

P-S

Submissions to the draft 2021-2031 Ten Year Plan



PAGE Trevor

Queenstown Book Club

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

QBC Group Synopsis (002).docx



Club Synopsis

If You *don't* make time for your
wellness,
You will be *forced* to make time for
your illness ...

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1. Scope

The basis of this document, is to transcribe the overall agenda and philosophies behind the construction, coordination and maintenance of the **Queenstown Book Club**. The Club is a local group, formed and dedicated to the betterment of Men's Mental Health and Wellbeing.

With converting the verbalised framework of the Club, into a written format, it allows not only for the group to make assessments and analysis of its history and performance ... however also (for the greatest good of the Club), to develop strategies and protocols for achieving maximum future benefit, moving forward with Men's Health & Wellbeing.

2. Conceptual Introduction

The **Queenstown Book Club** has to this day, worked with a somewhat *ad hoc* approach to it's inception; with the simple philosophy of "let's just get together, and we'll work the rest out". With a significant buy-in from a variety of players, the Club has started to develop some plans and directional thoughts around this nucleus group connection.

The commodities of *time* and *effort* have so far been offered by members voluntarily and with an overall perspective of the greater good of the group as a whole. This has seen individuals donate thoughts & ideas, time & effort, as well as guidance and direction to formulating a working 'group' model around Men's Health & Wellbeing.

To move the Club to the next level, members have come to the realisation there is a financial cost that needs to be attributed to certain components of a regular and constructive congregation. In order to do this, we need to construct a document such as this, which outlines our scope, procedures and overall future direction, as well as identifying the areas requiring this financial assistance.

3. Summary of Procedures

July 18th, 2020, saw **Queenstown Book Club** conceived and developed, to constitute a monthly get together of 'like-minded' male individuals. The brainchild of Trevor Page, and based around a glaring observation of a need to both personally and within a collective friend group, meet regularly for discussions and comradery.

In the infancy, the Club was very much a loose meeting of connected individuals and friends. This was based around an overall feeling that, as Men, we need our own facility to talk, communicate, think and laugh – while being very conscious and aware of not replicating social interactions, similar to that of *'drinks at the pub'*. The Club now regularly achieves an attendance to the monthly Thursday meetings of between 10 and 20 individuals.

To achieve this distinction, the Club has worked to develop components and/or sections to every monthly get-together. This includes having a clear format for each meeting, incorporating a variety of activities/components to the meeting and ensuring the time is based around comradery, connection, with respectful personnel. Coupled with this content, the Club draws on one of the more rudimentary human characteristics, that being a 'competitive nature'. Each week a member of the Club coordinates and facilitates a 'Group Quiz'. Not entirely based around winning, the topics and questions within the quiz are aimed at achieving an increased level of knowledge for members, on the topics of interest.

Since the inception of the Club, Sherwood have provided us with a space to facilitate the monthly meetings. An Accommodation, Food & Beverage and Event business, Sherwood have seen and understand the concept, merits and philosophy of the Club, and have backed our monthly meetings by providing the meeting venue free-of-charge.

One significant component to the current meetings, is the use of a dedicated Mental Health working tool. The inception of a Program called "The IF Program: Men's Mental Wellbeing", created by Clinton Hoffmann, came to the Club, via the driving member, Charles Duong. A proven tool for addressing and developing good Mental Health practices, Charles had taken on the task of

facilitating part of this program within each monthly meeting. Understanding the concept and merits of our Club, Clinton has kindly offered the use of this Program free-of-charge – something which we (as a Club) are much appreciative of, given its level in the Australian corporate marketplace, as a paid educational tool. For more information on this Program, please see the links provided in Section 4: “Stakeholders & Contributors”.

In an effort to engage Club members and the facilities we use, our monthly meetings have been ‘sponsored’ by a local business with some connection to a Club member or the group as a whole. This has generally been in the form of sponsorship of the F&B allowance of the evening. This has been to the tune of \$250/meeting, however is a significant contribution from an individual basis.

4. Stakeholders & Contributors

- Sherwood – Accommodation, Restaurant and Event facility
- Southern Safety Services Limited
- NZSHRED
- Construction Collective
- Summit Events
- Queenstown Signs
- Fetch Screen Printing
- Harcourts
- Mactodd Solicitors

- The IF Program: Men’s Mental Wellbeing – Clinton Hoffmann
<https://www.abc.net.au/news/2017-08-11/if-project-contributors-jack-thompson,-clinton-hoffman-and-barr/8799660?nw=0>

- Whakatipu Transport Program Alliance – (WTPA or “The Alliance”)
- I Am Hope – The Key To Life Charitable Trust

5. Club Metamorphosis & Future Directions

As a group of individuals and a Club, we are committed to the overall development of an opportunity for safe and respectful connection and communication. This has always been the mantra of the Club and the protection blanket for its members within the meeting framework.

The above being said, we hope it is understood that decisions for the direction and ingredients of the Club are made on a 'best information available' basis. For this reason, the Club is always open to constructive discussion around meeting framework, content and the externally presented image of the Club. An example of this is some current discussion around the Club logo (as seen on the front of this document). We mostly certainly want to present the Club as inclusive and inoffensive. However, we also do not want to shy away from being uncompromisingly real, current and adaptable.

