain, interpret and express their arts, history, heritage, and traditions'⁵.*

Water is at the heart of our culture and identity as New Zealanders. New Zealanders have important connections to water through their history, experiences and practices that are important to them. Whether it is a connection to places that people swim, or swam as children, regular camping spots or mountain streams that people have encountered on tramps or hikes, many people have particular bodies of water that are important to them. These bodies of water can be important to a person's sense of identity, and from a Māori perspective, people are connected to water and to the natural world through their whakapapa. Aquatic recreation is a large part of the kiwi culture with many

⁵ Te Manatu Taonga Ministry for Culture and Heritage (date unknown)

families and individuals enjoying spending time at their local beach, river, or lake and being able to safely enjoy taking part in aquatic activities such as, swimming, fishing, jet skiing, or boating is hugely important to New Zealanders.⁶

Water safety knowledge and skills, gained from WSNZ's aquatic education programs, promote New Zealanders cultural well-being by allowing individuals to participate in aquatic recreation in a safe, enjoyable, and culturally sensitive way. This sense of feeling 'safe' is also relevant to New Zealanders social well-being in that it benefits our physical and mental health.

Environmental Well-being and Water safety

Environmental well-being promotes interactions with nature; for New Zealanders to be able to enjoy and maintain their connections with water throughout New Zealand it is important that the quality of the water is maintained. The benefits of improving water quality of lakes and rivers throughout New Zealand benefit many activities from swimming to kayaking to mahinga kai. Environmental wellness can inspire individuals to live a lifestyle that is respectful of their surroundings and this in turn results in them assisting in maintaining and caring for waterway.⁷

Protection of mauri (life force or essence) is a principal issue for freshwater management, Māori throughout New Zealand are increasingly concerned with the integrity of waterways. A healthy body of water that has healthy mauri sustains healthy eco systems and supports a range of cultural environmental activities (mahinga kai or waka ama for example) and reinforces the cultural identity of the people.⁸

Aquatic water, free from hazards such as bacteria, weeds, and floating objects, benefits New Zealanders well-being as it allows them to safely swim, dive, boat and gather food. Environmental well-being and water safety are interrelated, one does not exist in isolation of the other. Environmental well-being also re-enforces New Zealanders cultural identity.

Economic Well-being and Water Safety

Over the past ten years preventable drownings and injuries have incurred social and economic costs of over \$5 Billion. However, this financial figure does not illustrate the real cost in pain and suffering and disruption to families and work.

Social costs of fatal preventable drownings and water related injuries can be difficult to isolate and measure. The individual victim is usually the person most directly affected; however, accidents can potentially impact on family members, coworkers, medical care providers and a host of other individuals. Socio demographic differences potentially modify the type and extent of a fatal preventable drowning or injury's social costs. An individual's age, gender, race, ethnicity, nationality, education, and their socioeconomic status all can influence the responses of the individual as well as others in their social circle. Multifarious impacts are possible and may include vocational, psychological, behavioral, social, economic, and functional effects. These costs and their impacts are varied, wide reaching and include both direct and indirect costs, costs at the micro and macro levels.⁹

Water safety and drowning prevention services, activities and infrastructure reduce the social cost of drowning. Preventable drownings save the economy costs in terms of reduced hospitalisations, ongoing medical attention, and the attendance of police, ambulance etc. at events. Preventable

⁶ Ministry for the Environment, Manatu Mo Te Taiao, 2020

⁷ U C Davis, 2020

⁸ Tipa and Tierney, 2006

⁹ Dembe, 2001

drownings also reduce family and whanau economic, social, and cultural costs resulting from loss of household income, a primary care giver, and that person's broader contribution to their community. Reduced social costs benefit the economic well-being of local communities.

WSNZ's awareness and behavioral change programs also provide economic well-being benefits to international visitors, who unaware of the risks in some of our popular aquatic environments, are often included in New Zealand's drowning statistics.

Water safety and drowning prevention services, activities and infrastructure also benefit the economic well-being of local communities. These benefits can be seen in the revenue generated through fees and local employment (which has an economic multiplier effect).

Social Well-being and Water Safety

*Social connections play an important role across many aspects of people's lives, from employment opportunities and advice on important life decisions, to receiving support during hard times and having someone to enjoy life and relax with. There is a growing body of evidence supporting the notion that healthy social networks are important for health and well-being.*¹⁰

*Aquatic activities are often undertaken as social activities and allow for social connections to be formed and maintained. Aquatic recreation is both a means to an end (contributes to health and fitness) and an end in itself (enjoyment and satisfaction). Recreation is a useful tool for social connection and social well-being.*¹¹

WSNZ's awareness and behavioral change programs allow individuals (and their families) to be able to safely partake in aquatic recreation activities. These programs equip them with water safety skills to ensure they can keep themselves and their families safe in, on, and around the water. Community education, and the use of safety/warning signage, also promotes awareness of the risks and dangers inherent at popular aquatic recreation spots.

Social well-being can also be enabled through the concept of safe communities. Safe communities are a World Health Organisation (WHO) concept that recognises safety as a universal concern and a responsibility for all. A safe community is a livable community where people can go about their activities in an environment that is without fear, risk of harm, or injury. Twenty-two communities in New Zealand are accredited as Safe Communities by the Safe Communities Foundation New Zealand (SCFNZ). A further five are currently working towards accreditation which is based on the WHO endorsed Safe Communities model. The safe community's website states:

*Community safety is not only about reducing and preventing injury and violence. It is about well-being, building strong, cohesive, vibrant, participatory communities. Homes, the roads, public spaces and the workplace are safe for everyone to enjoy. This is exactly what the Safe Communities Foundation New Zealand (SCFNZ) does for community development, through leadership and collaboration, to create safer communities to work, play and live. The majority of community-based injuries and accidents are preventable and predictable – it is this premise that forms the basis for everyone's safety. Each community or local area is different - each safety approach meets the unique needs of the people, their goals, and the community values, working together for better outcomes. SCFNZ specifically supports communities to adopt the Safe Community model to increase well-being and become effective advocates and enablers of injury and violence prevention*¹².

¹⁰ Frieling, Krasso, & Cording, 2018

¹¹ Recreation Aotearoa, 2019

¹² Safe Communities Foundation NZ, 2020

This approach to community safety encourages greater co-operation and collaboration between non-government organisations, the business sector, and local and central government agencies. It increases community well-being by creating an infrastructure in local communities to increase action by building local partnerships and collaborative relationships. Currently, some Councils in New Zealand incorporate water safety and injury prevention into ensuring the well-being of the community. WSNZ encourages all councils to consider the benefits to the well-being of their communities of becoming an accredited safe community. WSNZ also encourages all existing accredited communities to place greater emphasis on water safety in their regions.

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WALTHERW Cherilyn

Hawea Community Association

Hawea

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

PDF submission attached

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

19th April 2021

On behalf of - Hāwea Community Association Inc

By Cherilyn Walthew – Chair

[REDACTED]

Submission to QLDC - 2021 – Ten Year Plan

We would like to speak at the hearing regarding:

- Ten Year Plan
 - Significance and Engagement Policy
 - Draft Policy on Development Contributions
-

Overview of the Hāwea Community Association Inc. (HCA)

- The Hāwea Community Association represents the residents of the Hāwea District including the Lake Hāwea town settlement, residents through to The Neck (Manuhaea), John Creek, Hāwea Flat and Maungawera.
- The population is the second largest settlement in the Upper Clutha/Mata-au.
- The HCA holds regular Public Meetings to consult with the residents three times a year in January, May, and October.
- Executive committee meetings are consistently held on the third Tuesday of the Month and QLDC are well represented at these meetings with delegates including a QLDC elected member (Niamh Shaw), a WCB elected member (Jude Battson) and a Council Corporate representative (Jess Garrett).

1. Introduction

1.1. From the QLDC website; <https://www.qldc.govt.nz/your-council/our-vision-mission/climate-action-plan>

1.1.1. *“According to the 2018 Intergovernmental Panel on Climate Change (IPCC) Special Report, we have less than a decade to act until the effects of climate change are irreversible. Now is the time to stop talking about climate change and to start taking climate action.”*

1.1.2. *“As a Council, we’ve embarked on a journey towards a major organisational behaviour shift which will lead the way for residents and business communities. Part of this means ensuring climate change considerations are reflected in decision making, policy setting, projects and service delivery.”*

1.2. From the Mayor’s introduction to the Ten-Year Plan: (Consultation Doc p3)

- 1.2.1.** *“It would be short sighted and indeed irresponsible not to continue to plan for and invest in growing well in our district but we can and must begin to think about and do things differently...”*
- 1.3.** The Hāwea Community Association would like to start by acknowledging the challenges experienced right across the globe over the last 12+ months and recognise some of the limitations this has placed on Council’s ability to proceed, or not, with plans already set out in previous reviews. However, as a community we feel this current proposal is unambitious and insufficient for the needs of our people.
- 1.4.** With the change in trading conditions foisted upon us, we can now see alternative opportunities as both a district and a community to re-invent the way in which we sell and utilise our precious resources as a world-famous destination.
- 1.5.** What is outlined in this proposal appears to be “business as usual” and feels at odds with our communities’ desires to re-invent ourselves in a more sustainable manner, in line with the objectives of climate change aspirations.
- 1.6.** Changing to a “green economy” could provide visitor opportunities that work in tandem with our way of life and provide much needed respect for our district.
- 1.7.** It is noted that infrastructure projects around the three waters are essential to the healthy and ecological development of our settlements however, we would question some aspects of the roading infrastructure projects outlined in the current proposal. These appear to be in direct conflict with the aspirations set out on the Council’s own website, in relation to the Climate Action Plan.
- 1.8.** We thank the QLDC for addressing the long outstanding issue around a second drinking water reservoir and acknowledge the investment to find a temporary solution for the Hāwea wastewater treatment which has been non-compliant since 2012. We note however that on page 18 of Vol 2 of the TYP, there is reference to \$13 million being planned for the Hāwea wastewater treatment plant upgrade, but in a number of other references the total budget is \$26.1 million. See for example the table on TYP Vol 2 page 57. We suggest that this difference on page 18 be corrected.
- 1.9.** Landfill - Vol 2, pg. 156 mentions that the Council is required to monitor and rehabilitate its disused landfill sites at Hāwea. Where are these and should they not be mapped in the document?
- 1.10.** The news that a water bore will be installed at the Hāwea Domain is fantastic and will make this space a more usable area for the Community which was showcased during the 2019 Goldfields Cavalcade. Unfortunately, due to bureaucracy around the submission and obtaining of resource consents for the planning of such an event, we are unlikely to see this particular organisation back in the QLDC district. The feedback from the Goldfields committee was that planning events with Councils had proved a much easier task than with QLDC. This is something the Council should investigate if it is wanting our communities outside of Queenstown to also benefit from large events. Especially community driven events. This particular event was not consented by QLDC until hours before it needed to be in place and this was despite the consent application being driven by a competent and at the time, member of the Wanaka

Community Board. It generated over \$50,000 in funds which was shared between our local community groups but very nearly didn't happen!

- 1.11. The HCA has continued to benefit from the Community Grants and thank the Council for the funds that help support volunteer initiatives and beautification projects in our community. We intend to continue to apply for this annual \$5,000 grant however, we also note the value of this grant has not increased since it was introduced.
- 1.12. In addition to the lack of aspiration shown by our Council in this LTP, we would question the distribution of funds that have been allocated to the Upper Clutha region when reviewed against the actual population numbers. The breakdown of population for the region is 67%/33% in favour of Whakatipu whereas, funding appears to have an 87%/13% breakdown in favour of Whakatipu.
- 1.13. We believe that the justification for some of the larger projects in this proposal would do nothing to either further our aspiration of climate change reduction or indeed help drive change in the way we manage our tourism industry and way of life, which is imperative, if we wish to meet our climate action targets.
- 1.14. In short, the proposal presented to the public for comment has little that would support the reduction of the carbon footprint in the Upper Clutha/Mata-au region or, insure we promote 'thriving people'.

2. TYP Proposal

- 2.1. Vol 1 of the draft Plan states:
 - 2.1.1. *"The communities' Vision Beyond 2050, including the vision statements of Zero Carbon Communities | Parakore Hapori and Deafening Dawn Chorus | Waraki, has never been more relevant nor more essential. Planning for our generations to come is one of the most productive and critical things we can do."* (p6)
- 2.2. It is felt that the draft LTP appears to retrospectively apply the "vision" to our existing activities with the result of continuing with the "business as usual" theme. This is out of kilter with our own Community's aspirations let alone those of the wider district with the obvious exception being those people and businesses (predominantly but not exclusively based in Whakatipu) who would directly benefit from the "business as usual" policy. This adherence to "business as usual" policies will ultimately fail to produce any positive, tangible results for our wider communities as per the two examples below.
 - 2.2.1. **Deafening Dawn Chorus** (Our ecosystems flourish and are predator free under Kaitiakitanga)
 - 2.2.2. The issues of concern are evident in "Deafening dawn chorus". This vision is clearly retrofitted. For example, stormwater management, resource consents, water supply. While in theory there may be alignments with these activities they are at best tenuous.
 - 2.2.3. We do not believe most of the District has a "deafening dawn chorus". Many residents do not hear a dawn chorus at all, let alone a deafening one.

2.2.4. For example, mechanisms via resource consent to maintain existing vegetation will not be sufficient to maintain existing birds in the absence of predator control.

2.2.5. In the absence of a plan to enhance our biodiversity the District will never have deafening dawn chorus.

2.2.1. Budgetary provision needs to be made in the LTP for developing a plan to achieve a “deafening dawn chorus” and its roll out in following years. This should be a reasonable budgetary item, given the challenges facing existing, highly interested voluntary groups in our community working at enhancing biodiversity. Planting natives, removing pest plants, and increasing predator control is very important but we must not forget the hugely important organisms at the small end of the size spectrum.

2.2.2. It is noted that there are existing activities that Council supports (e.g., revegetation of the Lake Hāwea township foreshore). It is also noted that partnering with community groups is not mentioned under Partnering Opportunities (Vol 2 page 69)

2.3. Thriving People

2.3.1. Another example of the policy being applied retrospectively is in the points made about “thriving people”.

2.3.2. It is difficult to understand, except for providing for the disabled, how the provision of car parks facilities is ensuring people thrive (Vol 2 p159).

2.3.3. The link to Cemeteries (Vol 2 p148) would suggest that maybe we missed the boat with “thriving” people at that point.

2.3.4. In further delaying plans for active transport in the Upper Clutha, the TYPP fails to deliver in a timely many to this vision.

2.3.5. Hāwea, as the fastest growing settlement in NZ according to the last NZ census in 2018 and, widely sold by estate agents everywhere as a family friendly community, finds it incredibly disappointing that no provision has been earmarked for local projects such as Playgrounds in the Hāwea District, despite a massive deficit of facilities and family friendly infrastructure.

2.3.5.1. This has been caused by the sudden expansion of residential properties in Lake Hāwea, and Hāwea Flat because of Developer led development and, a lack of effective Council oversight on the matter. This is not in line with the “thriving people” aspirations.

3. Zero Carbon Communities

3.1. There is nothing of substance in this proposal that the Climate Action Plan is providing any real guidance in relation to Zero Carbon Communities

3.1.1. To add insult to injury and in total disregard of the Climate Action Plan, a huge expenditure has been outlined for the Whakatipu vehicle transportation plan in what is being called “Stage 1” of a what appears to be a significant roading project, underpinned with public money via the Government.

- 3.1.2.** Stage “1” clearly indicates further “Stages” to come and so far, we can see at least 3 Stages however, Stage 3 is not included in this proposal and no clear funding plan appears evident apart from the fact that it is a costly project that will require us to be locked into a non-climate friendly project for at least 10 years and beyond. This could require the ratepayer to continue funding a project that may well be irrelevant to our way of life in 2028 in accordance with the statement made by the IPCC and, as quoted in clause 1.1.1. above. (The irony of the clause number 111 is not lost on us!)
- 3.1.3.** Our understanding is that Stage 1 will include the new downtown Queenstown public transport hub and that is not the issue however, if the transport hub is successful, surely that negates the need for a flash new road given we are trying to reduce the traffic, not increase it? There are numerous studies worldwide that show that more roads will equate to more and worse traffic. This is a very clear example of QLDC paying mere lip service to their own Climate Action Plan.
- 3.1.4.** We need to understand the point of this project. It is mentioned in conjunction with the revitalisation of the Queenstown CBD which we believe is suffering as a direct result of Council’s green-light to move the majority of the town services and retail outlets to Frankton. The shift in services has resulted in less people requiring the need to go to the original CBD however, begs the question as to who are we regenerating the old CBD area for and, who will benefit financially from this regeneration? The answer seems to be, “for the visitors” and this is the very crux of our financial infrastructure woes. As a population, we simply do not have the money to prop up failed Council planning initiatives and provide infrastructure for such vast number of visitors, when we cannot afford to properly maintain our own residential infrastructure.
- 3.1.5.** There is no doubt that Commercial Queenstown could do with a makeover having been sorely used by businesses to cater for millions of visitors and vehicles. This regeneration should be driven by the commercial interests who will and have benefited from the financial gains of this location, not by the global ratepayer base. We have far more important infrastructure issues as communities to focus on due to policies that have enabled large settlements to develop in our district with inadequate infrastructure and, are more of an environmental threat.
- 3.1.6.** Despite the staggering growth in Hāwea, a rural location and a 15–20-minute drive to Wānaka to access essential services, Council has failed to address the growing issue around transportation that we are already starting to see with hundreds more houses already consented to be built (more cars) and further plans to expand the SHA area, as identified in their Spatial Plan consultation maps, despite consistent public and community opposition to these Developer driven proposals.

- 3.1.7.** Regardless of the looming climate catastrophe, the Council has made no provision for public transport in the Upper Clutha area for the next ten years, despite the IPCC statement.
- 3.1.8.** Neither is there any provision for the Central Government mandate for Council's to remove parking requirements in the District Plan by 2022. With many people needing to travel from Hāwea to Wanaka or, further afield and no public transport, this is not in line with the Council's "thriving people" aspirations.
- 3.1.9.** One might argue that a central carpark building would be of benefit to the community however, if this is privately owned it is simply a license to print money and if it is Council owned, would the required funding to build a building not be better used, and cheaper, to subsidise a public transport system and drive a permanent change in personal habits?
- 3.1.10.** We can clearly see the impact of bad transport planning in the Whakatipu and have little desire to see the same mistakes made in the Upper Clutha/Mata-au. Yet, this is what we see rapidly developing on the Hāwea to Wānaka corridor, through Albert Town.
- 3.1.11.** If Council is unable to deliver on the Mayor's 2019 election promise to provide public transport in the Upper Clutha/Mata-au, in the interest of the climate emergency, we believe QLDC should consider expressions of interest from the Commercial sector who could potentially operate a viable business with the support of Council. This would provide much needed services to the Hāwea district in the absence of Council funding being available and actively reduce the carbon footprint of potentially hundreds of residents and visitors.
- 3.1.12.** The lack of any solution to transport that is "outside of the box" is concerning given the Mayor himself encourages us all to "...think about doing things differently" and yet the recent opportunity to partner with an Electric Bike operator in the Upper Clutha/Mata-au, and to normalise this mode of transport in the township, was flatly turned down by QLDC.
- 3.1.13.** Transportation is the largest contributor to CO2 emissions (Vol2 Page 62) however, the LTP is lacking in any substance to address this planning error, in line with thriving people or Carbon Zero emissions.
- 3.1.14.** Given the urgency of the situation, we are concerned that the Adaptation Plan due to be developed this year, should be an absolute priority.