Additionally, there is regular discussions around meeting format and content. This is always constructive and the majority of this relates to identifying additional and future resources and materials for use by the group.

The Whakatipu Transport Program Alliance ("The Alliance" have approached the Club, offering the opportunity to advertise the groups meetings and events throughout their 'smoko sheds'. This is an opportunity to visually advertise Club meetings to over 250 local construction-based workers in the region. This is the first step in a working relationship with "The Alliance", who have strongly indicated their interest in continued a robust development of the relationship.

6. Health & Safety Plan and Resource Provision

As a Health & Safety Protocol, the **Queenstown Book Club** has identified three main areas that we (as a Group) will endeavour to undertake both through the monthly meetings, as well as externally on connection with members.

These are:

- Encourage, without reservation, the attendance of any person/s known to you, that may benefit from the connection of the Club,
 - Ensure a screening process of Group members, by at least three current Group members, to establish if any persons are considered an issue or concern,
 - Ensure to offer support and assistance to any individual in need of assistance,
 - Educate, and inform Group members, on a monthly basis,
 - Have local community contact options advertised and available at all meetings,
 - Develop a program of advertisement and education within the local community, for 'quick fire' options for help in Mental Health situations.
 - Conclude all meetings with a spontaneous revision of available assistance options for Club members and also persons known to the Group,
-
- Produce small A4 posters with local contact numbers for assistance with Mental Health & Wellbeing. These to be distributed to Local businesses, as well as presented on the walls during each meeting.
 - An idea was raised for a small number of the regular crew at the meetings, to meet with a local Mental Health professional, with a view to giving us some specific signs or actions they may alert us to an attendee requiring *professional help* with their issues.
 - A plan of some members of the Club is to attend a meeting of a Dunedin version of a Book Club, to see what they do, what they achieve and if anything can be folded over to our operation.
 - Create a booklist of usable resources that can be borrowed by members, as needed.

7. Financial Requirements

As a start up service that is looking to provide a community resource for all men partially those most vulnerable, we are seeking \$5,000 towards covering the costs of the monthly meetings & contributing towards a new website.

The \$5,000 will be broken down towards the following;

\$250 – Covers monthly meetings X 12 months – (Total for year \$2,500)

(Includes Nibbles & Refreshments)

\$1500 - Construction of Queenstown Book Club Website

(We have a member who has volunteered to design & create a website for the QBC. The \$1500 is a contribution towards the construction of this website & associated costs)

\$500 – Printing off of resource materials, posters & flyers throughout the year

Total Funding required \$5,000 for the 12 month period

8. Close

I think everyone currently understands that mental health is a major problem facing our communities, both for Men & Women. I've read a recent report that uses the metaphor that having someone commit suicide within the family is like having a suicide bomber detonating a bomb within the whole family unit in terms of how much it rips apart the family. We would like to think that in a compassionate & proactive society, that all persons within a community are responsible for the overall health & wellbeing of it's community.

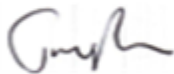
We, members of the QBC, are willing to stand up & contribute freely, our collective time, strengths & resources towards helping to create, a sustainable community resource that helps support all men, especially those going through any forms of hardship.

In essence, what we are asking the QLDC council for is a grant of \$5,000 towards helping us continue to support the men in our community especially the vulnerable ones. This work is especially needed right now.

Thank you again for taking the time to consider our proposal.

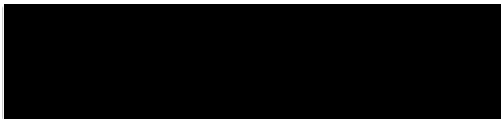
We are open to any & all feedback & look forward to your response.

Kind Regards,



Trevor Page

C / - All the members of the Queenstown Book Club



PANNETT David

Creative 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:

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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:

16 April 2021

Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

By email to: letstalk@qldc.govt.nz

E te Koromatua, ngā Kaikaunihera mā, tēnā koutou katoa

Submission to: Queenstown Lakes District Council
Subject: Queenstown Lakes District Council Ten-Year Plan 2021–2031 (the Plan)
From: Creative New Zealand

1. Creative New Zealand welcomes the opportunity to make a submission on Queenstown Lakes District Council's ten-year plan. Arts, culture and creativity are an important part of developing strong and prosperous towns, and cohesive and healthy communities. We encourage Council to recognise the essential role arts and culture play in the wellbeing of its residents as it makes decisions for the future of the district.
2. We'd be happy to discuss this submission with you further. The key contact person for matters relating to this submission is:

Name: David Pannett
Position: Senior Manager, Strategy and Engagement
Email: [REDACTED]
Phone (DDI): [REDACTED]

Key points

3. We acknowledge the challenging situation Queenstown Lakes District Council is facing as a result of COVID-19, and its need to manage competing interests and significant changes to the local economy. **The Ten-Year Plan presents a crucial opportunity to consider how Council can invest most effectively**, to enable Queenstown to recover and develop into an even more vibrant and attractive place to live and visit.
4. **It's excellent to see specific community outcomes related to arts and creativity.** We encourage Council to ensure adequate resourcing is provided to support achieving these outcomes, and to work in partnership with the arts community to deliver to them.
5. **We strongly encourage Council to undertake thorough consultation and actively engage the arts community around any proposals for arts venues or spaces.** This can ensure new spaces are fit-for-purpose, high quality and deliver to the needs of residents and visitors alike.

6. **We welcome Council’s proposal to develop a Heritage, Arts and Culture Strategy.** A strategy will enable Council to better support the arts community to deliver a programme that builds creative capacity and supports the development of an arts ecosystem in Queenstown.
7. **It’s great to see mention of Council working with the Three Lakes Cultural Trust to develop new or combined community facilities.** The Trust has strong working relationships with the local arts community and a track record of delivering initiatives that meet the needs of both the arts community and audiences. We encourage Council to work closely with the Trust around the development of community arts and culture facilities.

Draft Ten-Year Plan 2021–2031

Challenges, Vision and Community Outcomes

8. We acknowledge Queenstown has been particularly hard hit by COVID-19 and Council has noted an increase in unemployment and mental health issues. We agree that ‘the entrepreneurial spirit and resilience that is embodied by our district’s communities is a strong foundation for recovery’. Few communities embody resilience and an entrepreneurial spirit better than our arts community, who are skilled at delivering innovative, strategic and cost-effective solutions. We encourage Council to identify ways to actively involve artists and creative practitioners in its response and delivery.
9. Council also identified the need to support tourism and diversify the economy. Again, the arts community are uniquely positioned to support this work. High-quality arts and culture venues, organisations, events and festivals can attract visitors and further investment to the region.
10. There’s substantial evidence to support the capacity of artists and the arts community to support Council’s challenges and opportunities. For example:
 - 61 percent of New Zealanders agree that the arts make an important contribution to community resilience and wellbeing¹
 - two or more hours per week of arts engagement is associated with better mental wellbeing than none or lower levels of engagement²
 - participating in arts activities was found to improve skills, such as team-work, flexibility, communication and ability to learn, which increased employability³
 - the creative industries contribute approximately \$17.5 billion to New Zealand’s GDP⁴
 - 64 percent of New Zealanders agree that the arts contribute positively to the economy.⁵
11. We welcome Council’s clear recognition of the four wellbeings throughout its planning documents, and encourage it to work with the arts community as well-placed partners to help council deliver wellbeing outcomes to Queenstown’s communities.

¹ *New Zealanders and the arts: Ko Aotearoa me ōna toi* (2020). Creative New Zealand.

² *The arts and creative industries in health promotion* (2020). Vic Health.

³ *Creative Practice for Youth Wellbeing in Aotearoa New Zealand* (2019). University of Auckland.

⁴ *Minister’s address to the WeCreate Creative Economy Conversation* (2018). The Beehive.

⁵ *New Zealanders and the arts: Ko Aotearoa me ōna toi* (2020). Creative New Zealand.

12. It's fantastic to see 'Breathtaking Creativity Whakaohoho Auahataka' as one of eight themes in Council's Vision Beyond 2050. There's evidence through the Plan of proposed actions to support this vision, and we encourage Council to ensure those proposed actions reflect the needs and desires of the community, and adequate resourcing is provided to achieve those actions.
13. We encourage Council to also recognise the strong contribution investment in arts and culture makes to the following themes, in particular:
 - Thriving People Whakapuāwai Hapori – artistic and cultural activity increases social cohesion through connecting people and communities, and contributes to our physical and mental health
 - Embracing the Māori World Whakatinana Te Ao Māori – toi Māori (Māori arts) is an inherent part of te ao Māori and encourages New Zealanders to increase their understanding of tikanga, mātauranga and te reo Māori
 - Opportunities for All He Ōhaka Taurikura – artistic expression is a powerful way to amplify and celebrate the voices of diverse communities and deliver wellbeing outcomes to a broad range of people
 - Pride in Sharing Our Places Kia Noho Tahi Tātou Kātoa – artistic and cultural activity can play a major role in placemaking and rejuvenation to create great places to live and visit.
14. It's great to see Council's leadership in developing a wellbeing dashboard to bring together existing data sources. We'd encourage Council to look into the [New Zealanders and the arts](#) data, which may be a source of cultural wellbeing evidence, particularly the Otago regional report.

Community Services and Facilities

15. We note Council's proposed investment of \$51.3 million in Project Manawa is a substantial commitment to make. While we agree that new facilities are needed in order to meet the growing and changing needs of the district, we urge Council to work closely with the arts community to determine what type of facilities would best fit those needs. We encourage Council to carefully consider:
 - the scale and type of facility best suited to the Queenstown community
 - whether there is a need for more spaces to practice and create art before investment is made into major facilities to present art
 - how Council might work with the arts community to invest in facilities that will develop a broader arts ecosystem in Queenstown
 - how it might provide more support for grassroots and mid-career artists and organisations to increase their capability to support a professional performing arts facility.
16. It's great to see mention of Council's commitment to working with the Three Lakes Cultural Trust to develop new or combined community facilities. The Trust has strong working relationships with the local arts community and a track record of delivering initiatives that meet the needs of both the arts community and audiences. We encourage Council to work closely with the Trust around the development of future community arts and culture facilities.
17. We note that the development of a community arts facility could deliver a wide range of benefits to the community. In addition to supporting the development of a broader arts

ecosystem in the district, a central arts facility can build audiences, attract investment, deliver vital cultural and social wellbeing outcomes to residents and visitors, and make arts experiences more affordable and accessible.