4. Big Issues Consultation Document

4.1. Three Waters

- 4.1.1.** Due to the change in economic conditions for the district and the uncertainty around finances for many of our residents, the HCA will be advocating for Option 2 which will spread out the costs of the upgrades for residents and hopefully coincide with an increase in economic fortunes for the rest of the world, as well as locally.

4.1.2. We note that much of the harm to receiving waters from stormwater happens from the nutrients, toxins, bacteria, protozoans etc that get into our waterways from runoff. We understood from the QLDC consideration of the Three Waters Bylaw that the Council would begin a baseline receiving water monitoring programme of all areas that were vulnerable to sewage spillage and/or exposed to stormwater drains or direct run-off. We would like to confirm that this is included in the plan.

4.1.3. On Page 17 of the TYP Consultation document we note *“The projects that aren’t planned within this draft Ten Year Plan include the connection of Hāwea Flat (\$5.1M)to Council-operated wastewater infrastructure.”* From the ORC meeting papers of the 10th March 2021, they state that the Hāwea Basin is considered at high risk of septic tank leachate. This concern does not feature in the QLDC TYP except to say that nothing is being done about Hāwea Flat sewage management, however we believe it should. Given the risk of public health and safety concerns outlined around water supplies, in the wake of the Havelock North disaster, the HCA believe Council have a moral and legal obligation to review this therefore, we are surprised that this seems to be of no concern to the Council for the next 10 years.

4.1.4. The Sum of Capital Works TYP Vol 1 Pg 90 (e.g., Hāwea Reservoir Capacity item) shows future cash flow tables but does not indicate whether the values are net present values and, if so, what discount rate has been used for the ten-year time frame. We also find in Vol 2 pg 126 that the future cash flows are discounted “at the original effective interest rate (i.e., the effective interest rate computed at initial recognition of these financial instruments) and adjusted for expected credit loss”. Again, there is no indication of the actual discount rate. The effect of this vagueness makes it quite difficult for ratepayers to look at the future cash flow tables and understand exactly what is going on. We recommend each cash flow table caption to state whether or not the values are net present values and what annual discount rate is used if they are. As it is currently presented we find the cashflow tables opaque and misleading and therefore fail to deliver any information useful for users of this TYP.

4.2. Transport

4.2.1. The HCA is advocating for Option 2 in lieu of the issues outlined above under point 3, Zero Carbon Communities of this submission. We cannot afford “business as usual” and we encourage Council to find more tangible solutions to the issues at hand. This fits more snugly with aspirations for “thriving people” and the Climate Action Plan. This would also loosen up funding to provide specific answers for the Upper Clutha / Mata-au region which is lagging far behind when compared to options available in Queenstown.

4.3. Targeted Rate on Queenstown CBD

4.3.1. The projects in Queenstown CBD are reaching astonishing levels of vanity given the restructure of the town and the frequency with which

the Queenstown beautification projects occur. Such level of expenditure needs to be paid for by Whakatipu ratepayers and how that is collected and distributed should be down to the residents of the Whakatipu to decide. One thing we are clear about in Hāwea, given the lack of footpaths, curbing, channelling, and stormwater investment in our own town, is that Whakatipu needs to pay for itself and not rely on wider ratepayer funds given it is no longer operating as the primary CBD of Queenstown and is merely a tourist destination with QLDC offices still there.

4.4. Increasing User Fees and Charges

4.4.1. The HCA supports Option 2 given that many of our residents have cited inefficiencies in Council processes and would strongly urge Council to review their own practices and processes to establish efficiencies and drive down costs, rather than pushing the cost of these inefficiencies directly back to the ratepayer. If QLDC would like to investigate some of these costly administrative issues and errors, we would be happy to provide some specific examples from our residents where QLDC processes have been convoluted and protracted. Point 1.10 above, which mentions the Goldfields Cavalcade, is one such example where the QLDC consenting process was completely dysfunctional.

5. Other Projects

5.1. District Wide rating on Water Supply and Wastewater

5.1.1. The HCA supports a district wide rating on essential water services to ensure minimum standards on water quality and safe, ecological disposal/treatment of our wastewater. This provides an opportunity to ensure we have oversight that protects our waterways from pollution.

5.2. Queenstown Event Centre land sale or lease

5.2.1. The HCA does not support the sale of any QLDC or publicly owned property at this time. The district is still experiencing growth and may need access to public land at a later date to provide public services that support the growth of the district. Purchasing land or property at a later date will only prove to be a costly exercise. The HCA would support a lease agreement that guarantees the potential for the land to be transferred back for public use, in the event it is needed.

5.3. Cardrona Village Water Supply Scheme

5.3.1. The HCA notes the growth in the Cardrona village and the need for services, however, also notes that it is similar to Hāwea in that it is a fast-growing township, with no services. Currently there are over 600 houses planned and consented for below the ski-field and existing residents will be charged for the water connection, whether they choose to opt for the council chlorinated supply or, continue with their already established supply. This sets a precedent to force costs on residents, that the HCA is not comfortable supporting.

5.3.2. In addition to this, it is our understanding that Cardrona is also due to be connected to the Project Pure sewage system as QLDC seem to prefer to pursue an option that would see the Upper Clutha/Mata-au developing sewage infrastructure worthy of a large city, however, expect this to be funded by a population 12,000 people. These continued large-scale and expansive developments outside of our existing urban centres do nothing to address the large carbon footprint of the infrastructure required, to centralise services. We would argue that it raises the risk of ecological disasters on both land and anywhere where the pipes run close to our waterways.

5.4. Consultation on Elderly and Residential Housing

5.4.1. The HCA supports genuine initiatives that allow members of our community to remain in local, affordable, and suitable housing, especially as they age. Many of our older residents are local treasures who we would be loath to lose as a result of insufficient and unaffordable housing options. We note that these should be located in communities that are well supported with essential services such as doctors, pharmacies, libraries, and public transport. i.e., the Hāwea SHA will not be suitable in the short-term for those needing access to essential services although we understand there up to 40 properties to be included in the QLCHT allocation.

6. Draft Policy – Development Contributions

- 6.1. Amendment 1 – Updated format of the DC policy** - The HCA applauds any move to make documents more user friendly. We would recommend making a short online video-guide available, explaining how to use the information as this is more likely to connect with the younger millennials and generation Z.
- 6.2. Amendment 2 – Name change** – The HCA supports the name change from “Community facilities” to “Community infrastructure” as it more accurately reflects the requirements of the community.
- 6.3. Amendment 3 – Amend the average unit size** - The HCA neither supports or opposes this change as there is no context in the proposal for the definition of a “180 or 140m² unit” or, the need for the change or, indication of what this would achieve. Unfortunately, we have not had time to fully review either of the 64 or 95-page documents available online to establish more detail.
- 6.4. Amendment 4 – Reclassification of land use categories** – The HCA can see no issue with this and applauds any attempt to simplify the classifications based on fair use and, social license.
- 6.5. Amendment 5 – Change to DC assessments** - Appears to redress the issues of unfairness created by the current system of “one size fits all”. In the pursuit of fairness, the HCA supports this amendment.
- 6.6. Amendment 6 – Updated policy differentials** - This is not clear regarding the information included in the table. It is unclear what we are looking at.

- 6.7. Amendment 7 – Special Assessment Parameters** - The HCA supports any move by the Council to provide clear, consistent guidelines and parameters, when dealing with the public.
- 6.8. Amendment 8 – Change to the reserve land calculation** – The HCA supports any moves to clearly define Developer’s obligations around the provision of reserve land. However, given the excessive speed of land price increases within the QLDC District, the HCA would strenuously object to any cash alternative being offered instead of land, except in very exceptional circumstances, given the increase of land prices will ensure that any cash sum will not be sufficient for purchase or investment in new land, within months (if not hours) of agreeing the sum.
- 6.9. Amendment 9 – Changes to reserve land values** – The wording on this amendment does not make any sense. *“Within current policy, the following categories of land are use with their respective values:”* I have read it several times and the corresponding information underneath and....., I am still not sure what your telling/asking us.
- 6.10. Amendment 10 – Updated capital costs** – We will have to take your word for it because, I cannot critique information that I am not privy to the source. It is noted that there is \$16,942 per Hāwea dwelling for wastewater identified however, it is the HCA’s understanding that this project had yet to identify a solution so, what is this number based on?
- 6.11. Amendment 11 – Updated contributing area maps** – I have looked for the supporting document to the proposal, however, have been unable to find anything beyond an online version of the “detailed supporting documents” for the Development Contributions policy dated October 2018. (Effective 1 December 2018) It would be a lot easier if a link had been included.
- 6.11.1.** It is noted that the wastewater for Hāwea is currently under discussion and QLDC should note that parties outside of the zoned area on page 76 of the Development Contributions policy supporting documents file available on the QLDC website, would be interested in being part of the discussion.

7. Significance and engagement policy

- 7.1.** This policy outlines the Council obligations to provide certainty to the community about when it can expect to be informed of proposed Council action or to be asked for a view when Council is looking to make a decision.
- 7.2.** This policy is currently failing and from looking at the new policy online, will continue to do so. We are happy to provide multiple examples of this and have alluded to many throughout this submission, however, will limit to one in this instance and will even avoid the obvious Martin Jenkins debacle.
- 7.2.1. Example** - The documents for the TYP and Spatial Plan was approved for Consultation by the Council on the 18th of March 2021, (two days after the normal HCA scheduled meeting) and released for submissions from the public until the 19th of April (1 day before our next HCA scheduled meeting). The 19th of April is less than three weeks before the next public meeting on the 8th of May which both the Mayor and QLDC CEO have

been invited and alerted to back in February, however, have subsequently declined to attend due to availability issues.

- 7.2.2.** QLDC did extend the courtesy of providing representatives to come out and specifically talk with the Executive Committee on the 31st of March (two days before Easter weekend) with a view to answering any questions and details of the TYP however, declined to open this opportunity up to the public so that we could obtain a wider view regarding specific issues detailed in this plan, rather than just that of the Executive Committee.
- 7.2.3.** This meeting was well represented for the TYP however, the person who was to speak to the Spatial Plan was not in attendance and neither was a substitute representative. Apart from the Executive Committee, all other attendees at this meeting were on company time. The Committee is voluntary.
- 7.2.4.** It was pointed out by the HCA to QLDC representatives at this meeting that the consultation period for both plans was “not fit for purpose” if the Council was genuine about wanting Community Associations to accurately represent and discuss the current proposal of the Plans directly with the Community. Fortunately, due to our regular contact with our Community, we feel we are in a position to accurately represent the Community despite the inability to review the specific proposal, with public input.
- 7.2.5.** In response to our question about QLDC providing an extended deadline to Community Associations of a week or, even a few extra days to allow for the time lost at Easter, we were advised that whilst there was nothing to stop us submitting after the closing date of the 19th of April, whether the submission was actually considered would be at the subjective discretion of the QLDC staff. Too risky an answer for the HCA to consider delaying our submission.
- 7.2.6.** We have been informed that the QLDC process for consultation is mandated by Central Government however, whilst we can establish that QLDC is indeed mandated to have a process for consultation, the law does not appear to mandate a specific process and we believe the current process is not fit for purpose, to genuinely provide an opportunity for voluntary run Community Associations and similar groups, to provide detailed submissions on the reports and documents provided by QLDC, that at times, run into hundreds of pages.
- 7.2.7.** We would ask the Commissioners to acknowledge that the process undertaken by the Council for consultation on this proposal does not provide adequate time for the average layman, let alone a Community Association that needs to coordinate with members, to review in any detail the vast documents (death by PowerPoint) that are supplied with this proposal.
- 7.2.8.** Therefore, we find this process is complicit and deliberate in limiting the amount of push-back from the Community regarding this proposal and others, thereby allowing the Council to pursue a programme of work that

is contrary to the very statements the Council has made to the public, about the welfare and priorities of our communities.

7.2.9. This is a classic example of where this policy is unfit for purpose.

8. Summary

- 8.1.** The HCA is disappointed that QLDC has not taken the opportunity to be truly aspirational in this latest review of the ten-year plan. We are not seeing any move to *“stop talking about climate change and to start taking climate action”*.
- 8.2.** It is time that QLDC realised that the district does not stop at the entrance to the Cardrona ski-field and that under-investment in the Upper Clutha/Mata-au combined with a continuous litany of vanity projects in the Whakatipu that typically benefit businesses who focus on tourism, has left a massive infrastructure deficit across the whole district that is impacting on our residents’ quality of life.
- 8.3.** In addition to the infrastructure deficit, the solutions that are being crafted by QLDC and their many consultants, appear well outside of our budgets as a relatively small ratepayer base. The current TYP proposal is indicating rate increases over the next 10 years that are worthy of annual cigarette price increases, way above any inflation and, have been a constant feature in our rating notices for the last 10 years alone. The purpose of the smoking price increases is to price people out of the market. One has to wonder if the QLDC is trying a similar tactic to get residents to quit the area?
- 8.4.** In short, this Ten-Year Plan proposal is woefully inadequate and fails to address any of the issues that we face as a community. It is a fast-track proposal to “business as usual” and anyone who approved this for public review, should be heartily ashamed.

WALTHER Shirley

Te Puna o Mata-au

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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

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

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

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

Te Puna o Mata-au

19th April 2021

On behalf of Te Puna o Mata-au

By Shirley Walthew - Chair

Submission to QLDC - 2021 - Ten Year Plan

We would like to speak at the hearing regarding:

- Ten Year Plan
 - Significance and Engagement Policy
-

Overview of Te Puna o Mata-au Roopu

- Te Puna o Mata-au are mana whenua who whakapapa back to one or several the Otago/Southland runaka
- Te Puna o Mata-au meet regularly to discuss events and consent applications occurring in the area.
- Te Puna o Mata-au support visiting speakers and are involved in cultural activities in the rohe
- We have representatives on groups i.e. supporting water and planting regeneration within the Wanaka Hawea Luggate area.

1. Introduction

- 1.1. From the QLDC website; <https://www.qldc.govt.nz/your-council/our-vision-mission/climate-action-plan>
 - 1.1.1. *“According to the 2018 Intergovernmental Panel on Climate Change (IPCC) Special Report, we have less than a decade to act until the effects of climate change are irreversible. Now is the time to stop talking about climate change and to start taking climate action.”*
 - 1.1.2. *“As a Council, we’ve embarked on a journey towards a major organisational behaviour shift which will lead the way for residents and business communities. Part of this means ensuring climate change considerations are reflected in decision making, policy setting, projects and service delivery.”*
- 1.2. From the Mayor’s introduction to the Ten-Year Plan: (Consultation Doc p3)
 - 1.2.1. *“It would be short sighted and indeed irresponsible not to continue to plan for and invest in growing well in our district but we can and must begin to think about and do things differently...”*
2. Te Puna o Mata-au do not support a return to “business as usual” which is what the report appears to advocate.
3. Water quality and over allocation has been impacted from several factors one of these being the over subscription by the tourism sector encouraging vast numbers of overseas visitors in particular to the Upper Clutha/Whakatipu basin.
 - 3.1. Consequences of this is the increased residential numbers to cater for visitor needs with a flow on effect on local resources.
 - 3.2. The increase demand on water by changing farming practises in the area has also meant that the water systems are showing degradation in both quality and quantity.

4. Pest control and regeneration in line with the climate crisis needs to be addressed more substantially in the area through sustainable practise than is currently evident. QLDC contribution to Hawea, Hawea Flat, Wanaka and Luggate is insufficient to meet the aspirations of Te Puna o Mata-au. Pest control should be encouraged and supported by QLDC through environmentally sustainable processes.
5. Transport between the townships has not been addressed in the TYP. With the growing numbers of family and elderly in the area a transport system needs to be prioritised considering many of the community services are based in Wanaka.
6. Traffic numbers are increasing between the towns. Climate issues indicate that if a reduction of cars can be removed from the the roading network through public transport then it should.
7. Regardless of the looming climate catastrophe, the Council has made no provision for public transport in the Upper Clutha area for the next ten years, despite the IPCC statement.
8. What is outlined in this proposal appears to be “business as usual” and feels at odds with our communities’ desires to re-invent ourselves in a more sustainable manner, in line with the objectives of climate change aspirations.
9. Changing to a “green economy” could provide visitor opportunities that work in tandem with our way of life and provide much needed respect for our district.
10. It is noted that infrastructure projects around the three waters are essential to the healthy and ecological development of our settlements however, we would question some aspects of the roading infrastructure projects outlined in the current proposal. These appear to be in direct conflict with the aspirations set out on the Council’s own website, in relation to the Climate Action Plan.
11. Neither is there any provision for the Central Government mandate for Council’s to remove parking requirements in the District Plan by 2022. With many people needing to travel from Hāwea to Wanaka or, further afield and no public transport, this is not in line with the Council’s “thriving people” aspirations.

Big Issues Consultation Document

Three Waters

We note that much of the harm to receiving waters from stormwater happens from the nutrients, toxins, bacteria, protozoans etc that get into our waterways from runoff. We understood from the QLDC consideration of the Three Waters Bylaw that the Council would begin a baseline receiving water monitoring programme of all areas that were vulnerable to

sewage spillage and/or exposed to stormwater drains or direct run-off. We would like to confirm that this is included in the plan.

District Wide rating on Water Supply and Wastewater

Te Puna o Mata-au supports a district wide rating on essential water services to ensure minimum standards on water quality and safe, ecological disposal/treatment of our wastewater. This provides an opportunity to ensure we have oversight that protects our waterways from pollution.

Cardrona Village Water Supply Scheme

Te Puna o Mata-au notes the growth in the Cardrona village and the need for services, however, also notes that it is similar to Hawea in that it is a fast-growing township, with no services. Currently there are over 600 houses planned and consented for below the ski-field and existing residents will be charged for the water connection, whether they choose to opt for the council chlorinated supply or, continue with their already established supply. This sets a precedent to force costs on residents. Another model needs to be considered.

In addition to this, it is our understanding that Cardrona is also due to be connected to the Project Pure sewage system as QLDC seem to prefer to pursue an option that would see the Upper Clutha/Mata-au developing sewage infrastructure worthy of a large city, however, expect this to be funded by a population 12,000 people. These continued large-scale and expansive developments outside of our existing urban centres do nothing to address the large carbon footprint of the infrastructure required, to centralise services. We would argue that it raises the risk of ecological disasters on both land and anywhere where the pipes run close to our waterways. This in our view would not meet Kai Tahu kaitiaki for the whenua and wai.

Te Puna o Mata-au does not see any acknowledgement or provision in the TYP for historical and cultural recognition of the area. The lack of consultation on a wider basis with the community has meant that meaningful contribution from iwi in particular has not been present. As mana whenua we would have liked to see a proposal for a Cultural and Performing Arts Center to have been included in future plans for the area.

The TYP has failed in the consultation process and appears to be a document that follows past plans in that the community (ratepayers) views have been sought in limited terms for a document that has vast impacts on how we live in our community.

The Ten Year Plan substantial focus is on Queenstown and what the town needs with Wanaka, Hawea, Hawea Flat and Luggate as an afterthought. This is especially evident in the inequity for funds available to the areas with an over allocation of funds available to Queenstown (87%) and a low level of funding to the Upper Clutha and Hawea areas (13%). The population base indicates that the allocation of funding should be proportional to the population bases. The impact of the lack of funding means that transport be it public or access to safe cycle ways has been left off the planning document for the area. As residents and ratepayers in the area we are once again seeing vast funds being oversubscribed to one town to the detriment of the rest of the rohe. One of the first statement made in the introduction of the Ten Year Plan was to look after the “well being” of residents however this is not reflected in the plan for all of the areas.

WATERWORTH Andrew

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Need more policy development and action - should be feeding into TYP and Spatial Plan

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

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

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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Draft QLDC Ten Year Plan submission.docx

QLDC draft Ten Year Plan – submission

Andrew Waterworth

19th April 2021

Similar to the draft Spatial Plan, the draft Ten Year Plan presents us with a positive view of the future, one tempered by awareness of climate change, the need for community wellbeing, the need for a diversified economy and responsible stewardship of the environment.

But like the Spatial Plan, the plan itself does not deliver or appear to seek to deliver on the aspirational sentiments laid out at the top of the document.

There is a sense that we are looking at the future through two very different lenses. One could suggest that the difference lies between the ‘marketing spin’ designed to comfort and appease the uneasy and disenfranchised electorate and the growth agenda espoused by the Executive Team and some councillors.

As an example, take the **Assumptions for Growth TYP Volume 2, pages 84/85**.

ASSUMPTIONS FOR GROWTH: Following the COVID-19 pandemic it has been assumed there will be a slowdown in international / national migration in the first ten years but long-term growth by 2051 will remain the same as predicted in the previous 2018-48 Infrastructure Strategy, which is the district would nearly double in size over the next 30 years. To put that into context, it would see the total population grow from a city the size of Napier to a city the size of Lower Hutt or Dunedin.

While there is an implicit recognition that that level of growth will dramatically impact the lives of those who have chosen to live in the district, there appears to be no question that long-term growth on that scale is inevitable.

And the scale outlined in the above paragraph may in fact be a huge under-estimate. It appears that population projections are significantly different between the Ten Year Plan and the Spatial Plan: the TYP factoring a 5.4% growth rate over the next decade but the Spatial Plan seemingly utilising a far lower growth rate. If, as predicted in the above TYP Assumptions for Growth, *long-term growth by 2051 will remain the same as predicted in the previous 2018-48 Infrastructure Strategy*, ie unaffected by Covid-19, and if we factor in historic growth rates for the district of 5-6%, we would be looking at a population by 2051 in excess of a quarter of a million people. The consequences for the district would be catastrophic in terms of environmental impact, inadequate infrastructure, inadequate funds to deliver and maintain that infrastructure and overall a hugely negative impact on the quality of life which QLDC's own Quality of Life surveys show the residents and ratepayers of the district value and wish to maintain.

There are other significant and critical projection discrepancies of concern. If we look at **Demand and Population Assumptions, Volume 1 of the TYP, Pages 21-26**, the report tells us:

The average day population for the district is expected to increase from an estimated 50,552 people in 2021 to an estimated 85,372 in 2031. This is a growth rate of 5.4% per annum. This consists of residents and visitors of all types. Of the average day population, around 81% is the usually resident population. Approximately 67% of these residents will live in the Queenstown-Wakatipu Ward and the remainder in the Wanaka Ward.

While the TYP frequently states that planning and budgeting for future infrastructure is critically dependent on forecasted population and visitor growth, council uses the average daily population number for residents and visitors combined rather than the daily peak resident and visitor numbers. The difference is huge. The table on page 22 Volume 1 of the TYP shows the “Whole District” forecast average daily number for 2051 is 118,742. The peak daily number predicted for 2051 is 203,716 – a difference of almost 85,000 people! That’s equivalent to the total average day population projected for the QLDC district in 2031 (see table on Page 22).

That is a massive difference and one that could be catastrophic in terms of providing the population with adequate infrastructure and resources.

While I understand in principle that you’d work with averaged numbers, surely from a planning perspective you need to ensure that your infrastructure (transport, water, waste water, roading, housing etc) can cope with the **peak** number, especially since that peak number is going to affect your district across several weeks/months of the year.

Factor in the multiplier effects of climate change , and we could be facing a monumental disaster due to inadequate council planning to manage growth rather than let it evolve on a demand basis (“ we can’t stop people wanting to come and live here”). If we don’t have a plan to manage growth we will always be playing catch up – with an ever-increasing chasm of disparity between the quality of life we residents and ratepayers aspire to and what council can afford and provide. The result will be social and environmental degradation and immense pressures on communities that will lead to fractured lives and ever-increasing disparity between the haves and the have-nots.

While the aspiration is to meet the wellbeing needs of the population is set out up top, there is a failure to follow through on how that will be achieved – a key example is council’s significant and irresponsible under-allocation of resources for community assets in the Wanaka Ward and Upper Clutha. This is a disgrace and needs to be addressed. The consequences socially and environmentally will be unacceptable.

Q. Responding to Climate Change

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

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

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

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

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

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

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

Please tell us more about your response:

Delaying the work and spreading it over a longer time period increases the risk other urgent work will be required and the impact is unlikely to realistically be reduced rate payers

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

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

WATSON Danyel

Makarora Valley Community Incorporated

Makarora

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

The Makarora community wants to reduce the speed to 20km (currently zoned 100km) on the residential village streets. Includes School Rd, Kea St, Weka St, Kaka St, and Rata Rd. These are through residential areas and with more growth in the valley with young families and permanent residents buying in the valley we need the speed reduced to keep all our residents and visitors safe.

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

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

WATSON Mark

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

Please tell us more about your response:

I believe we need to further embrace the move to healthy life styles, this includes having cycling tracks & networks that promote safe travel. I believe it should also included safe road markings on road ways

I also would put forward that the road speed limit from wanaka to Tc should be reduce to 80kmph as this is an extremely narrow road and is heavily used by cyclists

Thank you

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

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

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

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

WATSON Michelle

Aspiring Gym Sports parent

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

As a parent with 4 boys involved in the Aspiring Gymsports club at different times over the past 18 years. This is so great for developing children into confident adults. Please support their submission. Thankyou

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

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

WATSON Mihi

Wakatipu Potters Group Inc

Queenstown/Wakatipu

Q. Responding to Climate Change

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

There is a distinct lack of support for community organisations currently providing creative opportunities to the district. As the cost of living continues to increase within the district, our small community based groups are unable to afford the land values in order to create permanent homes. Therefore we are reliant on council and government to provide access to appropriate facilities in order for our clubs to exist. We have developed a strategic plan with the goal to achieve a permanent home for our club within 10 years.

Wakatipu Potters Group benefits the community by providing the opportunity to develop creative skills and build new connections and friendships in a safe space which can have a significant impact on the mental health of those engaged with our club. In addition we engage with providing support to other community based groups and events. The impact of the creative arts on the health of the overall community should be valued and appreciated. The work done by our small volunteer club directly supports the whaiora concept by allowing people to build social relationships whilst also expressing creative ideas which are both important aspect of mental health.

Our biggest challenge in providing these services is space. Unlike other artists, the majority of our tools, equipment and materials require storage on site due to size and or danger; we require space for safe usage of chemicals; space for drying ceramics (which are brittle and easily broken in this phase) and safe space for usage of kilns (which reach temperatures over 1000 degrees). Appropriate space for us is largely reliant on health and safety as well as environmental considerations. We recycle, reuse and repurpose as much of our byproducts as is possible. This includes the use of clay traps on sinks to avoid clay entering the waste water system (and to recycle this clay for further usage). We also have air filtration systems to avoid the spread of clay dust to members and the wider community. As part of our dust management, we also use special door mats which are designed to capture small particles before leaving the room.

We recognise that our long term future is likely to be a shared space and have considered ways that our space could be multi-purpose, in order to achieve this we would require a space which is both large and has smaller areas that can be secured for safety as well as lockable storage to limit access to dangerous chemicals etc.

We also require reliable electricity supplies due to the way that kilns operate (must be run at certain temperatures for specific time frames). The kiln surface is hot which poses safety issues if in a larger shared space. It will also heat the space and draw moisture out which would not be ideal for some other artistic mediums so it would be ideal if the kiln space could be a smaller seperate room.

We are working towards having funds available to contribute to building if we can have access to land within 5 years. Unless an appropriate safe space can be provided on a long term lease. We are open to all ideas that would allow our club a secure future within the community. We believe we offer a unique service to the community and look forward to being included in the 10 year plan.

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

Q. Responding to Climate Change

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

ZERO CARBON COMMUNITIES

Kia ora QLDC. Here is a submission from my students at Shotover Primary School:

At school, we have been learning about what happens when waste is sent to a landfill and what happens if it does not go to the landfill. We have also been investigating how we could reduce waste. We looked into what we could recycle locally in Queenstown. We were surprised at what we could not recycle - especially bottle tops and jar lids because they are too small.

We did some research and found Wellington is in partnership with two local companies in Wellington to recycle bottle lids. We wondered if we could send them there but there's a problem with us sending it to Wellington, the challenge is that if we ship it by plane, car or boat it will put more carbon emission into the atmosphere. At school, we want to create some better systems to encourage us to be better at recycling and have started to plan these systems, we'd love help from QLDC.

Recycling is good but we've been learning about refusing too and we believe that this should come first. We think that QLDC should encourage and help us at home and the supermarket to use different packaging materials. QLDC should ban the plastic wrapping we get from supermarkets and use different materials. For example, we could take our own containers to get chicken and meat so it is not wrapped in plastic. If you do not have a reusable container you could buy one for like \$5. We feel bad because we're killing the flora and fauna in our environment because of leachates that are created when trash and water are mixed together in landfills and if leachate gets into our waterways it poisons it and kills our wildlife.

In addition, we think QLDC should ban plastic cups so that we start using our own reusable coffee cups. For example, when you get a free coffee cup from a cafe or the supermarket, you should get a reusable cup. Another idea we have is we could use reusable produce and shopping bags that we can wash and take back to a shop and put back on a shelf.

We as the kids feel that these ideas link to the QLDC's vision of zero waste and that zero waste is just something in QLDC that we do. Only a tiny percentage is recycled so we need to get much better at refusing, reusing and recycling, that would be great. We feel very sad because lots of animals are killed every day because of plastic that is sent to landfill or is dumped, and then it makes its way to the ocean through our waterways.

Furthermore, we also would love our school to be an Enviro School because then we would learn about the environment and more about what to do about waste. We could learn and then encourage our parents to be waste-free. Also when us kids are older we will be waste-free which will ~~1874~~ make a clean environment in the

future too. We think it is sad that not many people in the world don't care about what bin they put their rubbish in. It takes two seconds to look at which bin is the correct bin to put their rubbish in. People may not think it will make a big difference but it does. QLDC should do a big education program with the support of Enviro Schools about refusing, reusing and recycling.

Why should we refuse, reuse and recycle in Queenstown? A waste-free and carbon-free community are in the QLDC 10-year-plan & your 2050 vision. Currently only a tiny percentage is currently recycled. Waste kills animals and birds. It has a huge carbon footprint. Plastic will still be here in hundreds of years. Plastic toxins will mix with water in the land to create leachate. Leachate (from landfills) can get into our waterways. Plastic is made from fossil fuels which destroys our natural environment. Did you know that since 1950 there have been 18.2 trillion pounds of plastic produced worldwide which is the equivalent of 80 million blue whales?

Finally, we have just started learning about the circular economy. We want QLDC to start making steps to be regenerative instead of degenerate because it would be better for the environment. We want to move away from a linear method where we use up all our resources and work towards a circular way so that the world is regenerative and not degenerative. If we keep taking, our planet will die. Regenerative means recycling and reusing so that we don't run out of materials and our planet will survive. For example, we think locally we should find a way to be regenerative and make something new out of plastics, there are even machines that can make a new thing out of plastic, to make new things out of plastic, like clothes or water bottles or fence posts.

Thank you for taking the time to read our submission.

Felix, Isaac, Hunter and Beau

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

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

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

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Submission QLDC 10 year plan 2021.docx

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Felix, Isaac, Hunter and Beau

WATTS Emma

Shotover Primary School

Queenstown/Wakatipu

Q. Responding to Climate Change

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

The goal from your 10-year plan; a deafening dawn chorus | waraki - our ecosystems flourish and are predator-free under our kaitiakitanga, we are all kaitiaki of our protected and restored incredible environment, flora and fauna, our waterways and lakes are drinkable, our people and visitors respect the privilege of accessing our rivers, lakes and mountains, we set the standard for combating biodiversity loss", has really resonated with me.

I am the DATS (design, arts, technology and science) leader at Shotover Primary School. Part of my role at Shotover Primary School is to educate our students across the school about our local Wetlands, and to help them take an active part in its revegetation, that they can have pride in their turangawaewae (their place to stand), which also aligns with your 10-year goal of "pride in sharing our places | kia noho tahi tatou katoa, that our district is a place where our quality of life is enhanced by growth through innovation and thoughtful management." Over the past 5 years, I have been part of this project and last year stepped into the role of leading the project across the school. The Wakatipu Reforestation Trust experts and their education officer have been invaluable in supporting us with this project.

There are many things I'd love QLDC to help us with. I would love to seek funding for a walkway and a viewing platform so our tamariki and community can get closer safely, and for signage created by our tamariki to educate visitors to the Wetlands. I would love to see The Wakatipu Reforestation Trust receive funding for their fantastic work across the Wakatipu Basin and to continue to support all schools in their education programmes. I would love to see QLDC be actively involved in helping us to increase the biodiversity of our local Wetlands, helping our tamariki to become the kaitiaki now and for the future. I would love Shotover Wetlands to become an area of outstanding beauty and education for everyone across the basin, and beyond. I would love for our school to be able to gain funding to work with Enviroschools which would extend and deepen our learning. I would love our tamariki to work with scientists to study the health and biodiversity of the Wetlands, to help us grow through innovation and thoughtful management. It would be really useful to find out what and how we can access funding through the QLDC for such projects as it's rather confusing at the moment.

Why a focus on Wetlands? Wetlands are considered to be the kidneys of the earth. Wetland plants are crucial as they cleanse and filter out the toxins from the surrounding land catchment before entering into our rivers. They provide significant spawning grounds and habitat for a range of diverse plants, animals, fish, birds, and insects. 90% of New Zealand's wetlands have disappeared. Throughout the year at school, we grow eco-sourced seeds and seedlings with the support of the Wakatipu Reforestation Trust with our student enviro team. In the autumn we plant natives at the wetlands with our Year 4-8 students. Within the school grounds with our younger students (new entrants to Year 3s), we have been planting natives to create an ecological corridor (this also includes our work at the wetlands) to increase the overall size of available habitats and to ensure that birds, along with reptiles and insects, can migrate, disperse and repopulate areas not otherwise used. Reconstructing native habitat through increased planting and establishing connectivity between habitat patches ensures that native species can move freely through modified urban ecosystems. What is amazing about the work we have started is how we are starting to see skinks, native insects, native birds and hear frogs in the Wetlands! We even have recently seen a piwakawaka and a karearea within our school grounds. Any support and help that QLDC can provide us would be greatly welcome.

Nga mihi nui for taking the time to read my proposal.

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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

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

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

Submission QLDC - Emma Watts.docx

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Ngā mihi nui for taking the time to read my proposal.

WEATHINGTON Nathan

Albert Town Community Association

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

Submission for the 10 Year Plan on behalf of the Albert Town Community Association (ATCA).

Our submission will be limited in breadth and detail given the limited time to read, analyse and research the 435 page document.

We commend the council for its focus on our communities well-being (environmental, social, cultural, economic), something the ATCA also promotes in all our activities. The specific focus on climate action is promising.

However, given our recent interactions with the QLDC we are unclear how these environmental and social goals will guide the decision making process. We are asking for more community engagement on critical issues. We are a volunteer organisation with limited time and even though we speak on behalf of a large community, we need more time if we are to gather our communities opinions and respond in a meaningful way.

Wanaka Airport

We have yet to have any meaningful community engagement or specific data on QAC's and QLDC's plans for the Wanaka Airport. This includes: flight paths, timelines, number of flights and type of aircraft. Our community is upset and nervous, something we feel can be remedied with accurate and official information.

Our community is deeply concerned about the impacts a jet capable Wanaka airport will have on their health, wellbeing as well as home values. A jet capable Wanaka airport runs counter to everything in the 10-year plan.

To provide answers to our community, we have had to extrapolate data given to us by QAC, Martin Jenkins as well as Air New Zealand pilots and air traffic controllers. All of our data and information has come with the caveat that it was the best information we had at the time and we have invited the QLDC and QAC to correct our information. We were told we were 'fear mongering' and had 'incorrect' information by the mayor via email and a QLDC representatives via social media. However, neither the

mayor nor the QLDC representative volunteered the 'correct' information. This 'branding' of community organisations like the ATCA and others as 'Fake News', 'Fear Mongering', 'Not the Real Community' is dangerous and not a part of a healthy community.

In our talks with the mayor and the CEO, their focus was on 'meeting demand', with the well-being of Albert Town residents never acknowledged. Again, this seems to run counter to the 10 year plan stated goals, as well as the roll of our elected officials.

Until we are told differently, and given that a 100 year lease is still in place (signed without community engagement), we will assume that the QLDC and QAC's ultimate goal is to utilise a 'dual airport' strategy and make Wanaka airport jet capable, and we acknowledged that that plan will be delayed by Covid. We welcome clarification on this statement.

*We are asking for full community engagement with all Albert Town residents before any changes to Wanaka's airport can move forward. If community well-being is our goal, then a project that will impact every member of our community should be required to hold a vote via a referendum. If a bed tax requires a referendum, surely the health and the wellbeing of our entire community should require the same.

Biking Infrastructure

Proper biking infrastructure will drastically improve Albert Town's ecological impact. With safer and easier bike paths, our residents will naturally leave their cars at home when traveling downtown and to other areas as they are a short bike away. We support Bike Wanaka and their proposals to move forward to make Wanaka bike friendly now, not postpone the process. The Upper Clutha community allocation is inequitable when compared to Queenstown.

Clutha River Jet Boat Traffic in Albert Town.

Again, we support the 10-year plan's mission of community well-being. For this reason, we are asking the QLDC to reinstate the speed upliftings below the Albert Town bridge.