18. Project Manawa also includes \$6.4 million for the development of open spaces and plaza. We encourage Council to consider how it could include arts and cultural elements in downtown spaces. Public art can increase the use of public spaces, improve the aesthetics of a place, encourage a sense of ownership and community pride, and create landmarks and distinctive features in the urban landscape.⁶ Strong examples of this can be found in Christchurch through the work of Matapopore and SCAPE Public Art.
19. We support the implementation of the QLDC Libraries Strategy 2020–2030. It's excellent to see a strong, clear list of actions including fit for purpose, reconfigured spaces, spaces that support te reo and mātauranga Māori, and wider community engagement.
20. We support Council's continued investment in community facilities and the development of new facilities such as the Frankton Library and Luggate Memorial Centre Whare Mahana. As Council notes, these facilities are important delivery mechanisms for wellbeing outcomes. They foster knowledge and creativity, and are spaces for communities to gather. As new facilities are developed and existing spaces are reconfigured, we encourage Council to consider how to:
 - ensure these facilities include spaces that are accessible to artists and community arts groups, where they can make and show their work to audiences
 - work with local artists and practitioners to create a strong sense of cultural identity at each of the centres.
21. We welcome the proposal to establish a cross-organisation community development staff forum to foster more effective collaboration with community groups, funders and other partners. We encourage Council to ensure that the arts community is well-represented in this forum so that they may help Council to deliver to its community development outcomes.
22. When the current community funding and partnership model is reviewed and redeveloped, we encourage Council to ensure there are policies and mechanisms in place to provide adequate funding support to the arts community to avoid competition between community groups delivering to different audiences and outcomes.

Economy

23. It's great to see a proposal to investigate a more comprehensive Heritage, Arts and Culture Strategy and a range of complementary policies. A strategy can help Council to create a specific plan to work towards its Vision Beyond 2050 outcome of Breathtaking Creativity.
24. We encourage Council to engage the Three Lakes Cultural Trust in this work, given their significant pre-existing work developing the Cultural Masterplan 2020. Through its educational, capability building and community initiatives, the Trust would be well placed to support Council to create a plan that can deliver specific actions to support the arts community and grow its potential.

⁶ A review of the Henderson Youth Art Project (2016). Unitec.

Creative New Zealand's interest in the arts in Queenstown

25. Creative New Zealand is the arts development agency of Aotearoa, responsible for delivering government support for the arts. We're an autonomous Crown entity continued under the Arts Council of New Zealand Toi Aotearoa Act 2014. Our legislative purpose is to encourage, promote, and support the arts in New Zealand for the benefit of all New Zealanders.
26. We recognise the importance of Otago to the arts in New Zealand. For arts that are delivered in the Otago region, **\$2.53 million** of direct financial support was provided in 2019/20. Our overall support includes the funding of individual arts projects as well as arts and cultural organisations.
27. Under the Creative Communities Scheme, we also fund territorial authorities directly to support local arts activities. In 2019/20, funding provided to Queenstown Lakes District Council under the Scheme totalled **\$38,520**.
28. Thank you again for the opportunity to comment. Please feel free to contact us if you have any questions or if you wish to discuss this submission further (contact details for the team are at the start of the submission).

Ngā mihi rārau ki a koutou katoa, nā



Stephen Wainwright
Tumu Whakarae • Chief Executive

PASCOE Jonathan

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:](#)

[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:

PATERSON Don and Joy

Nil

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:

Full support for Wanaka Stakeholder Group submission in all aspects of this issue

Please tell us more about your response:

Full support Wanaka Stakeholder Submission

Please tell us more about your response:

Full support Wanaka Stakeholder Group Submission

Please tell us more about your response:

Fully support Wanaka Stakeholder Group submission

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Fully support Wanaka Stakeholder Group submission

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Fully support Wanaka Stakeholder Group Submission

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

Fully supports Wanaka Stakeholder Group submission

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

I would have written my own submission in exactly the same light as Wanaka Stakeholder Group submission, but know it is going to fall on deaf ears, and short sighted minds of a council whose minds are already made up. However, if by any slim chance it isn't, then how about listening to and acting on the wisdom of those who chair the Wanaka Stakeholders Group?

Q. Responding to Climate Change

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I think there should be more focus on reinforcing the rules of where dogs can be on lead and off lead. Funding should be allocated to be able to better enforce this as dog owners are not responsible on following these rules at the current point. I also think that consideration of dogs on buses should be given. Many sophisticated countries have this in cities and small towns without issue; it's time Queenstown catches up with the idea that dogs have become a more integrated part of people's lives and this is a step in that direction.

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Q. Responding to Climate Change

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

Council needs to prioritize taking swift action to help ameliorate Climate change. However, I urge council to be wary of hype from the biotech industry (which continues to make false claims that GE /GMO/ gene edited trees, grasses or animals are the answer to NZ addressing climate change). This is false.