Until recently, jet boats and jet skis could only travel at 5 knots if they were out past 4PM in the winter and 6PM in the summer below the Albert Town bridge (half of Albert Town is below the bridge). This was for safety reasons and to protect the tranquility of Albert Town as per the District Plan. However, this restriction was unexpectedly removed when the new safety bylaw was signed (which was a huge step in the right direction, and kudos to QLDC).

An additional option would be to extend a 5 knot zone from the Albert Town bridge to the Cardrona river at all times, thus removing the noise and dangers of having high speed boats in a residential area with active swimmers all the time.

Q. Responding to Climate Change

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

I don't know enough about this topic to comment.

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

investment.

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

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

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

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

2022, not 2026

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

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

continue through to 2030

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, was disingenuous. These options were also very narrowly focused on Wakatipu and not the District as a whole. Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community

would have been whether investment should be prioritised in to public transport AND active modes or whether the priority should be in traditional roading/motor vehicle investment.

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

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

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

WEBSTER Bernard

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Neither / Neutral

Please tell us more about your response:

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

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

Neither / Neutral

Please tell us more about your response:

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

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

Neither / Neutral

Please tell us more about your response:

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

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

See attached

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

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

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

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

N/A

Submission on the LTP – Cardrona Water Supply

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

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

WEGENER Blayne

Albion Luggate Cricket Club

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

To whom it may concern,

We would like to take the opportunity to put forward the ideas that Albion Luggate Cricket Club have for the Ten Year Plan. Our main goal is to move the club to Wanaka. The facility we have out at Luggate is no longer up to the standard required and with new developments in town on the horizon, we think now is an excellent time to discuss what options are available to us.

Our long term goal is to relocate to the Ballantyne Oxidation Pond development. Included in this would be turf wickets, training facilities and clubrooms. Access to turf cricket is important for the development of our growing junior section. We would like to be a part of the planning process for this project.

We have seen over the last 3 years a dramatic increase in the popularity of cricket in Wanaka, particularly in our junior section. Currently the facilities available to junior cricketers in Wanaka are at a very low standard. When compared to the facilities in Queenstown, we are a long way behind. We are in need of short term solutions to these issues and we would be happy to discuss this further.

If there is any opportunity for indoor nets to be put in at the old Mitre 10 site then we would be definitely be interested in pursuing it.

Albion Luggate Cricket Club looks forward to working with the council to improve access and facilities in Wanaka to help develop the future generations of cricketers in Wanaka.

Kind regards,

Albion Luggate Cricket Club

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

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

WELCH Stephanie

Wanaka/Upper Clutha area

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

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

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

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Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

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

WELLINGTON John

Upper Clutha Tracks Trust

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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PDF submission attached

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

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



John Wellington
Trustee
Upper Clutha Tracks Trust



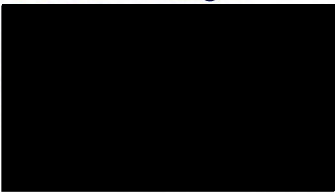
W: [Redacted]
E: [Redacted]
P: [Redacted]
M: [Redacted]

To: QLDC

Submission on QLDC 2021/2031 Ten Year Plan

NAME:

Upper Clutha Tracks Trust
C/o John Wellington



Summary

The Trust seeks the following:-

1. Renewal of an annual support grant in the sum of \$50,000 per annum
2. The urgent completion of the business case for the Wanaka Active Transport Network, to enable access to new central govt funding should this become available
3. The \$16.4m investment in the 1st stage of active transport in Wanaka budgeted for 2025-2027 brought forward to 2021-2024
4. Funding for track/trail development in the Upper Clutha proportional to the population base in the ward.
5. \$31,000 funding in 21/22 towards the Peninsula Bay Link Track (50%)
6. \$100,000k funding in 22/23 towards the Glendhu Bay Track Realignment (37%)
7. \$75,000 funding in 23/24 towards the Camphill Road Cycle Track (26%)

THE UPPER CLUTHA TRACKS TRUST

The Trust was established in October 2006 and has been creating cycling and walking tracks in the Upper Clutha basin for the last 13 years. The Trust has created a range of trails including both recreational and commuter trails.

The Trusts mission is to create an integrated and functional network of tracks in Upper Clutha Basin, and has implemented or assisted with the implementation of many of the projects in the QLDC's Upper Clutha Walking and Cycling Strategy 2006.

The Trust has been working on the new Upper Clutha Tracks Network Strategy 2021 – 2027 and this is an ongoing project. The new strategy includes both new projects and the consolidation, maintenance and upgrading of the existing network.

The Trust is also working with and represented on the Wanaka Active Transport Network and is working to integrate the existing commuter and recreational track network with the proposed urban active transport network. This especially important from a social and lifestyle perspective for our residents as pressure grows on out transport infrastructure and the community seeks alternative modes of transport. This is important for commuters from Albert Town and the Northlake development, and in relation to safe off-road access to the Wanaka recreation centre and pool by all users but especially school pupils.

The track network created and expanded by the Trust is extensively used by both locals and visitors to the town and has become a key part of Wanaka's attraction for recreational cyclists and cycle tourists.

THE UPPER CLUTHA TRACKS TRUST SUBMISSION IS:

1. Administration Grant

Thank you for your support of the Trust for the last 15 years in respect of the annual administration grant. When the Trust was formed in 2006, there was an agreement to support the Trust in the form of an administration grant.

The council has provided support grants to both the Queenstown Trails Trust and the Upper Clutha Tracks trust with the level of support proportional to the approximate split of population between the communities.

The Trust notes that unlike Queenstown Trails trust, it is unable to access funding from MBIE and that due to its smaller population size and level of commercial development, the Trust has a much smaller commercial base from whom to seek additional financial support or sponsorship when compared to the Queenstown Trails Trust.

There has been a recent change in QLDC policy regarding adopting tracks that have been created by any other party than the council itself, (Tracks Trusts and developers etc). The council now require these to be maintained for 3 years from completion by the developer, before the council will consider adopting them. This is an additional expense for the Trust, and it is very hard to raise funds for maintenance for grant giving bodies/trusts. We will need to fund this out of the council support grant.

All the above factors means that the QLDC support is especially important for us.

The Trust has completed many projects and been an active advocate for walking and cycling for the last 15 years and this grant has been vital to the Trusts ongoing work. As you will be aware, the Trust is a Charity with a hard-working group of volunteer Trustees and to date has had no paid employees. All the Trusts work is carried out by those volunteers. The Trust also receives admin support and advice from a Department of Conservation representative and a QLDC representative.

We are committed to working to develop and improve the Track network and will be working with partners such as Bike Wanaka, Active Transport Wanaka, QLDC and DOC to deliver the tracks in the Upper Clutha Track Network Strategy 2021 – 2027, plus any other opportunities that may arise.

The previous grant of \$40k has given the Trust more scope to engage professional services such as project management and marketing support for the Trust. Much of the project planning and management has been done by the volunteer Trustees, but this has inevitable constraints around the time that they are able to donate to these services, and the ability to access professional Project management and marketing services has been vital this year to increase the Trusts ability to deliver more projects. The Trust is considering following the Queenstown Trail Trusts model of employing an administrator on a part time basis. To give the Trust more scope to develop projects from its Twin Lakes Track project.

We request that QLDC support the Trust by way of an annual administration grant of \$50,000 for this year, \$51,350 in year 2 and \$52,736 in year three.

2 & 3. Active Transport Wanaka Submission.

The Trusts notes and fully supports the Active Transport Wanaka submission to the 10 year plan.

The Trust also notes and applauds the substantial progress on the Active Transport network in the Wakatipu Basin, since the 2018-2028 ten-year plan.

The Trust further notes the frustration of the Wanaka Community at the time that the 2018 plan did not allow for progress on the Active Transport Network in Wanaka until 2022, a three year wait.

Looking at the submissions on that 10 Year Plan Council reported

“Of the 586 submissions received, 254 related to providing a comprehensive cycling and walking network and these comments were primarily from residents in the Upper Clutha. Many of you suggested that the budget for active transport networks in and around Wanaka wasn't sufficient, and therefore the Councillors have agreed to reallocate funding and increase the budget from \$2.3M to \$3.7M (subject to a detailed business case and confirmation of additional funding from NZTA).”

Nearly half of all the submission received supported the urgent development of the active transport network in Wanaka.

The Trust notes the this was to be subject to a detailed business case. The Trust is therefore shocked that three years later QLDC has still not prepared this business case. Failure to produce this business case may have resulted in missed opportunities to attract central govt funding.

The Trust requests that Council give the preparation of this business case its immediate attention.

The Trust is aware that the outcome of those submissions was that the community was told that it had to wait 3 years until 2022, for the start of the Wanaka Active Transport Network, but that “our time would come”.

It is therefore with a sense of disbelief that the proposed 10 Year Plan has again pushed out the start date for this project a further 3 years. The Trust believes that this further delay totally undermines the council’s credibility with the Upper Clutha Community, and strongly requests that this project is brought forward to the 21/22, 22/23 and 23/24 period.

4. Track Maintenance/Development Funding Ward Allocation

The Trust notes that the funding described as Track renewals is split approximately 28% for Wanaka to 72% for Queenstown.

However the Trust also notes separate listing for five other track projects in the Wakatipu basin, these being:-

- Kelvin Hights Trail Barriers
- Kelvin Height Gabion Replacement
- Lake Hayes Countryside trail renewal
- Qtn Trail Steep section Surfacing
- Twin Rivers New Bridge

When these projects are taken into account, the funding split between the wards becomes 13.2% for Wanaka and 86.8% for Queenstown. The Trust believes that this is a seriously inequitable distribution of funds that disadvantages the residents of the Upper Clutha.

The Trust has a number of projects for missing links in the Upper Clutha Track network, and has been working on these via its Twin Lakes Track Project (previously called Round the Basin). This information has been provided to Wanaka Ward Councillors, QLDC staff both local and in Queenstown to be considered for inclusion in the 10 Year Plan, and for consideration for shovel ready projects and Jobs in Nature funding. The information provided included details of the links and estimated budgets. A more detailed simple business case is currently being worked on.

The Trust has consistently submitted on the unbalanced nature of track funding between wards, and has been told to submit projects for consideration for funding. It is therefore frustrating that none of these projects have been included in the plan, and that when the draft 10 year plan was being prepared, no contact was made with the Trust around consideration for track development projects in the Upper Clutha Basin.

To be clear the Trust is not seeking full funding for these projects. The Trust has a great track record of fund raising for it projects. However, council part funding of the projects is key to raising additional funds from other sources. At a minimum, the Trust can raise \$ for \$ for council funding and usually substantially higher ratios, for example the Devon Link track cost the Trust \$232k, which included a QLDC contribution of \$50, a ratio more than 3.5.

Council support for tracks delivered by the Trust is a great way of getting value for money from the council track budget.

Details of the working copy of the Twin Lakes project are included with this submission, but the three detailed below should be considered for partial funding as detailed.

**5 Peninsula Bay link 1.4km –
Budget \$62k
Land Tenure QLDC
Timeline – 21/22**

A short section of track linking the lakeshore track near Beacon Point to the reserve at Peninsula Bay and the track that runs below Sticky Forrest. This link will connect two tracks and make a good loop track that will take some pressure away from the Outlet Track.

The Trust is requesting 50% funding of this project and will fund raise the balance.

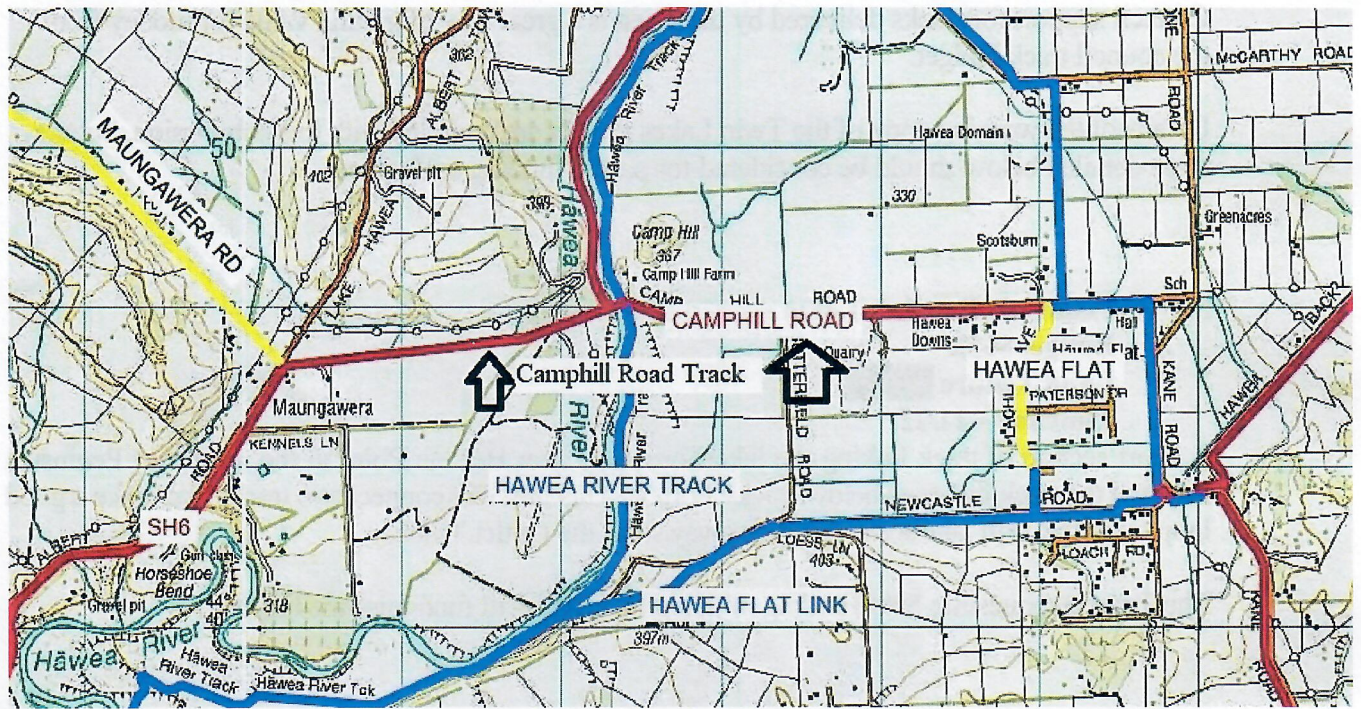


**6. Glendhu Bay Track Realignment 3.5km
Budget \$269k
Land Tenure QLDC
Timeline – 22/23**

The goal would be a realignment of the track between the cattle stop on the northern side of Ironside Trig to the lakeshore east of Damper Bay. This section contains several very steep sections that are only rideable by a small section of the biking community. This would be a challenging part of the project but essential if this track is to realise its potential as an easy lakeside ride. The original alignment for this section was not followed when the ORC built it in 2010. In the 2015-16 budget year, Council set aside \$46,000 for improvements to this section. The terrain is very rocky, and rework will consist of new track benching in rock together with remediation of the current alignment.

This is part of the Te Araora long distance track.

The Trust is requesting \$100,000 being 37% of the project total and will fund raise the balance.



7. Camphill Road 4.9km
Budget \$291k
Land Tenure QLDC
Timeline- 23/24

A separated off-road track along the Camphill Road, using the road reserve. The track provides an important link between the Hawea River Track, Hawea Flat School Track, Maungawera Track and the Hawea Flat Township.

The standard would be similar to that alongside Newcastle Road, but it could be upgraded to a higher quality standard to encourage/allow for road bikes. This track is necessary as this road gets significant traffic including heavy trucks from the quarry and combined with a narrow-sealed width makes use of the road unpleasant and dangerous for cyclists.

The Trust believes that this may be eligible for low cost low risk funding as an active transport project. It therefore may also attract 50% NZTA funding.

The Trust is requesting a QLDC contribution of \$75,000 (26%) and will fund raise the balance.

THE REASONS FOR THE TRUST'S SUBMISSION:

The Trust was jointly set up by QLDC and DOC to work alongside them to develop the walking and cycling track network in the Upper Clutha.

The success of the Trust model is that it allows fund raising from donor bodies and Trusts that are not directly available to QLDC and DOC and therefore increases the funding available for track construction. When the Upper Clutha Tracks Trust seeks funds from donor groups and Trusts, the support of either QLDC and/or DOC substantially increases the credibility of the application and its chances of obtaining additional funds.

The Upper Clutha Tracks Trust would like to see QLDC substantially increase its financial support and substantially bring forward its delivery of the Active Transport Wanaka project.

The Upper Clutha Tracks Trust would like to see QLDC continue to actively support the Upper Clutha Tracks Trust and its projects.

The Trust submission is in line with our goals and those of the QLDC strategy document for Walking and Cycling in the Upper Clutha Basin.

The submission gives the council the chance to assist or reaffirm it's support of some key missing links within the Upper Clutha Track network, and maintain and improve access to these facilities.

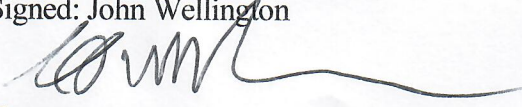
THE TRUST'S SUBMISSION WOULD BE MET BY COUNCIL:

1. **Renewal of an annual support grant in the sum of \$50,000 per annum**
2. **The urgent completion of the business case for the Wanaka Active Transport Network, to enable access to new central govt funding should this become available.**
3. **The \$16.4m investment in the 1st stage of active transport in Wanaka budgeted for 2025-2027 brought forward to 2021-2024**
4. **Funding for track/trail development in the Upper Clutha proportional to the population base in the ward.**
- 5 **\$31,000 funding in 21/22 towards the Peninsula Bay Link Track (50%)**
- 6 **\$100,000k funding in 22/23 towards the Glendhu Bay Track Realignment (37%)**
- 7 **\$75,000 funding in 23/24 towards the Camphill Road Cycle Track (26%)**

The Upper Clutha Tracks Trust does wish to be heard in support of this submission.

Signed: John Wellington

Date: 15th April 2021


**Trustee
Upper Clutha Tracks Trust**

WELLINGTON John

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

John Wellington
[REDACTED]
[REDACTED]
[REDACTED]

To: QLDC

Submission on QLDC 2021/2031 Ten Year Plan

NAME:

John Wellington
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Summary

I wholehearted support the following submissions to the 10-year plan and wish to see them actioned by Council

The submission from the Upper Clutha Tracks Trust.

The submission from Active Transport Wanaka.

The submission from Aspiring Gymsports Wanaka.

The submission from Bike Wanaka.

I also wish to see a much fairer allocation of resources to the Upper Clutha Basin than is included in the plan as proposed. This reallocation of resources should be proportional to the population of the relevant wards and also distributed equally throughout the life of the plan.

The submission

Each of the submissions referenced above detail at length how resources allocated in the 10-year plan strongly favour the Queenstown Ward at the clear expense of the Wanaka Ward.

Where funds are allocated to Wanaka, they are mostly in the later years of the plan and like the funding for active transport in Wanaka in Year 4 of the last 10-year plan, are just as likely to be "ghost money" that will disappear when the next 10 year plan is prepared.