I support organic/regenerative primary production (including agriculture, horticulture, forestry, etc) and NZ's existing "Zero Tolerance Policy" for any GE/GMO content in imported seeds (including adventitious presence)

Please read this highly useful paper "Regenerative Organic Agriculture and Climate Change a Down to Earth Solution to Global Warming"

Proposals by the biotech industry (who has already caused considerable harm overseas with various problems caused by GE crops, including the creation of invasive "super weeds") to develop GE/GMO grasses and trees are ill-advised and of particular concern to our members and supporters. Such new organisms would be impossible to prevent from contaminating our existing GMO free agriculture, horticulture, apiculture, forestry, as well as the wider environment/ finite resources like soils and waterways.

Vectors for GE/GMO contamination including soils, water, wind, pollen, seeds, vegetative material, insects, animals, machinery, human error, extreme weather events including floods, etc. Proponents of these hazardous new technologies refuse to be personally and financially liable for unintended or unforeseen adverse impacts of an EPA approved outdoor GE/GMO experiment/field trial or release. This is unethical.

I note that the Forest Stewardship Council (FSC) and PEFC (Programme for the Endorsement of Forest Certification) prohibit the use of any GE/GMO trees, due to the serious ecological risks, their adherence to the Precautionary Principle, and market aversion. The FSC and PEFC are global certification bodies for truly sustainable forestry. The National Environmental Standards for Plantation Forestry (NES-PF) also prohibits the use of any GE/GMO trees or rootstocks in NZ.

GMO/ gene edited organisms present unique risks and adverse impacts may be irreversible.

Adoption of existing sound and sustainable farming methods like Organic farming (and FSC and PEFC certified forestry) has many advantages in assisting (right now) reduction of GHG (greenhouse gas emissions). If such sound and sustainable methods (in primary production) are more widely adopted would increase the ability to reach the 2050 emissions targets set by the Climate Change commission (NZ).

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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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Neither / Neutral

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GE/GMOs (including risky and controversial gene edited organisms)

I would like to see Queenstown Lakes District Council progress put in place a precautionary and prohibitive GE/GMOs policy, in order to protect our biosecurity, unique biodiversity, wider environment, existing GE/GMO free primary producers, local economy, food sovereignty, cultural values and the public health. This would reflect community wishes and aspirations, set policy direction, as well as budgetary requirements.

This is an important Emerging Issue, particularly given the push by unethical overseas multinationals, companies as well as one NZ Crown Research Institute (AgResearch) pushing for outdoor GMO experiments/ field trials. These people could apply for an

outdoor GE/GMO experiment in our District/Region at any time, unless we protect ourselves. I formerly lived in Northland where all local councils have placed precautionary and prohibitive GE/GMO policies in various Long Term Plans, the District Plans (Far North and Whangarei District Councils), the Northland "Regional Policy Statement", and Northland Regional Plan. In addition, the Auckland Unitary Plan has excellent precautionary and prohibitive GE/GMO provisions in the operative Unitary Plan.

The legal and planning context is now clear- case law from the Environment Court (Principal Environment Court Judge Newhook- May 2015) and High Court (Justice Mary Peters- August 2016) as well as Northland Regional Council's decision regarding the new Regional Plan.

Case law, council decisions, and the Resource Legislation Amendment Act 2017 (in which Parliament recognized the right of local councils to create enforceable GE Free Zones) confirms that local authorities have authority/ jurisdiction/ the right to control GMOs under the RMA via local planning instruments. This is an integral part of truly sustainable integrated management.

In my view, our Long Term Plan 2021/31 needs to focus on organic/ regenerative agriculture/horticulture and forestry, strong biosecurity (to prevent or minimise incursions of unwanted new organisms), and humane, ground based feral control. I believe the greatest impacts for global warming in New Zealand are in land management, and therefore the most pressing area for immediate constructive action by councils to address harmful climate change.

Adoption of existing sound and sustainable farming methods like organic farming (and Forest Stewardship Council -FSC- and Programme for the Certification of Forestry-PEFC- certified forestry) has many advantages including protecting our food sovereignty, protection of our growing organic sector/ Hua Parakore, access to key markets and premiums, and protecting the right of Northland residents to save their own seeds, grow and eat GE/GMO free food (as well as assisting in the reduction of greenhouse gas emissions).

In my view, WLDC needs to do the work required to put in place an additional tier of local protection against the risks of outdoor use of GE/GMOs.

Please refer to the excellent work of the Northland/ Auckland INTER COUNCIL WORKING PARTY ON GMO RISK EVALUATION AND MANAGEMENT OPTIONS. The ICWP on GMOs (as well as councils in Hawke's Bay, Bay of Plenty, Nelson, Wellington region, etc) have taken action due not only the concerns of their primary producers and other ratepayers/ residents/ mana whenua but due to significant deficiencies in the Hazardous Substances and New Organisms Act. Despite constructive lobbying by Local Government and many councils, central government has failed to fix major problems with the HSNO Act.

Deficiencies in HSNO (as identified by Local Government NZ, the ICWP on GMOs, many other councils, primary producer board, and mana whenua) include inadequate liability provisions and no mandatory requirement for the EPA to take a precautionary approach to outdoor GE/GMO applications.