This imbalance both in funding and date of delivery has been a concern to Upper Clutha residents for a number of years but the level of favouritism in the current plan is breath taking in its audacity.

Just one example would be funding for active transport in Wanaka. At the time of the last 10 year plan, the Wanaka community made its voice very very clear in submissions that it was unhappy with a 3 year delay in starting funding for this project, especially in light of the sums being invested in active transport in Queenstown.

Council responded by clearly stating that Wanaka would “get its turn” and it would be funded starting in year 4 of the plan and also allocating some funds for the first 3 years of the plan, subject to a business case being prepared. It then showed bad faith by not preparing the business plan during those three years. Indeed it has still not been prepared.

That bad faith has been compounded by the investment in active transport in Wanaka again being delayed a further 3 years. How can we have any faith that this “ghost money” will not disappear again in 3 years time.

The failure to have prepared the business case meant that the project could not be put forward for Shovel ready project funding, and still cannot be put forward for any other additional central Govt funding that may become available.

Now to be clear, Council investment in active Transport in Queenstown is excellent and fully supported. It just needs to happen in Wanaka as well now rather than in some never never future.

Its not necessary to detail here all of the other examples, they are covered in the submission I have referenced above. The picture is clear and consistent however and is not acceptable.

Ideally the 10 year plan should be rejected in full as presented and sent back for a serious reworking. However it is probably not practical at this stage, but it does need some substantial reallocation of funds and delivery dates as a bare minimum.

To the Councillors reading the submissions, I would refer you to the comment that Mayor makes in the press to Wanaka Councillors whenever they raise concerns about Wanaka issues. He says they are elected to represent the whole district, not just their ward. Now is the time for Councillors elected to the Queenstown and Arrowtown Wards to take this message to heart and look beyond the benefits to their own communities/wards in this 10-year plan and insist on a fairly allocation of resources between all our communities in the plan that they approve.

I do wish to speak to this submission.

John Wellington

██████████

18th April 2021

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

Ten Year Plan 2021-31 Submission

APRIL 2021



Kia Ora & Welcome from the CEO.



OLIVIA WENSLEY
CEO of Startup Queenstown Lakes

In a Post Covid-19 world, the Queenstown Lakes District has a unique opportunity to “reboot” itself away from an over-reliance on tourism, and towards a diverse, innovation-driven community.

Startup Queenstown Lakes (SQL) has been going from strength to strength in delivering its goal to build a diverse economy. Creating the framework, programmes, and leadership necessary to stimulate the knowledge and innovation community - a priority of the QLDC Economic Development Strategy.

The Opportunity is NOW.

The surge in innovation in our region is very exciting – we are seeing a huge amount of interest in entrepreneurship and our community is growing quickly. In particular, the tech sector is an exciting area which has huge growth potential in our region – which will play a crucial role in diversifying our economy in the future.





A Word from the Chairman

The past year has proven the value of QLDC's commitment to diversifying the economic base of the district and we thank the Council for its courage in embracing innovation, and ongoing funding support.

I want to thank our team who work tirelessly, Peter Harris who provides the Economic Development perspective, our board who volunteer their time, insights and wisdom and our major stakeholders.

A Focus on Job Creation

Just 29 months after SQL was founded, we are already seeing a positive impact. Our focus is on upskilling individuals and assisting them to launch well thought out businesses which create jobs is starting to deliver. We have started a long term journey and the community is starting to reap the benefit of the Council's commitment and investment in us.



DAVID WALLACE
Chairman of Startup Queenstown Lakes

OUR BOARD

SQL's board of trustees is made up entirely of volunteer community stakeholders and changemakers:



DAVID WALLACE (CHAIR)

Wanaka

Managing Director of Armillary Private Capital, a specialist investment banking, funds management, financial training and advisory firm.



ALEXA FORBES

Queenstown

Elected Otago Regional Councillor and a lecturer and researching in Leadership of Change programmes at Otago Polytechnic.



MICHELLE TRAPSKI

Queenstown

Seasoned executive with an extensive background in tourism and small business scaling up.



GLYN LEWERS (QLDC REPRESENTATIVE)

Queenstown

Elected QLDC Councillor and Civil/Structural Engineer at Airey Consultants Ltd.



WAYNE HUDSON

Wanaka

Legal consultant with over 35 years experience as a commercial and corporate lawyer, having been a partner in Bell Gully and Hudson Gavin Martin.



RICHARD LIEW (INCOMING)

Wanaka

Founder of NZ Entrepreneur Magazine, and an early supporter of the region's startup ecosystem.

Our outgoing Trustee, Luke Taylor, is about to step down from the board, in accordance with normal board rotation.

OUR 10 YEAR VISION

Our region will be a world-class destination for innovation - a vibrant and diverse community which embraces technology and entrepreneurship, with zero-weight exports in the form of technology and IP.

We will have a thriving and attractive ecosystem in the region.

Queenstown Lakes District will be THE destination for innovative startups, there is a thriving ecosystem with well-established companies which are exporting and have been supported by SQL.

We have several innovation hubs which leverage on our strengths. We will have multiple co-working and incubator spaces - where dynamic companies work together.

Innovative startups share office space and get benefits from collaboration.

The average salary will have dramatically increased - we will have wide range of high-paying jobs in high tech industries.



We will have even stronger relationships and synergies with other regional centres, and our collaboration will make the regions stronger



We will have a thriving community of early-stage employees. We are engaged with encore founders - individuals who have had high-level previous careers or other businesses.



We will have attracted international founders and talent - who have chosen to relocate to the district.

We will have established niches in which our region particularly excels at - such as Tourism Tech, and Virtual Reality + Film Tech.



We will have a strong and thriving relationship with educational institutions.

Other centres will admire our vision and will aspire to be "the next Queenstown-Lakes"

An Investment in the Future

“The Covid/post Covid era has given our region a chance to reset and invest in economic diversification.

Tourism jobs are low productivity and having our district reliant only on these has caused us huge pain over the last year. We need now more than ever to build a diversified, resilient economy.

This takes investment.” **ALEXA FORBES, SQL Trustee**



A CRUCIAL ROLE IN ECONOMIC RECOVERY

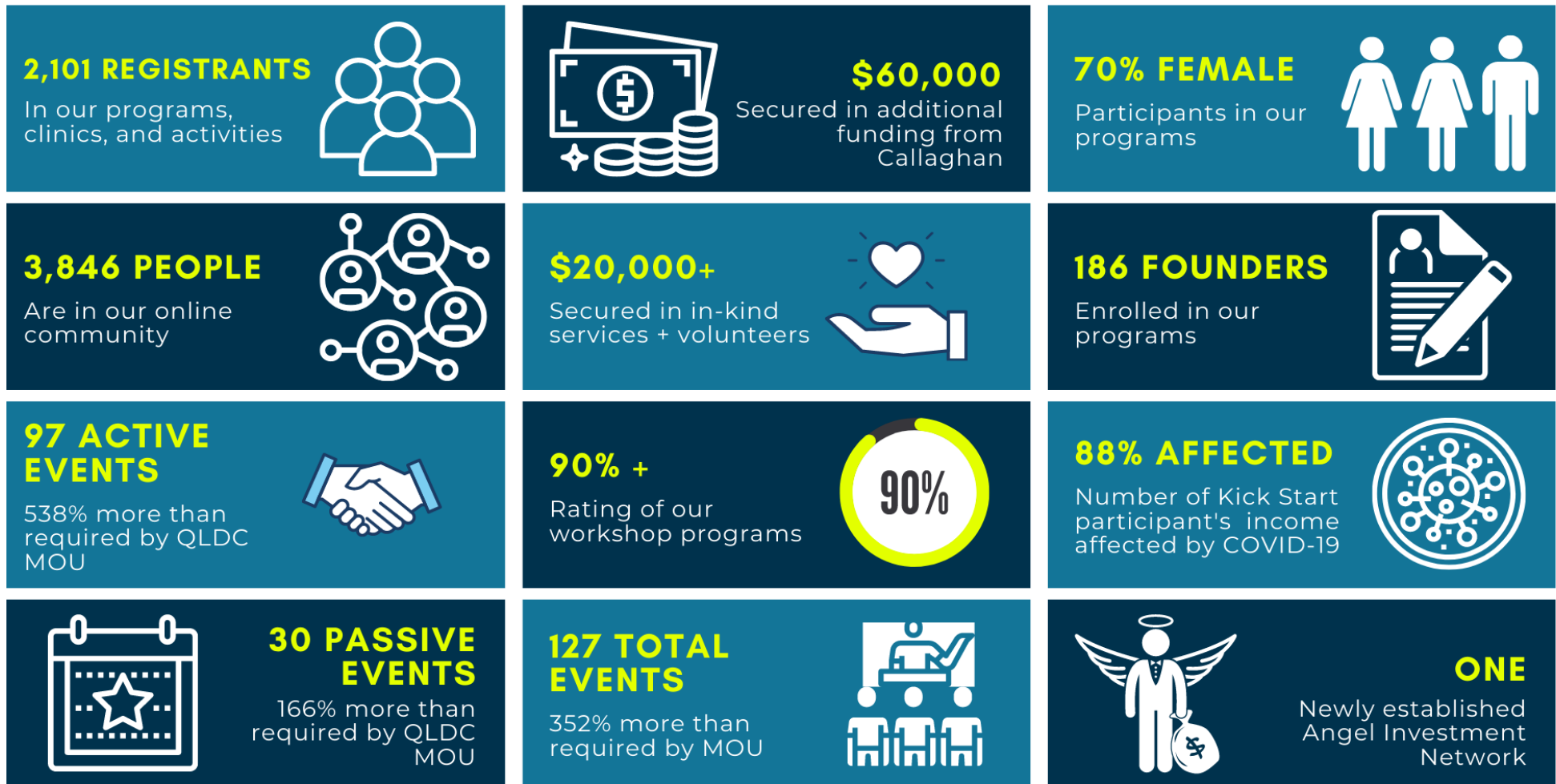
SQL leverages its funds very well and is not asking for more than what it has had in the past from this community because it knows that the investment funds aren't there.

However, it believes the community investment in its programmes so far is providing a fair return by supporting and encouraging entrepreneurship and the resilience that founders necessarily develop.

Tellingly, 70% of those developing skills through SQL are women, women were hardest hit in the covid job crash and many are finding new areas of work through leveraging their own skills and our services.

We ask that QLDC continues its support to SQL by continuing to provide \$220,000 per year (adjusted for CPI).

2020: A SNAPSHOT



Covid-19 saw a huge influx in our programming, as we moved our offerings online to be more scalable and accessible. We supported many individuals who had been made redundant, or lost income due to the pandemic.

We have focused on building strong collaborative efforts with Invercargill and Dunedin - such as the Mainland Angel Investors Network which was founded in 2020.

The focus of 2021-22 is on to provide more programming, at advanced level as our organisation and startups continue to grow and scale.

HOW WE ALIGN WITH BEYOND 2050 VISION

SQL is well placed to contribute to the realisation of the beyond 2050 vision statements:



OPPORTUNITIES FOR ALL HE ŌHAKA TAURIKURA

Our most important principle. We provide support for founders of all levels and ages, from a diverse background.

For example, at Startup Weekend 2020 we had participants from 14 different nationalities, ranging in age from 16-70+.



PRIDE IN SHARING PLACES KIA NOHO TAHI TĀTOU KĀTOA

The Community Vision is that the quality of life is enhanced by growth through innovation.

Innovation is our core business at SQL - we live and breathe innovation every day - being a catalyst for innovation in the community.



DISASTER-DEFYING RESILIENCE HE HAPORI AUMANGEA

SQL is leading the way towards a more diversified economy, by attracting new opportunities to town in the tech sector, and encouraging the growth of home-grown tech companies.

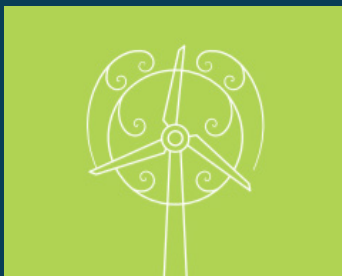
Diversification is a form of economic insurance.



DEAFENING DAWN CHORUS WARAKI

We assist social enterprise founders who have a focus on sustainability and the environment.

One example is by hosting Social Impact workshops and modules through our Kick Start and Lift Off programs.



ZERO CARBON COMMUNITIES PARAKORE HAPORI

Zero carbon communities will be an outcome of innovation in this region.

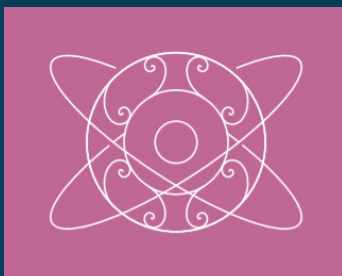
SQL is the catalyst for the development of the tech sector in the Queenstown-Lakes - with the view to increasing zero carbon exports by increasing "weightless exports" such as software and IP.



EMBRACING THE MAORI WORLD WHAKATINANA TE AO MĀORI

We have worked with Ngai Tahu, exploring a number of initiatives in developing Queenstown-Lakes as a tech hub.

We have also named our "Giants" program after the local legend of Matau the Giant forming the lakes in the region and we were gifted the use of this Maori legend by the local Kaumātua.



BREATHTAKING CREATIVITY WHAKAOHOHO AUAHATAKA

We foster free-thinking innovation in order to make the Queenstown-Lakes district a "byword for brilliance".

We foster the spirit of invention by providing local entrepreneurs to take the leap and turn their business idea into a reality.



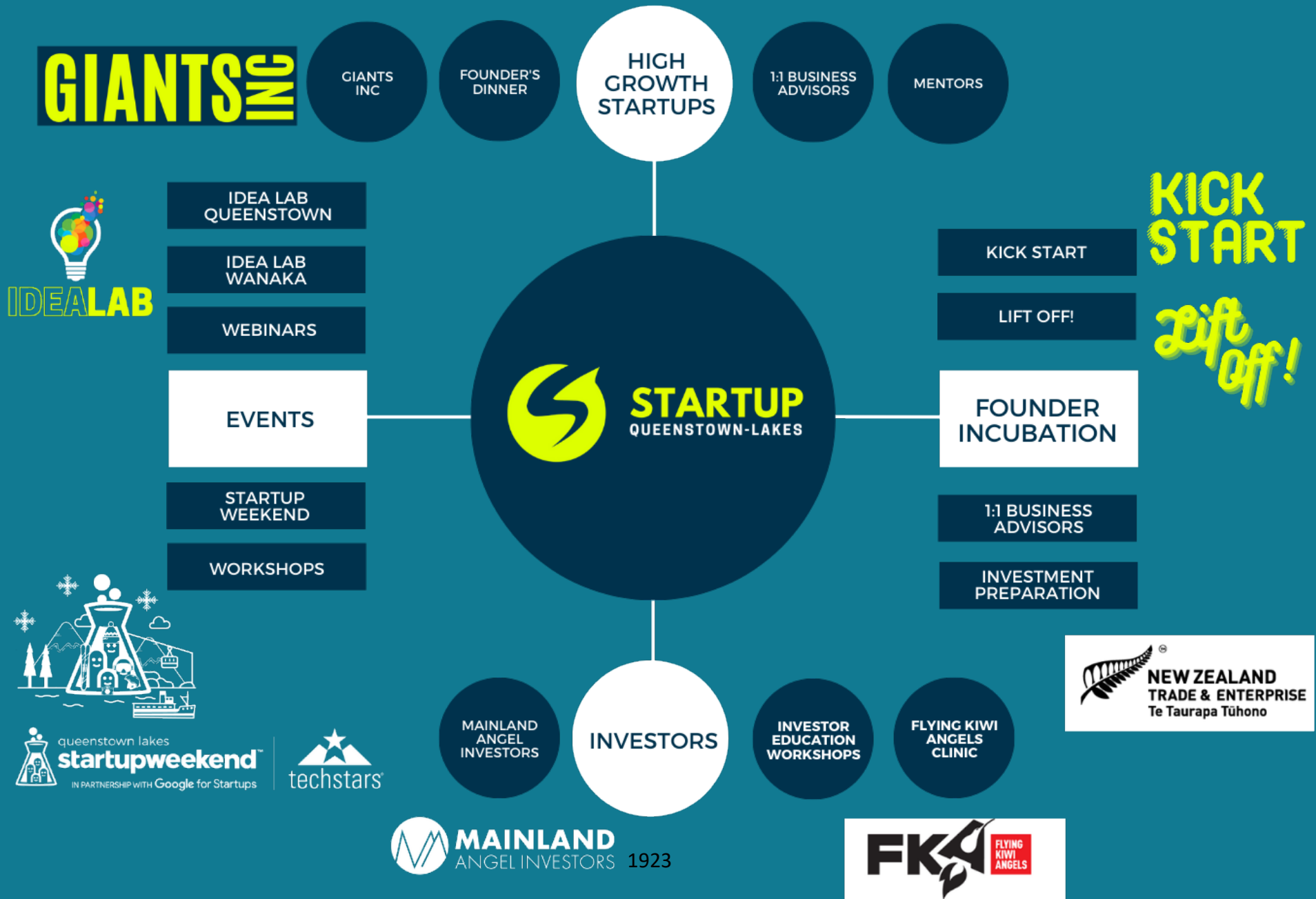
THRIVING PEOPLE WHAKAPUĀWAI HAPORI

Ours is a community with a strong heart.