See

Whangarei District Council GE/GMOs webpage (detailing the risks of outdoor use of GE/GMOs and the good work of the Northland/ Auckland ICWP on GMOs, including

various independent reports, legal opinions, and correspondence with central government)

<https://www.wdc.govt.nz/Council/Council-Documents/Reports/Genetic-Engineering-Review>

Hastings District Council has achieved outright prohibition of all outdoor use of GE/GMOs including experiments, field trials and releases in its District Plan (operative for the next 10 years). See <https://www.hastingsdc.govt.nz/our-council/news/archive/article/1038/council-and-iwi-welcome-gmo-decision>

Gene Edited Organisms

The biotech industry now are trying to distance themselves from GE/GMOs/transgenics, falsely claiming that gene edited organisms are "safe" and "precise". We have heard all this before!

I stress that gene edited organisms (CRISPR controversial technique) are GMOs, under NZ law and as ruled by the highest court in the EU. Gene edited organisms have been shown (various independent reports and peer reviewed scientific papers) to have unexpected/unforeseen, off target adverse effects and should not be allowed in our District/ region or wider NZ.

Genome editing can be imprecise, and cause unexpected and unpredictable effects. Many studies have now shown that genome editing can create genetic errors in the genome-edited organism, such as "off-target" and "on-target" effects. These effects can lead to unexpected and unpredictable outcomes, such as changes in protein composition, in the resulting GMO. • Genome editing techniques can create unintended changes to genes that were not the target of the editing system.

These are called "off-target effects." For example, the CRISPR-Cas9 system can make unintended edits to the host's DNA at additional sites to the target location.

Reputable reports/fact sheets on gene editing are available. You can find some of these here: <http://emergingtech.foe.org.au/synthetic-biology/>

You may also want to study this recent CBAN (Canadian Biotechnology Action Network) report. More and more reputable information about how risky gene editing and adverse impacts to date is now available (I note that some former supporters of "gene editing" and "gene drive" are now distancing themselves from this technique).

<https://cban.ca/genome-editing-in-food-and-farming-risks-and-unexpected-consequences/>

I oppose any outdoor use of risky and controversial gene edited organisms (CRISPR) or "gene drive" (a sterility technique that presents grave risks to NZ's biosecurity, indigenous biodiversity, and wider environment).

Forest and Bird's updated precautionary GE/GMOs policy specifically states the societies opposition to any genetic modification (including gene editing) of indigenous flora and fauna.

See

<https://www.forestandbird.org.nz/resources/genetic-modification-policy>

[https://www.forestandbird.org.nz/sites/default/files/2020-](https://www.forestandbird.org.nz/sites/default/files/2020-10-14-1448)

The immediate past Minister of Conservation Hon Eugenie Sage clearly stated her opposition to any outdoor use of GE/GMOs, including gene edited organisms/ CRISPR or "gene drive", which was conveyed in no uncertain terms to both the Department of Conservation and Predator Free 2050 Ltd.

"Gene editing is an unproven technology for predator control. Gene technologies are problematic and untested and have significant risks.

"They have no social licence to operate. There is a lot at stake and there is a need for the utmost caution.

"There would be serious questions around the risks to New Zealand's GE-Free reputation from being associated with any field trials of gene technology."
-Minister of Conservation Hon Eugenie Sage

I also oppose any outdoor use of risky and controversial "gene drive" (a sterility technique that has grave risks). While I strongly support robust ground based feral control (not aerial 1080) protection of native flora and fauna, use of such risky new GM/GMO technologies on our public conservation lands (or elsewhere) would be counter productive and potentially create more problems than it solves.

I ask councillors and relevant staff to read reputable information on gene drive including the Civil Society Working Group on Gene Drives recent briefing on gene drives and take action on these important issues.

see

"Reckless driving- Gene drives and the end off nature"

<https://etcgroup.org/content/reckless-driving-gene-drives-and-end-nature>

Sustainability Council of NZ publications regarding Gene Drive

30 July 2018

<http://www.sustainabilitynz.org/gene-drive-gmos-would-need-nzs-neighbours-to-agree/>

<http://www.sustainabilitynz.org/a-constitutional-moment-gene-drive-and-international-governance/>

5 October 2018

Sustainability Council of NZ article "How should we control the power to genetically

eliminate a species"

published in New Scientist magazine

<https://www.newscientist.com/article/2181693-how-should-we-control-the-power-to-genetically-eliminate-a-species/>

Thank you very much! Please keep me informed of your progress. See below an extract from the agenda of QLDC back in 2004. I am unsure as to what council has achieved since then.

"EXTRACT FROM THE AGENDA OF AN ORDINARY MEETING OF THE
QUEENSTOWN LAKES DISTRICT COUNCIL HELD ON:
17 December 2004 at 1.00pm

QUEENSTOWN LAKES DISTRICT COUNCIL
FOR MEETING OF 17 DECEMBER 2004

REPORT FOR AGENDA ITEM: 11

SUBMITTED BY: Chief Executive
REPORT DATED: 03 December, 2004
COUNCIL ROLE IN GENETIC ENGINEERING

PURPOSE

To report further action in regard to Council resolutions on genetic engineering.

BACKGROUND

On 24 September 2004 the Council passed the following resolutions –
The amended motion was put and Council resolved to
establish a working party of interested councillors
with representation from local groups and relevant
scientific organisations interested in genetic
engineering issues, with the aim of improving
community understanding of the matter and to
determine if there is any requirement for Council
action in this area.

...

On the motion of Councillors McKeague and Neal
Council resolved to advise ERMA that Queenstown
Lakes District Council does not wish any application
for GE field trials to be approved for this district.

An informal meeting of interested councillors was held in Wanaka on 26 November
to consider
further progress. It was attended by the Mayor and Councillors Middleton, Neal,
Overton and
Macleod.

There was a discussion of general issues around GE and a programme of Council
involvement
was developed.

This programme for development followed the attached diagram reproduced from
a
whiteboard chart developed at the meeting.

In essence, it's considered that the Council should spend the next year developing its
own

and public awareness of the issues and reconsider a more active role once more is known.

That knowledge applies to the Council, the community, and outside agencies (such as Local

Government NZ) which are working on what is the appropriate role for local government in this issue.

A letter was also written to the Environmental Risk Management Authority, resulting in this

reply."-END excerpt Obtained from council documents, some discussion with Madeline Patterson | Governance and Official Information Advisor | Chief Executive's Office

Queenstown Lakes District Council

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

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

Please consult widely with your ratepayers/residents, including mana whenua. And keep it GE/GMO free, naturally!

PAULIN Robert

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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:

More commitment to Wanaka cycling infrastructure. Well overdue for a push towards a more sustainable future.

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



13 April 2021

Kia Ora,

We are writing a submission to request for \$53,302 per year for the next three years to go towards the rental costs for our community organisation, Wakatipu Youth Trust. Please see below for further details in regards to community benefit and how we contribute to the QLDC plan and vision.

The operational services or project these funds will be used to deliver

Wakatipu Youth Trust is a not for profit organisation that works alongside young people aged 10-24 to achieve positive outcomes through both support and advocacy. We provide opportunities, programmes, resources, skilled people and safe environments which help to foster confidence, strength and challenges youth to reach their potential.

Our services, programmes and events are defined and guided by the Wakatipu Youth Trust objectives which are as follows:

1. Positive outcomes for youth, through providing support and advocacy
2. Change in social structure and community attitudes that positively impact on young people
3. Improvements in the mental, physical, psychological and cultural well-being of young people
4. A safe and supportive environment and resources for youth to discover their true identity and develop caring, authentic relationships

We provide quality youth services and programmes to the Wakatipu region which includes a Drop In Centre, Youth Programmes, Holiday Programmes, Mentoring, Career Support, Youth Workers in Schools (YWIS), Pop- Up Programmes, Events, Wakatipu Youth Council, The Spectrum Club, and Reverb Sound Kitchen and much more.

"The Loft" drop-in youth centre provides a place for young people to come and hang out for free. We have a pool table, giant chess and Ping Pong, a projector with a cranking

sound system, a fully equipped kitchen, computers with free internet and other resources. We provide daily afternoon tea for the youth to enjoy and many consider this space a home away from home. The Loft is also an office base for our Youth Worker Team and where many of our programmes and groups operate from.

In addition we currently share our facilities with Wakatipu High School 'Offsite Education' which is like 'Alternative Education', COYEP programme which is Central Otago Youth Employment Programme. We host FGCs Family Group Conferences when possible for Oranga Tamariki and we provide a space for Supervised Access and we are regularly utilised by other community groups external Youth Programmes.

How this investment will be of value to the wider community

There have been a number of issues arising in the youth community over the years as a result of wider economic and social factors that are having a negative impact on family and flatting households. These include but are not limited to increased family dysfunction, stress related mental health issues, drug and alcohol abuse, family breakdowns and factors affecting general health and wellbeing and impacted by low wages, high living costs and high levels of continued population growth. These elements have been having a significant level of impact for some time and unfortunately look set to continue, with additional pressure being added in light of the wider economic implications Covid19 has created nationally and globally. We are working closely with local Social Service agencies to develop Psychosocial support and create future initiatives as part of a wider Covid19 response and recovery plan that will support our youth, their families and whanau. Investment in our organisation will mean we can continue to expand our initiatives in response to identified gaps in community services, such as Mental Health and Well-being workshops, LGBTQIA+ community awareness campaigns and events, youth arts and sport opportunities and Life Skills education to name a few.

Other funding your organisation or project will receive over the next three years

Our other major funding partners are Central Lakes Trust, Community Trust South, Southern Trust and Lottery Community who contribute towards the Salaries of our Professional Youth Worker team. There is an increase in funding from Oranga Tamariki for the year 2021, which is a one year contract to hire a specialist Youth Worker to cover the area of Youth Justice mentoring. We apply to various trusts throughout the year and receive smaller donations and sponsorships for specific projects.

Explain how this investment in your project or organisation will support the

outcomes of the 2021-2031 Ten Year Plan and our community's Vision Beyond 2050

Investing in Wakatipu Youth Trust will support the QLDC Ten Year Plan and Vision outcome "THRIVING PEOPLE- Our environments and services promote and support health, activity and wellbeing for all".