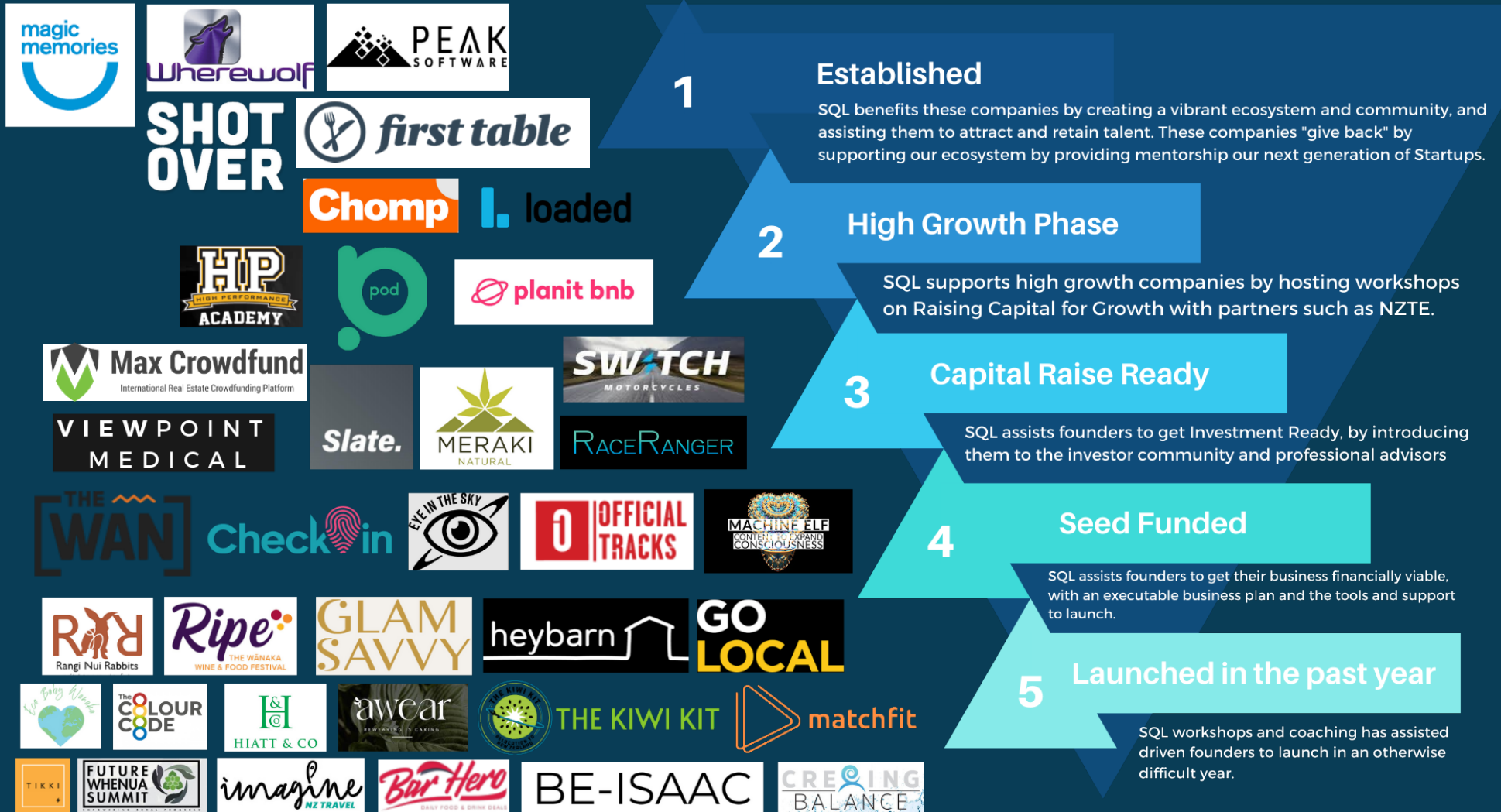
We intentionally foster the community of entrepreneurs, investors, founders, and supporters curious about innovation.

SQL is the heart of the community of innovation.

OUR CORE OFFERINGS



A SNAPSHOT OF OUR ECOSYSTEM



OUR PROGRAMS



OUR PARTNERSHIPS



The collaboration between the 3 startup entities, with support, resource sharing, and mentoring and facilitating assistance at Startup Weekend November 2020, demonstrates the synergies and energy shared by all 3 community leaders.



The collaboration of Startup Dunedin, Coin South and SQL, delivers a community for local independent investors. The education of investors is important as it encourages and assists investors to invest "local". There have been several successful pitch nights in 2020, with more to come in 2021.



Soda Inc insights and ideas, has helped SQL mature over this last year. SODA Inc have also been a participant in our own Lift Off workshop in March 2021, and may be a licensee of this workshop in the future.



The FKA monthly drop-in advice sessions are highly regarded by all the SQL participants we recommend to attend. An SQL Business Coach will meet the participant prior to and after the FKA advice session to ensure the participant gains the best experience and support thereafter.



A majority of SQL workshops, events and Startup Weekend have been sponsored in-kind, by professional startup friendly companies and individuals.

It is a testament to the respectability and awareness of the Startup Queenstown Lakes programmes and calibre of new startups we support.

Our biggest in-kind supporters are Affleck and O'Meara and Anderson Lloyd who offer accounting and legal advice to our startups for an hour for free.

INTO THE FUTURE...

As we mature as a Startup organisation ourselves, we need to extend our partnerships to the tech-focused larger entities, that can provide mentorship for our Giants Accelerator needs.



The enormous measurable benefits to the region's founders, is firstly attributable to QLDC, which has been the key provider of the funds, and incredible support of Peter Harris' Economic Development Team, that has allowed us to start, grow, mature and support our entrepreneurs and startup ecosystem.



Callaghan Innovation provides modest financial and information support, recognising the technical and innovative concepts and high growth business' that come from our region.



Our local representatives are a wealth of information, support and the personal touch is appreciated, as we match founders to the right mentors and funding applications.



Recognising the need for economic diversification, CODC promoted and sponsored local residents onto the Kick Start and Lift Off courses in 2020 and 2021.

CASE STUDIES:



THE WAN
ACCOMODATION TECH / WANAKA

LAUNCHED 2020



The WAN as a community-focused online accommodation marketplace that connects seasonal & temporary workers with accommodation. Agreement with Central Fruit Growers. Cardrona Ski has committed for Winter 2021.

SQL Support: Startup Weekend, 1-1 coaching, Pitch Nights, introduction to multiple investors.

"SQL has provided some structure and guidance on what needs to be done to get my startup off the ground. Guidance from my business coach (Jinene as I am in Wanaka) has been excellent. Between Jinene and Marco, I feel confident that any question I have can be answered fairly quickly and with knowledge and experience."

Carmen Blackler, Founder



SWITCH MOTORCYCLES
ELECTRIC MOTORCYCLES / QT

MOVED TO QUEENSTOWN 2020



SWITCH's ambition is to be one of the world's leading electric motorcycle companies.

SWITCH has been recognised as one of the most promising developments in the electric space, outside of the major manufacturers. Currently doing Phase 2 fundraising.

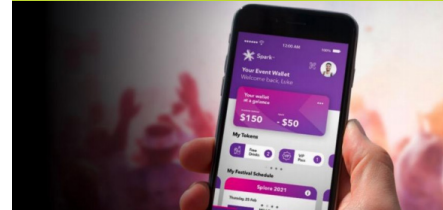
SQL Support: 1-1 coaching, Pitch Nights, introduction to multiple investors, Giants Inc

"As a returning Queenstown local, the work Olivia, Jinene and the team from SQL have been putting into the local startup scene has been so refreshing to see. The people, events and selfless approach to connecting high net-worths with high potential startups has been critical to our companies capital raise and bodes really well for the region's future. What a great place and keep up the great work!"
Matthew Waddick, Founder



SLATE
EVENTS RFID TECH / QT

LAUNCHED 2021



A new Mar-Tech platform that streamlines the interface between digital and physical event experiences using RFID technology. Currently doing Phase 1 fundraising.

SQL Support: Startup Weekend, 1-1 coaching, Pitch Nights, introduction to multiple investors, Giants Inc

"Since arriving in Queenstown, we have enjoyed becoming part of the startup ecosystem - SQL has directly introduced us to a co-founder and investors.

We have a great appreciation for the constant support and enthusiasm - and connecting us to the movers and shakers of the district."

1927
Scott Witters, Founder



OFFICIAL TRACKS
MARATHON TECH / QT

Launched 2020



Official Tracks is a Queenstown technology start-up that was born during lockdown. Official Tracks is a new running experience, where you can run a race with an official time, in your own time.

SQL Support: Startup Weekend, 1-1 coaching, Pitch Nights, introduction to multiple investors.

"Great to have access to business mentors. Getting amazing advice and building a network to help launch my project.

Thank you SQL for all your help in making my business idea into a reality."

Tuki Huck, Founder

GLAM SAVVY

GLAM SAVVY / QT
MARKETING PLATFORM

LAUNCHED 2020



Glam Savvy is a website that offers a 50% discount on beauty treatments at specific off-peak times. The "First Table" for beauty, it is founded by the partner of First Table's Founder Mat Weir. Drives new customers in off-peak times for owners.

SQL Support: Lift Off, 1-1 coaching, Pitch Nights, Giants Inc

"The SQL business coaches were great at providing useful feedback and motivating me to launch and to stick to my goals. SQL was very accommodating in listening to my needs instead of just following a script. The webinars were relevant to my business and added value. I enjoyed the pitch night, which was fun and a good practice."

Susana Tamega, Founder

SHOP BENE

SHOP BENE / QT
SOCIAL ENTERPRISE E-COMMERCE

TO BE LAUNCHED 2021



Socially conscious shopping web platform, helps consumers give back to the global community with ease through a community-curated social shopping platform

SQL Support: Lift Off Feb 2021, Pitch Night, 1-1 Coaching

"Startup Queenstown Lakes, is THE connector for both sparking and established innovation in Queenstown Lakes.

Without its tireless efforts to foster the region's budding startups and tech scene, the massive opportunity that we have here to diversify the local commerce portfolio would be missed."

Katie Evans, Founder

THE KIWI KIT

THE KIWI KIT / QT
EDUCATION PLATFORM

LAUNCHED 2021



The Kiwi Community Trust launched with MSD funding for the 'Great Migrant Debate', a forum to capture the challenges and needs of migrant workers in our region. The Kiwi Kit - an online subscription education series for USA citizens looking to relocate to NZ.

SQL Support: Startup Weekend, Lift Off Feb 2021, 1-1 coaching, Pitch

"The support from the SQL team is unparalleled to anything else I've ever experienced. It feels like the resources in Lift Off have been specially curated for my entrepreneurial endeavours, even if they are actually made for others on the same path. The personal touch and guidance is incredible and I'm so grateful that I've been introduced to the SQL team through the excellent Lift Off program. Kelsey Powell, Founder

TIKKI

TIKKI STUDIOS / QT
SUSTAINABILITY EDUCATION

Launched 2020



TIKKI Studio started as an effort to promote sustainability in the consumption of textile goods by educating the public to repair, upcycle and sew textile goods like clothing and bags. Supported by Wastebusters, Sustainable Qtown.

SQL Support: KickStart Oct 2020, Lift Off Feb 2021, Pitch Night, 1-1 Coaching

"SQL has helped me become more knowledgeable about everything I need to be aware of when starting/ running a business. The tools provided in the program were especially helpful in helping me see the scope of things and carrying my action plans out."

Nina Chen, Founder

WEST Charles

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shop and play. During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

WEST Kathryn

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

nowhere near enough on this issue - this is critical to all aspects of the plan and every point should be assessed against it.

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

Neither / Neutral

Please tell us more about your response:

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

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

Please tell us more about your response:

Not enough investment, by a long way, in appropriate infrastructure for cycling / active transport, or for public transport in the Upper Clutha area.

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

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

Please tell us more about your response:

It does depend on what you use the extra money recovered for - if it is for more roading / parking then I do not support any extra cost recovery, but if any then the existing CBD ratepayers should fund it - if it is for public transport, cycle ways then rates recovery focused on the wider CBD as we will all benefit from a more people friendly environment - less vehicles in the CBD, in fact less vehicles everywhere!

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

fees all relate to services - I have no objection to fees increases if the council actually does the job of moving us all forward into a lower emission, positive impact, low growth (or no growth) community.

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

This plan has failed to take into account the changing environment we are operating in - Climate, climate climate. Growth is not desired by a majority of the QLDC residents, hence it needs to be limited and managed in the 10 year plan, NOT facilitated or promoted as the way forward. COVID = changing visitor demographic.

Climate = less flights = changing visitor demographic and types of activities promoted. Think carbon neutral or even positive, think more planting in our reserves and streetscapes, enhancing existing natural landscapes. EVERY topic needs to be referenced to the emissions road map and assessed with respect to it. There is very little discussion of, and hence investment, into the upper clutha transport requirements - active transport systems, electric vehicles, public transport - how about negotiating with the Education department to have a combined school / public bus system? What's happening with our waste system - reduce? re-use? recycling? Where did the separate rubbish bins in the town centre go?

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

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

WHITE Gillian

Volunteer South

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

As I am submitting this from the perspective of the organisation I represent, Volunteer South - Central Lakes, I am only commenting on aspects of the community that we work in.

Volunteer South promotes, supports and strengthen volunteering across the QLD and wider region.

We support organisations that involve volunteers with advice, resources, training and networking opportunities, celebrating volunteers, promotion of their roles and connecting them with volunteers.

With a huge focus on wellbeing in the community we want to raise awareness of volunteering as a positive and accessible way to improve an individuals wellbeing.

With a focus on maternal wellbeing we want to raise the need for more resources to support parents - especially since our borders have closed and families are increasingly isolated. Volunteer support one of many ways to reduce this isolation.

With a focus on support for migrants volunteering is an easy and free way for newcomers and migrants to connect with their community.

With a focus on resilience during emergency response volunteers provide essential skills and resources to support community and individuals.

All of the above volunteer opportunities help offer solutions to some of the issues facing our communities now and into the future.

Volunteers don't work in isolation and need coordination and support to ensure effective, safe and sustainable opportunities and solutions. Volunteer involving organisations are best placed to provide this support.

Resources however are often stretched and staff are under resourced to work as effectively as they would like to.

Research shows consistently that communities that have higher numbers of volunteers are safer, stronger and more connected with happier, healthier residents.

Volunteer South - Central Lakes has been working in the community for 10 years and with experienced and passionate staff are well placed to support volunteering across the community. We work with a range of volunteer involving organisations and pride ourselves on relationship building to avoid duplication of services and to strengthen volunteer programmes.

Our funding comes from trusts, grants and business sponsorship and we are the only volunteer centre in New Zealand (total 20) that does not receive funding from our local councils. We request that volunteers and organisations that support them are recognised in the 10 year plan and resourcing is considered to ensure their sustainability.

Our communities can survive, but cannot thrive without volunteers and volunteer managers. We request that the 10 year plan considers the place of volunteers and volunteer involving organisations to ensure our communities remain healthy, strong and connected.

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

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

WHITE Jack

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

Please tell us more about your response:

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

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

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

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

WHITE Sharon

Cardrona Camp Ltd

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

There should not be a new scheme for Cardrona. We have good water supply which is clean and tastes good. It is a waste of council money to invest 8 million into something that is already there particularly putting in infrastructure when the pipes are already there. We do not support a new support a new council water scheme in Cardrona it is a waste of money that only benefits the developer of Mount Cardrona station when Cardrona residents will be charged for something we already have.

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

Do not put in a water scheme in Cardrona Valley we don't need it.

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

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

Q. Responding to Climate Change

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

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

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

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

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households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shop and play. During 2018's long term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

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

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

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

2. Certainty before July 2021 a. We are seeking written approval and dedicated funding from QLDC for the development of a Youth Community Indoor Sports Centre in Wanaka. Ideally, within the old Reece Crescent, Mitre 10 building or alternatively,
b. Provide an appropriately zoned piece of land (at a peppercorn rent) for a community-led, youth indoor sports facility to be developed by a community trust including Gymsports, Kahu Youth, Snowsports and the existing committed community clubs and groups currently involved in the Sports Central, Mitre 10 facility proposal.
3. Recognition of the Wanaka Mitre 10 Youth Community & Sports Centre Project within the 10 Year Plan as an option for QLDC to purchase or lease. Including an allowance for purchase or lease within the budget and name the source of potential funding.
4. Acknowledgement, listening to, and implementing community consultation feedback. The report back on the public consultation regarding the Queenstown Lakes – Central Otago Sub-Regional Sport & Recreation Facility Strategy 2021 appears to ignore or dismiss community feedback, as coming from a small vocal group/individual who did not get what they want and who believed there was a 'perceived lack of funding'.
5. To support Wanaka's key community group submissions such as The Upper Clutha Tracks Trust and Active Transport Wanaka. We request a readjustment of the overall 10 Year Plan budget split to be more equitable for Wanaka. We call for funding to be split 66% Queenstown and 33% Wanaka in line with relative ward populations. The current Community and Sports Funding is more of a 80/20 split and it includes reclamation of oxidation ponds which we believe should not be in the community budget. The spread of expenditure over the 10 years should also be equitable.
6. And finally demonstrate that QLDC equitably funds predominantly female vs predominately male

Medium to Long Term

1. Recognition by way of funding the WRC Master Plan early within the 10 Year plan, acknowledging the Wanaka Communities calls for an improved indoor sports facility, given that the WRC is already operating at capacity, only 2 years after its completion.
2. Implement a fully funded WRC Master Plan, start building now, and listen to the community's feedback verses financing a "perceived" need for increased outdoor sporting fields at the oxidation ponds (24 million over 10 years). Why does Wanaka have to sacrifice its immediate need for indoor sports facilities in favour of more outdoor fields, delivered well over 10 years away. This "one or the other" approach leaves Wanaka's youth with no immediate benefit at all.

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

Thirdly, I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, was disingenuous. These options were also very narrowly focused on Wakatipu and not the District as a whole. Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community would have been whether investment should be prioritised in to public transport AND active modes or whether the priority should be in traditional roading/motor vehicle investment.

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

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

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

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

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

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

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

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

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

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

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

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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

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

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

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

QLDC LTP Submission.docx

Submission on QLDC Long Term Plan

Being a politician of any persuasion is a thankless task, so firstly my appreciation to those who have put together a comprehensive document and considered the many facets and requirements of the region. In general, I support most of the capital expenditure initiatives in the document and these need to be funded.

I am concerned at some of the methodology and presentation of the LTP particularly around the choices it provides in the proforma submission form. This methodology will produce responses based solely on the financial effect on the respondent. Few ratepayers will opt for accepting additional cost, preferring someone else to pay regardless of fairness or merit. The responses are somewhat meaningless, like the 2019 bed tax survey which asked ratepayers whether they would like someone else to pay for visitor infrastructure.

Putting aside the validity of that "survey" is the major issue of whether it is appropriate to include \$162m of bed tax revenue in this LTP given:

- There is no tangible evidence of any desire to introduce new taxes by the current Labour administration – the public pronouncements by the senior Ministers are directly to the contrary; the history on this subject suggests junior Ministers have little influence
- The logistics for such a bed taxes are difficult and extremely complex and far from certain
- Opposition parties have expressed opposition so even if legislation was promulgated it is entirely possible that any enabling legislation may not ever come about
- The document states work has been temporarily halted without explaining at what stage it has reached
- The concept of a bed tax is completely unacceptable as it targets large assets that have no ability to compensate.

I support revenue raising including the potential for a user-based charge, provided it is levied equitably. It is generally accepted the accommodation portion of visitor spend is around 15%. There can be reason why other visitor activities escape such charges. By definition, if other activities were also subject to the same tax, either significantly more funds would be raised or, the cost could be spread much wider meaning a much smaller effect on all effected parties.

Accordingly, while the likelihood of achieving a bed tax is so unknown it seems to be less than prudent to account for it as currently in the LTP. Clearly the auditor general believes so given the audit report contains an emphasis of matter on the subject.

It would be far better and more financially prudent to remove the reliance on this bed tax revenue, and to continue the discussion around the potential for a fair, broad based charge, with all stakeholders.

Graham Wilkinson

WILLIAMS Carrie

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Supporting a shift to active transport is not evident in TYP projects for Wanaka. Council also has a big role to play in supporting native plantings on public land.

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

Agree with option one, but oppose deferral of active transport projects, especially in Wanaka, Unjust distribution of funding.

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

WILLIAMS Mark

Queenstown Trails Trust

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached - community grant request

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

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



QUEENSTOWN TRAILS TRUST

Thank you for the opportunity to make a submission on the Queenstown Lakes District Council draft Ten Year Plan 2021-2031. On behalf of the Queenstown Trails Trust (QTT) please find our submission below.

The Queenstown Trails Trust

The Trust was established in 2004 with a vision *'To create, nurture and maintain a world-class recreational trail network that is sustainable, integrated, well utilised and highly regarded, that enhances the health, wellbeing and quality of life of all Wakatipu residents and that attracts visitors from around the world'*.

The Trust now administers over 130km of the 'Queenstown Trail', one of 22 Nga Haerenga or New Zealand Cycle Trail Great Rides throughout New Zealand. The Queenstown Trail consists of a hub-and-spoke design network to serve both commuting and recreational needs of local communities, as well as providing a significant attraction for visitors.

In 2015, the Trust delivered its strategic plan, *Queenstown Trails for the Future 2015-2025*. This plan provided for our major focus for the next decade to be on trails for commuting and connecting communities within the Wakatipu Basin, recreational off-road trail connection opportunities to sister trails in Otago and Southland, and ensuring the trail network that we have is of a world-class standard. That strategic plan can be found online at

<https://queenstowntrail.co.nz/assets/Uploads/Queenstown-Trails-for-the-future-2015-2028.pdf>

The plan outlines the Trust's goals to connect all Queenstown communities to schools, shops and the wider recreational trail network with a shared pathway within 10 minutes of every household. Through public and private funding, the plan demonstrates how investment in the network now will generate benefit for future generations. This is increasingly important from a social and lifestyle perspective for our residents, as pressure grows on our transport infrastructure and the community seeks alternate modes of transport; especially for commuters to the rapidly growing Frankton developments and students biking to the re-located high school.

We support the Government Policy Statement and vision for the land transport system and through improving walking and cycling options as well as mode-sharing with better public transport hubs. As a key partner of the QLDC's Transport Strategy, we are committed to ensuring that the Queenstown Trail network connects our communities via a series of shared pathways as outlined in our 10-year plan.

QLDC Long Term Plan 2021-2031

The Trust supports the draft LTP in so far that it promotes Active Transport and choice through mode shift, but questions whether enough has been done to really bring about the radical change required. We need a 40% mode shift, both from a transport and climate change perspective if we are to have any impact on the climate emergency declared by QLDC in 2019.

To meet the transport needs of our communities, we need a system where people can move about freely and safely without conflict – where kids can get to school independently, benefitting their health and wellbeing, simultaneously lowering emissions (37% of emissions in the Queenstown Lakes District are sourced from land transport).

From the consultation document, the Trust would like to see council prioritise Active Transport (Option 2) as its preferred option to address our transport needs, with funding re-directed from several other projects listed in the draft LTP, where Our Transport Network System continues to be dominated by investment into interventions which promote the use of private vehicles.

- Funding of \$31 million is allocated towards a new car park building on Boundary Street – It was highlighted in QLDC's last 10-year plan that any carparks should be provided by the private sector – and the issue remains that additional parking induces demand. The more parking is provided, the more it will encourage private vehicle use. We urge council to consider re-directing these funds towards Active Transport routes and cycle parking infrastructure, both in Queenstown and Wanaka (where investment into their shared pathways has been pushed to 2026 but where the community has shown a desire and willingness to adopt mode shift now).
- \$3.9 million towards a 200-vehicle park and ride facility on Ladies Mile is unlikely to have any impact on a highway with 15,000 vehicle movements per day – and is unlikely to be patronised by locals who are more concerned with the 'last mile' from public transport to home. A far more useful investment would be improved connectivity and cycle parking infrastructure at all the major bus intersections in Frankton, Ladies Mile and Lake Hayes Estate etc. Once the bus has priority, this would provide a great opportunity for multi-modal transport with no requirement for private vehicle use.
- The Queenstown Trails Trust is currently consenting a new shared pathway between Arrowtown, Arthurs Point and Tucker Beach which will achieve two of the Wakatipu Active Travel Network routes from stage 2. This \$7.8m project is 50% funded through MBIE and has secured a further \$1.2m from Central Lakes Trust and other donors. As a result of Covid-19 the project now has a funding shortfall, but for less than \$1m re-directed from the above projects, council could achieve a very meaningful return on its investment.

If we continue to invest in roads, then we will continue to fill them vehicles. Ireland recently decided to invest 20% of its transport budget into shared pathways to bring about a more rapid uptake in active modes – we need to adopt a similar approach here, where change is coming twice as fast.

The concept of equity in the public realm also needs to be considered here, where our roads are 90% designed for cars, leaving 10% for cycling and walking – why can't we alter the balance slightly to ensure we have a more sustainable transport network system.

Traditionally, our infrastructure has been delivered 'just-in-time', leaving us scrambling to keep up. If we *change the allocation of funding in the draft LTP* and invest more in mode shift now, we can get ahead of the curve and become a world leader in the future of moving people around safely. Cities throughout Europe have adopted this approach and are thriving as a result; removing vehicles from our cities should be encouraged, for both positive economic and social outcomes and as a response to our climate emergency.

And for decision makers who think that electric vehicles will bring a solution to our climate crisis, e-technology will not save us – we cannot expect that a change in energy source is the answer, with electric vehicles bringing their own environmental consequences. Mode shift is the only solution.

The Trust also has some concerns around the allocation of funding and how these projects are managed. Although Wakatipu Way to Go was intended to bring about collaboration between ORC, QLDC and Waka Kotahi, it now seems to have lost its way, having been replaced by the Wakatipu Transport Programme Alliance. Business case funding has been allocated, but design contracts and project management were handed to out-of-town consultants and managers – who appear to be more driven by project delivery than focussed on the outcomes. There is a very real risk that significant funding achieved through W2G will be spent on sub-optimal routes bringing no real change in behaviour. And Wanaka seems to have come off even worse, with a delay in any investment into shared pathways until 2026, instead having to follow Queenstown's path despite undergoing its own rapid change.

The inter-agency funding model also creates significant confusion – this LTP is not aligned with either ORC RLTP, and how it fits into Waka Kotahi's NLTP is unclear – Line items are subject to other plans – surely bringing projects together in a national plan for funding and implementation would result in clarity for submitters?

In Summary

Unfortunately, we believe the projects in this LTP are not adequately prioritised. We are supportive of investment to promote genuine choice in multi-modal transport, particularly shared pathways and cycleways – but are disappointed to see that walking and cycling objectives are not given more priority in this plan.

We feel that the strategic direction needs to take a more radical approach to move away from single-occupant vehicles as the dominant mode of travel, enabling public transport, walking and cycling to play a significant role in the transport system. We need to enable growth without increased congestion, where it is easy to access employment and services, where it is safe to drive, walk and cycle, where there are genuine travel choices, and where the negative impacts of the transport system on people and the environment are minimised.

There are several Active Transport Network projects which should take priority (and funding) if we are to achieve behavioural change in our communities – starting with integrated, grade-separated, and safe links from residential communities to commercial centres and schools in Queenstown and Wanaka. This is our opportunity to make a difference, and we cannot expect our people to change the way they move around the district until we invest in an enjoyable, conflict-free network of shared pathways to connect our communities.

Thank you again for the opportunity for us to submit to the draft Ten Year Plan 2021-2031.

We would appreciate the opportunity please to speak to our submission.

Yours sincerely



Mark Williams | CEO | Queenstown Trails Trust



www.queenstowntrail.org.nz



SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL

LONG TERM PLAN 2021/2031

To: Queenstown Lakes District Council
Private Bag 50072, Queenstown 9348

Name of submitter: Queenstown Trails Trust

Address: [REDACTED]

Prepared By: Mark Williams, CEO on behalf of the Trustees of the Queenstown Trails Trust

Thank you for the opportunity to make a submission to the QLDC Long Term Plan 2021-2031.

The Vision of the Queenstown Trails Trust is inherently aligned with councils' vision beyond 2050.

'To create, nurture and maintain a world-class recreational trail network that is sustainable, integrated, well utilised and highly regarded, that enhances the health, wellbeing and quality of life of all Whakatipu residents.'

This year more than any other, the role of our trail network has, and will continue to perform a vital role for the health and wellbeing of our community. Over 365,000 people used the trails in 2020, demonstrating the essential role they play for active travel, recreation, and exercise, as well as encouraging visitors to stay longer and engage with our environment. Through thoughtful management, our trails enhance our quality of life and give us pride in sharing our places.

The Trails will also play a large part in our resilience to the Covid-19 crisis as well as future pandemics and contribute to economic recovery through new projects and trail extensions which will kick-start the process of attracting regional, domestic, and ultimately international tourists back to our region. Several major new trail extensions are close to being consented and able to contribute to immediate and ongoing employment opportunities. These extensions are already funded (\$7.8m) and will bring a welcome boost to our local economy.

These trail projects will also enable collaboration with other community groups to achieve outcomes towards 'A Unique Place, He Wāhi Tuhāhā'. We are working with Mana Tāhuna as we develop a trail along Mill Creek between Arthurs Point and Arrowtown which will result in the rehabilitation of Te Whaka-ata a Haki-tekura – the Lake Hayes catchment through riparian planting, wetland development and fencing.

Elsewhere in the district, we have supported projects to encourage employment through predator trapping, wilding control, and ecological restoration, where trails can become the enabler for this work, and a means to access and enjoy it in the future. By working together, we have an environmental win which will result in the healing of the land, added amenity value to our region, job creation and guidance.

In 2019, QLDC declared a climate emergency, ensuring climate change considerations are reflected in decision making and policy setting. The Trust is actively engaged in identifying ways in which we can reduce emissions, ensuring that our district sets the standard for low-impact travel through

advocating for transport choices which aren't reliant on private vehicles, instead encouraging a behavioural change to more active modes and public transport.

QTT is a key stakeholder alongside QLDC, ORC and Waka Kotahi in developing the Active Transport Network, which sets a strategic direction for adapting to and mitigating the effects of climate change with many routes connecting our communities having been previously identified in our 10-year plan; Queenstown Trails for the future 2015-2025. We are committed to partnering with QLDC to ensure the optimum route choices are made and integration with the existing network can be achieved, which is especially important for commuters and students biking to high school.

Our partnership with council has delivered more significant improvements to the trail network to enhance the lifestyles and recreational opportunities for our community. As one New Zealand's Nga Haerenga 'Great Rides', the Queenstown Trails Trust is eligible for co-funding from central government, which halves the investment needed locally. Following a flood event in July 2020, the trust successfully secured 50% funding for a \$119,00 project to support the Parks and Reserves team, which included;

- Repair scour, re-surface and install cross-channel drainage on Christine's Hill.
- Rock armouring beside the Arrow River and bridge ramp rebuild on Arrow River Trail.
- Additional slump removal, base course and culvert repair on Arrow River Trail and Twin Rivers Trail.

Administration Grant

We thank you for councils ongoing support of the QTT regarding the annual administration grant. We have achieved a lot as a small team, but our work is becoming even more important as we seek recovery from Covid-19 and now, more than ever Queenstown needs the trails to support economic recovery and for the health and wellbeing of our community. Our plans to extend the trail network will stimulate employment and create unity, delivering an asset which will appeal to locals, domestic, and eventually international visitors.

We are committed to ensuring a viable active transport network and a sustainable, low impact and environmentally friendly future for our town and ask that QLDC help to support these outcomes by way of the administration grant of \$75,000 to the Queenstown Trails Trust throughout the period of the Long-Term Plan 2021-2031.

The Trust looks forward to continuing to work with QLDC as we build a positive future.

We would appreciate the opportunity to speak to our submission.

Thank you again for the opportunity for us to submit to the 2021/2031 Long Term Plan.

Yours sincerely



Mark Williams
CEO
Queenstown Trails Trust
April 7, 2021

WILLIAMS Tim

on behalf of: Universal Developments Ltd

Hawea

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submissions attached

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

PDF submissions attached

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

Queenstown Lakes District Council

19 April 2021

**UNIVERSAL DEVELOPMENTS SUBMISSIONS ON –
2021-2031 TEN YEAR PLAN
DRAFT POLICY ON DEVELOPMENT CONTRIBUTIONS**

Please find set out below submissions on behalf of Universal Developments Ltd (Universal Developments)

Universal Developments is an active land development company with significant land holdings in Queenstown, Wanaka and Hawea.

Universal Developments wishes to speak at a hearing in relation to its submissions.

2021-2031 TEN YEAR PLAN

Universal Developments requests that the indicated timing for expenditure on wastewater and water upgrades at Hawea should be brought forward and in addition that appropriate expenditure allocated to roading.

Hawea Wastewater

In terms of wastewater upgrades the constraints to the Hawea system have been well known and documented by QLDC even prior to 2018.

Confirmation of funding for upgrades were confirmed by QLDC in 2018 as part of approval of the Special Housing Area established by Universal Developments and the associated recommendation to the Minister.

Further and specifically, this funding was confirmed by QLDC as part of the *Hawea Special Housing Area Deed* (Infrastructure & Affordability) - with a new pump station and 12km pipeline confirmed to be completed by 2020/2021 with necessary funding allocated within the relevant plans. Attached as **Appendix [A]** are the original confirmations from QLDC provided as part of the Hawea SHA expression of interest in 2018.

SUM OF CAPITAL WORKS	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	GRAND TOTAL
Hawea											
Asset Management Improvements	3,362	4,366	3,635	3,779	4,849	4,044	4,681	4,696	4,949	5,198	43,558
Hawea Wastewater Management	2,500,000	10,353,288	13,272,817								26,126,104
Hydraulic Model & System Performance - Hawea	3,630	2,971	52,486	2,881	4,334	3,012	107,134	57,679	4,251	4,251	242,630
Improve Hawea Level of Service			5,242	535,853							541,095
Masterplanning - Hawea	5,000	41,413	5,309	5,456	5,613	46,163	5,952	6,153	6,747	52,483	180,290
Pump Station Emergency Storage - Hawea			3,185	327,380							330,565
Telemetry - Hawea	2,250	31,060									33,310
Wastewater - Renewals - Hawea	70,809	78,578	73,088	81,753	83,719	87,785	87,715	114,649	382,732	407,601	1,468,429

Figure 1: Sum of Capital Works Wastewater – Draft LTP

It now appears the necessary upgrades and funding are allocated over 2021/2024 (see Figure 1 above) with a majority of the funds allocated toward the end of this period.

This indicates another 3 years before upgrades may be complete. This will have significant implications for the timely delivery of housing and represents a significant delay when necessary design and funding was understood to have been in place since 2018. Accordingly, it is submitted this funding allocation needs to be bought forward to ensure the necessary upgrades (which are now overdue) are completed next year 2021/2022.

Hawea Water

Similar to those points noted above constraints on water supply and potential upgrades have been known for a number of years. Funding appears to be pushed out with funding in particular for a reservoir upgrade not programmed till 2027 onwards

Hawea											
Asset Management Improvements	4,514	5,863	4,880	5,075	6,511	5,430	6,285	6,305	6,646	6,981	58,491
Capell Ave Watermain Extension	9,000	931,796									940,796
Demand Management - Hawea	12,229	51,766	916,886								980,882
Hawea Reservoir Capacity	50,000	1,501,227					62,138	1,255,231	2,672,915	2,755,348	8,296,858
Hydraulic Model & System Performance - Hawea	67,130	2,971	2,761	2,881	80,248	3,012	3,345	3,040	78,609	4,251	248,248
Masterplanning - Hawea	6,010	42,329	6,128	5,456	7,780	46,689	6,874	6,153	9,446	53,560	190,426
Scotts Beach Borefield Capacity			7,773	798,807							806,579
Telemetry - Hawea	3,150	43,484									46,634
Water Supply - Renewals - Hawea	46,114	49,583	44,494	53,600	51,152	51,747	53,205	47,514	60,644	159,376	617,429

Figure 2: Sum of Capital Works Water – Draft LTP

Hawea Rooding

It does not appear any specific expenditure is allocated to the planned upgrade of Capell Avenue and Domain Road where a roundabout is proposed. A draft plan provided by QLDC for this intersection is attached **Appendix [B]**.

In addition to this planned improvement works, funding should also be allocated to the upgrade of the Domain Road and Cemetery Road intersection where a similar roundabout is necessary. This will assist with the continued growth of Hawea in a timely manner and recognise the ongoing need to improving roading as part of this growth.

Summary

Given the strategic importance of growth in Hawea to the overall housing supply and affordability of the District, greater emphasis needs to be placed on the allocation of expenditure in Hawea for wastewater, water and roading to avoid a continuation of the delays that are being experienced with wastewater upgrades and implications this has for the timely delivering of housing. This is particularly important in consideration of Council’s on-going

workstreams for strategic growth, in particular the Spatial Plan which identifies Hawea as a growth location.

DRAFT POLICY ON DEVELOPMENT CONTRIBUTIONS

Amendment 8 – Change to the reserve land calculation methodology

The draft policy identifies potential issues with the existing definition of *Brownfields* and *Greenfields* land and the current assessment available for Greenfields developments within 600m of existing reserves. In this respect the draft policy promotes an alternative approach where areas are mapped either Area A where no reserve land contribution is required or Area B where a contribution would be levied.

Although mapping areas may provide greater certainty, it is not clear what happens for areas not identified as either Area A or B, particularly given the rather coarse nature of the current mapping which does not appear to accurately follow cadastral boundaries. Furthermore, a number of areas identified as Area B are well located within proximity to existing reserve areas. It is an inefficient outcome to require future development to provide reserve land or money when adequate reserves exist. Accordingly, discretion should still remain to enable an assessment as to whether adequate reserve areas exist even if an area is shown within Area B.

It is submitted therefore that discretion should remain within the policy for site specific assessments of land identified within Area B and in addition that clarification is provided for areas not identified as either Area A or B.

Amendment 9 – Change to reserve land values

This amendment proposes to change the Land Value for Hawea which was previously identified as *Township* and therefore attributed a value of \$255/m² to a new value of \$631/m² (which is the same value as that attributed to Wanaka/Albert Town). Notably Luggate has not been included in this increased land value category and instead retains the lower value which is identified as 242/m²

The justification for this change appears to be based on a land valuation for average price of land undertaken by APL. Universal Developments has requested the land valuations and rationale to justify the increase attributed to Hawea but this information has not been made available from QLDC prior to this submission being completed.

The proposed increase in value attributed to Hawea is significant representing a 40% increase. The development contributions per dwelling equivalent are also proposed to increase significantly in Hawea from an average of \$17,000 per lot to \$30,000 per lot. This will significantly impact the affordability of lots with the increased reserve land value compounding this increase.

Attached as **Appendix [C]** are the REINZ sales data for the last four years along with a breakdown of sections sales \$/m² over this period **Appendix [D]**. It highlights two points:

1. The dollar value per m² of land in Hawea is significantly lower than Wanaka/Albert Town
2. The dollar value per m² of land in Hawea is similar to Luggate

Accordingly, it is not considered justified to place Hawea in the same value category as Wanaka/Albert Town and instead it should remain in the same category as Luggate which has a similar average land value.

Should you have any queries regarding this submission please do not hesitate to contact me.

Regards

A handwritten signature in black ink that reads "Tim Williams". The signature is written in a cursive, slightly slanted style.

Tim Williams



Q. Responding to Climate Change

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

To whom it may concern,

Please accept my submission to support the Arts and Culture in Queenstown on the ten year plan.

I am a local musician and teacher. I currently perform with local vocal groups around the Wakatipu, I teach singing to both adults and children and I am the choir leader for Southern Soul. Living and working in Queenstown for the past 2 years has opened up a wealth of creative opportunities for me. However the consistent barrier that arises is the lack of appropriate and affordable rehearsal and performance spaces within the community.

For the first 18 months of my time here in Queenstown I taught from my home which was not at all convenient or fit for purpose. I then secured a slot at QPACT studios, however being the only affordable space in the community that I could find, I was limited to time and had to share the space with other local performance groups which made it very difficult to teach due to noise from the other groups.

Last term I was fortunate to be offered a small space at the Hangar in Arthur's Point which is currently leased by the C3 church. The space is sufficient for teaching singing and I can also hold choir rehearsals there. The issue is that the C3 church is on a rolling contract and the tenancy could be ceased at any time. If this were to happen I would seriously struggle to find another venue to teach and rehearse from which would have huge implications not only for my career but for the students that I teach. I also struggle to find appropriate and affordable performance spaces to hold concerts for my students.

We are so fortunate to have such creative, proactive and experienced artists in the Wakatipu and it is a huge shame that we are restricted in what we can provide for the community due to serious lack of physical spaces. Without exception, my colleagues and acquaintances in the performing arts community all share this problem. It would be wonderful to be able to provide fit for purpose, affordable and functional spaces to allow the creative community to grow and flourish.

Thank you for considering my submission.

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

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

Q. Responding to Climate Change

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

I do not support the notion of diverting funds from other areas or an increase in rates to pay for increased work on climate change.

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

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

Please tell us more about your response:

we have too many urgent items needing funding such as roading and other infrastructure costs .

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

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

Please tell us more about your response:

an improved effective transport system is urgently needed. Let's get on with it!

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

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

Please tell us more about your response:

The improved transport system around the CBD will benefit all in the region by providing a better experience for visitors and locals alike.

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

common sense - option one.

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

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

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

Q. Responding to Climate Change

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

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

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

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

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

Please tell us more about your response:

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

Neither / Neutral

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

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

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

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

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

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

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

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

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

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

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

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

I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, was disingenuous. These options were also very narrowly focused on Wakatipu and not the District as a whole. Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community would have been whether investment should be prioritised in to public transport AND active modes or whether the priority should be in traditional roading/motor vehicle investment.

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

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

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

Q. Responding to Climate Change

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

Good

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

WOODROW Glynis

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

The Council has declared a climate emergency so I'm really disappointed that this plan doesn't reflect a commitment to creating a carbon neutral economy and mitigating the existing impacts of climate change. The QLDC Climate Action plan included words such as "innovative", "transformational", "bold" and "progressive". I was expecting to see examples of these aspirations in the 10 year plan.

Mitigating the impact of road and air transport (which contribute a significant proportion of our district's greenhouse gas emissions) through the promotion of public transport, active transport and resetting our current continuous growth model for tourism for a more sustainable future is essential.

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

As a Wanaka resident I am disappointed to see such an imbalance of the planned investment between the Upper Clutha and the Wakatipu.

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

I support the vision for a network of protected cycleways in Wanaka that will allow me to bike safely around our town as I make my personal contribution to reducing my emissions. I am incredibly disappointed to see that the cycleways in the new 3 Parks development are only road markings on the side of a very narrow road. Not protected. Not safe for children. How very short sighted.

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

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

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

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- The promised business case for active transport in Wanaka to be delivered by August 2021
- The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030

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

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

Overall I'm disappointed that there has not been more focus on implementing the keystone actions of the QLDC Climate Action Plan.

I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, was disingenuous. These options were also very narrowly focused on Wakatipu and not the District as a whole. Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community would have been whether investment should be prioritised in to public transport AND active modes or whether the priority should be in traditional roading/motor vehicle investment.

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

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

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

WOODROW Neil

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

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

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

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

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

I acknowledge and fully support the low cost, low risk programme of work that is funded at c\$500k for each of the next ten years to address ad hoc active transport projects in Wanaka, as a good approach to manage smaller opportunities for active transport over this period.

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

In addition I propose that a measure of the % of short trips by active transport is added to the key metrics for transport performance.

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

Neither / Neutral

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

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

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

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

I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, is disingenuous.

If the council was serious with its recent declaration of a climate emergency, then investment in both public transport AND active modes must be prioritised. Anything less makes a mockery of the declaration.

I am also concerned that these options were also very narrowly focused on Wakatipu and not the District as a whole. While I acknowledge that Wakatipu has more transport issues than the Upper Clutha, delaying action in the Upper Clutha, allowing some of the issues become serious, is showing a flawed strategy.

Further in support of active transport, developers of new residential sub divisions and commercial precincts across the district should be required to link their subdivisions in to the urban cycle network.

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

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

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

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

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

Please tell us more about your response:

Substantive active transport investment in Wanaka to be brought forward to 2021 - 2023

- The Schools to Pool protected cycleway to be designed and built as a priority
- The lakefront shared pathway from the Marina to McDougall St to be fully completed by 2022, not 2026
- The long promised business case for active transport in Wanaka to be delivered by August 2021
- The programme of funding to complete a comprehensive cycle network in Wanaka to continue through to 2030
- QLDC to embrace walking and cycling as the quickest and easiest way for households to reduce personal greenhouse gas emissions across the District

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

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

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

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

WRIGLEY Trish

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

I'm concerned the plan doesn't seem include steps to becoming carbon neutral, especially in the Upper Clutha area. Are there any measures or performance indicators to monitor progress towards the commitment to climate emergency and a carbon neutral economy.

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

Neither / Neutral

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

There appears to be an imbalance of investment between Upper Clutha and Wakatipu. Especially in areas such as transport, public transport and active transport networks, reserves and community facilities. Hawea has been almost wholly ignored- which doesn't seem fair given the large amount of residential development that has been permitted.

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

I'm shocked to the QLDC is still planning to develop Wanaka Airport to be jet capable. Considering the state of the world, the restrictions of travel and the huge concern of climate change why is the QLDC still continuing with the strategy to expand Wanaka airport?

Also - Upper Clutha spending on carbon mitigation initiatives is severely limited, with investments heavily weighted towards Queenstown.

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

Council's aspirations and strategies planned don't seem to be related.

Ratepayers can simply not afford to pay for the infrastructural costs of ever increasing numbers of visitors on top of some of the highest levels of residential growth in the country.

This draft plan needs to be re-written, it is not relevant, and not acceptable.

Q. Responding to Climate Change

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

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

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

Replacing shorter car journeys with walking and cycling is the quickest and easiest way for

households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

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

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

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

Please tell us more about your response:

The protection of our lakes and waterways from pollution, particularly from urban run-off with the rapidly expanding sub-divisions should be a priority! Would love to see frequent testing of all waterways included in this plan.

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

Neither / Neutral

Please tell us more about your response:

I support the vision for a network of protected cycleways in Wanaka that will allow me and my family to safely bike between home, school, work, shop, and play. During 2018's long-term planning process Wanaka was promised "your turn will be next" to receive meaningful investment to achieve this vision. However, this Ten Year Plan will delay the completion of Stage One of our safe and separated cycleway network until 2027. This is not acceptable to me.

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

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

Q. Responding to Climate Change

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

Climate change respnse is another way way of saying panic.

If in danger, if in doubt, run in circles cry and shout.

In a few short years it will be replaced by another hysteria that requires us to be taxed in order to 'tackle it'.

Hopefully it will have more credence than this current fraud.

In the meantime can we focus on clean air, water and cleaning up after ourselves?

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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

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

What I do wholeheartedly support is QLDC concentrating its resources on core ratepayer services - cutting its coat to suit its cloth. To take a lead from your climate action tent at Wanaka A&P show " ideas like simplifying your life by purchasing less"

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

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

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

Water should be a very high priority and address with urgency

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

I oppose the sale of land at the Queenstown Event Center. Alternative models should be sought to keep the property a part and owned by the council for future generations.

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

Q. Responding to Climate Change

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

I believe the framing of the Big Issue 2 Options in the Transport section, pitting investment in active transport against investment in public transport, was disingenuous. These options were also very narrowly focused on Wakatipu and not the District as a whole. Given environmental challenges and the District's advocacy over the past four years the only genuine options to put to the community would have been whether investment should be prioritised in to public transport AND active modes or whether the priority should be in traditional roading/motor vehicle investment.

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

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

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

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

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

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

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

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

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

ZEESTRATEN stef

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

I support this

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

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

Please tell us more about your response:

FIRST OF ALL.

I personally would like QLDC to seriously reconsider the amount money spent on Transport in The uperclutha. Basically what you have outlined in the 10 year plan is that Transport in the uperclutha is something we can worry about in the future when it becomes a problem.

I would love to see councillors stand by their commitment to projects such as the "Wanaka Primary Cycle Network (\$15.9M) completing and ready for the community to use in 2026-2027" . And actually put it in motion as a priority NOW. I am sick of seeing it get kicked down the road for another term. I have heard councillors in the uperclutha talk about this as a priority for over 10 years with a-lot of promise and little action. (Noting that the tunnel although outrageously expensive and Aubry Road Cycle ways are great to see as a start)

Please Bring the start date forward to this year so that we do not have another 3 years to come up with an excuse to delay it further and for the project to gert even more expensive.

SECONDLY

Where is there mention of a Public Transport Start date for the UPERCLUTHA, We can clearly see it being sucesfull in Queenston with much room for improvement.

I still see a good quality "Public Transport" and Active transport" network as the most cost effective way to to stay ahead of Transport issues in the Uperclutha Basin.

Kind Regards

Stef Zeestraten

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

ZWAAN Rick

Royal Forest and Bird Protection Society New Zealand
Incorporated
Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

PDF submission attached

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

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

16 April 2021

Submission on Queenstown Lakes District Council 10 Year Plan

Emailed to: letstalk@qldc.govt.nz

From:

Forest & Bird

Contact:

Rick Zwaan

Regional Conservation Manager Otago Southland

[REDACTED]

[REDACTED]



Introduction

1. Forest & Bird wish to be heard in support of this submission.
2. This submission is made to Queenstown Lakes District Council on behalf of the national office and the local branch of the Royal Forest and Bird Protection Society New Zealand Incorporated.
3. Forest & Bird is New Zealand's leading independent conservation organisation, which has played an important role in preserving New Zealand's environment and native species since 1923. We are independently funded by private subscription, donations, and bequests. Our mission is to protect New Zealand's unique ecological values, flora and fauna, and natural habitat through the sustainable management of indigenous biodiversity, natural landscapes, rivers, lakes, and coastal environments.
4. Forest & Bird has numerous branches around Aotearoa including the Central Otago Lakes Branch and a long history of conservation in the Queenstown Lakes district. We have contributed significantly—and continue to contribute significantly—to conservation in the area as an advocate for the environment through national, regional, and local planning processes; as an educator through our Kiwi Conservation Club; and in action through on-the-ground conservation work within our communities
5. Queenstown Lakes District Council plays an important role in sustainably managing the natural and physical resources in the district to meet the reasonably foreseeable needs of future generations; safeguard the life-supporting capacity of air, water, soil, and ecosystems; and avoid, remedy, or mitigate any adverse effects of activities on the environment. We implore the council to re-examine this responsibility and reflect on what this means to them as protectors of the natural environment as they move through this plan process. Increasingly the needs of future generations are being made known as we are called upon by our youth to act with their interests at heart and their livelihoods at stake; we understand what needs to be done to maintain the life-supporting capacity of our ecosystems; and we have the ability

and authority to limit the damage of our practices on the environment. We hope QLDC will act in a way that is consistent with these values and understandings when considering this plan and our submission.

6. Before people arrived in Aotearoa New Zealand, 80% of the land was covered in dense forest. Now only 24% remains. It's the same for wetlands, with over 90% degraded or lost; vertebrate species, with 79% threatened with or at risk of extinction; and freshwater fish, with 76% threatened with or at risk of extinction. We are losing the things we value so much, the ecosystem that protect and sustain us, and that we are inherently connected to.

7. A recent survey of youth mental health and concerns in Aotearoa (<https://www.youth19.ac.nz/publications>) found:

“Many students saw the future as bleak and felt that their generation was inheriting a broken world. Climate change was a strong theme... Some expressed a sense of facing a hostile world with insufficient adult support. Others felt older generations had created a mess and were leaving it to young people to find solutions.”

“Young people want action for a brighter future including... Action to address climate change and other urgent environmental issues.”

<https://static1.squarespace.com/static/5bdbb75ccef37259122e59aa/t/5f3394a2654885030c051243/1597215912482/Youth19+Youth+Voice+Brief.pdf>

“As researchers and members of Aotearoa New Zealand communities, we consider that this data about youth mental and emotional health needs is concerning and attention to address long term causes and current needs is required. Increases in distress over the last decade have been reported in many developed nations. There are multiple hypotheses or theories about why this is. These ideas include... [the] climate crisis...”

A response to the question “What do you think should be changed to support young people in New Zealand better?” was “The climate and how polluted the environment is, I feel like this is what is making our country toxic and you can't really be happy if the environment is sad. (Pacific female, decile 1, age 15)”

<https://static1.squarespace.com/static/5bdbb75ccef37259122e59aa/t/5f338e4cfb539d2246e9e5ce/1597214306382/Youth19+Mental+Health+Report.pdf>

8. When nature thrives, our communities thrive. Healthy native forests, wetlands, and rivers sequester carbon, provide habitat for native species, filter freshwater, and protect us from floods and droughts. We're also inherently connected to nature, and numerous studies show that when we connect with nature, we're happier and healthier.
9. Nature has been pushed to breaking point by human activity, climate change, introduced pests, pollution, and deforestation.
10. But it doesn't have to be like this. It's not long ago that nature thrived in Aotearoa New Zealand. We need to bring back nature. And we don't have to look back far to know what that could be like.
11. QLDC has made many commitments to the community on protecting and restoring nature, on minimising our contribution to and effects of climate change, and enhancing community wellbeing. It has a strong mandate to do follow through with those commitments in this long term planning round.
12. Forest & Bird has for many years had a strong interest and involvement in the Queenstown Lakes area. Our strategic vision for the district is as follows, which ties into our national Forest & Bird strategic objectives:
 - **Climate Centred:** Queenstown Lakes is resilient to the impacts of climate change. Any activities or developments in the region must actively mitigate their contribution to climate change. People understand the threat and urgency of climate change and are supported in climate change practices.
 - **Economy that Supports Nature:** the district's local economy and nature are interconnected. Unhealthy nature, equals an unhealthy economy.
 - **Vibrant Landscapes:** the district's terrestrial native flora and fauna are protected and enhanced in urban and rural areas. Queenstown Lakes' landscapes are free from pests. Development can occur without clearing and destroying landscapes and their respective ecosystems.
 - **Energised Water, Rivers and Wetlands:** Queenstown Lakes' rivers, streams, and lakes are clean, healthy and teeming with life. Wetlands are protected and enhanced.

Key submission points

Alignment with Vision Beyond 2050

13. It is great to see the principles of the Vision Beyond 2050 identify core goals of a Deafening Dawn Chorus | Waraki and Zero Carbon Communities | Parakore Hapori which both align well with Forest & Bird's strategic objectives. As currently drafted, the 10 Year Plan will take steps towards the goals but is rather lacking in terms of achieving them especially when it comes to protecting and enhancing biodiversity.

Protecting and improving biodiversity to achieve a Deafening Dawn Chorus | Waraki

14. Given the incredible importance of lakes, landscapes, and unique ecosystems to the district's ongoing success, it is very concerning to see no mention or clear intention in the LTP

consultation document to focus on mapping Significant Natural Areas (SNAs). There are increasing requirements to do this under current and forthcoming regional policies and plans along with the upcoming National Policy Statement on Indigenous Biodiversity. To ensure this is done well surveys and expert advice needs to be adequately resourced.

15. In addition to mapping SNAs, plan changes to recognise and protect SNAs on public and private land
16. There is no mention of funding pest and weed control in the consultation document. This is an important area to fund to ensure successful efforts on public and private land alongside community groups, regional council and central government initiatives. Increased central government focus such as funding through the Jobs for Nature programme isn't a reason to not contribute towards boosting the success of pest and weed control, much of which currently relies on tireless efforts of volunteers.
17. To support such efforts above, far more funding needs to be dedicated to biodiversity funds to support proactive protection and restoration projects and a capital investment in a land acquisition fund should be created and resourced to enable the council to purchase and set aside important areas in reserves
18. We would encourage further investment in proactive engagement with landholders to help identify and protect biodiversity values. In addition, improved investment in monitoring compliance and enforcement as this is critical to ensure biodiversity is protected and prosecutions send the right signal to those considering unlawful vegetation clearance or pollution.
19. Biodiversity strategies need to be prepared for the Upper Clutha and Wanaka-Hawea catchments, Cardrona Valley, the Wakatipu Basin, and major valleys leading into Wakatipu.
20. The above measures would also help implement the Council's Indigenous Vegetation Policy which doesn't appear to have been updated since 2002.

Zero Carbon Communities | Parakore Hapori

21. It's unclear from the consultation document how the proposed investments helps achieve this part of the council's vision.
22. The goal to bring international tourism back to pre-COVID levels is at odds with the commitment to climate change given the immense emissions long-haul flights and domestic travel create. A major rethink of the long term sustainability of the region is needed.
23. We support investment in active and public transport and would encourage further work to promote intra and intercity and town public transport to reduce emissions. The projects mentioned in the consultation document focus on transport for Queenstown and there needs to be more investment in promoting active and public transport within and between other parts of the district and wider region as well.
24. The options on transport investment don't analyse the emission reduction impact of either so it is difficult to assess which direction to take. We would encourage the council undertakes this analysis (along with a climate impact assessment of all spending) to help determine what to prioritise.
25. To help reduce emissions we would support subsidies or low interest loans for solar hot water and PV panels, and clean heating solutions too.

26. The Climate Commission has pointed out that while we can't plant our way out of climate change, any afforestation should focus on natives and the council should look to encourage this too.

Support Three Waters investment

27. Forest & Bird supports the proposed investment to improve three waters infrastructure as this will contribute towards maintaining and enhancing freshwater quality. In addition to supporting Option 1 for the Water Treatment Programme, completing Wastewater and Stormwater improvements as proposed, we would also encourage the council to focus on:
- a. Improving source water protection and regenerating catchments with native plants to improve resiliency and reduce treatment costs
 - b. Improving stormwater treatment with a focus on swales and constructed wetlands to reduce runoff into waterways in addition to the projects identified in Bullock Creek
 - c. Ongoing education to reduce water use and wastage
 - d. Improved efficiency and fixing leaks to reduce abstraction rates to help meet requirements of Te Mana O Te Wai in the NPS-FM.
 - e. Subsidies or low interest loans for rainwater tanks

Thank you for considering our submission.

Rick Zwaan

Regional Conservation Manager – Otago-Southland

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