There have been some major changes in our community as it's grown. In particular, increases in domestic and family violence, overcrowded housing, income inequality, mental health issues, poverty, isolation, youth anxiety, parents working multiple jobs and gaps between families' needs and what social services provide. All these cause stress for our young people and many local families have little support. We see our young people struggling more than ever to navigate their lives and maintain or gain mental health and well-being. We believe good mental health support for our most vulnerable young people, who often need help with a multitude of influences and impacts on their lives, should be free and easy to access. We create opportunities for young people to discover their true identity and develop caring, authentic relationships within a safe and supportive environment and support the emotional, physical, psychological, social and cultural well-being of young people.

In Conclusion

According to the Queenstown Lakes Social Sector Capacity Report – August 2020: "Organisations who have seen an increase in demand and managed to accommodate this within existing capacity stated that this could become less tenable if there is an ongoing increase in demand for services...Specific challenges were identified as: - A greater range and complexity of issues, particularly mental health - The impact of financial and employment stresses on families and young people. "

Our youth face a world that is ever-changing on a monumental scale - from technology to education, career structure, a world pandemic, communication and home life. Generation Z and Alpha (those born from 2010) will require agility, confidence and different skill sets in the face of rapid and ongoing change. Helping our youth face the manifold opportunities and challenges ahead will require similar agility from Youth Workers and all others involved in the social services sector. Collaboration is key as no one group or profession possesses all the skills, knowledge, resources or capacity needed. Wakatipu Youth Trust aims to ensure we are positioned to help lead this collaboration to ensure our youth are best equipped with the mindset, skills and behaviours they need in this dynamic, highly globalised and uncertain world.

We know the QDLC's aim is to continue to invest in community and youth services to "make sure we remain a great place to live, visit, work and invest in" and we would greatly appreciate the continued support of our rental costs to make this happen. Thank you for this opportunity to prepare this submission to the QLDC ten year plan.

Kind Regards

Jacqui Moir, Manager & Joel Peasey, Chairperson

PERKINS Tom

None

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 issue is essentially going to be solved by technology and central government actions. The QLDC should confine itself to supporting those initiatives by doing things like buying electric cars, providing enabling infrastructure etc.

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 treatment is an essential health service and we need to bite the bullet, even if it involved a special charge.

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:

Neutral but with tourism bound to return and increase, the major arterial roads should be a focus of attention.

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:

The biggest issue is the airport. I have lived in many overseas places and some mountain towns. Queenstown should be a world class mountain town. Close the airport and utilise the land to create that town and support a "real" airport at Tarras.

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:

PERRY Julie

WAI 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:

WAI Wanaka supports the overall climate change goals for the district ie to achieve net zero carbon emissions by 2050, and to be resilient to the local impact of climate change across the whole district.

WAI Wanaka is well placed to support climate action and is currently working with groups of landowners to calculate greenhouse gas emissions and facilitate the development of mitigation plans. We propose to use a similar group model to facilitate on the ground action with businesses and households.

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:

In March 2020, the Wanaka Water Project delivered a Community Catchment Plan (CCP). A summary and the full version of the CCP can be read at <https://www.waiwanaka.nz/category/ccp/>.

The CCP is our community's roadmap to safeguard water quality and ecosystem function in an integrated way across the whole catchment. The CCP identifies risks to the health of our waterways, gaps in our understanding and actions we need to take in order to mitigate the effects of human activity on our aquatic ecosystems.

Activities/causes of urban development pressure include:

- Change in land-use and/or land cover
- More urban development equates to higher impervious cover in catchments
- Run-off and stream flow patterns affected by modification of stream network and topography
- Increasing population (permanent and visitors)
- Increase in amount and/or types of industry

The future impacts of urban population growth include:

- Degraded stream and lake water quality
- Degraded health of aquatic ecosystems and fisheries
- Changes in composition of aquatic flora and fauna
- Impact on human or animal health from contact with water
- Degradation of the mauri of the water in water ways and lakes 4

The CCP notes that sustainable urbanisation (including residents and businesses) needs to consider riparian buffer strips, minimisation of sediment, bacterial, protozoan and pollutant runoff, waterway access, rainwater tanks, offsetting development where required, and application of global best practice in place for all aspects of water management including water infrastructure and wastewater treatment.

WAI Wanaka supports investment to eliminate the risks associated with the current water supplies.

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

Neither / Neutral

Please tell us more about your response:

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

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:

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

QLDC Annual Plan submission 2021.docx

APRIL 2021

QLDC Ten Year Plan Submission



WAI Wanaka volunteer Jose Cranfield at Our Place, Wānaka A&P Show 2021

WAI Wānaka is an organisation where people who want to safeguard the health of our alpine waterways build communities that do

WAI Wānaka sincerely thanks QLDC for its continued partnership and ongoing support for our work.

This submission sets out:

1. What has been accomplished to date with the support of our QLDC community grant
2. How we propose to utilise QLDC funding over the 3 year period 2021 - 2024
3. WAI Wānaka's 10 Year Plan submission
4. How WAI Wānaka's work aligns with and supports Vision Beyond 2050

Major accomplishments

QLDC's 2020 community grant was a key enabler to WAI Wānaka's success in securing \$3,141,176 Jobs for Nature funding for the Upper Clutha over the past 12 months. Jobs for Nature utilises a whole-of-basin planning approach to support interconnected environmental outcomes on farm properties within the Upper Clutha. This funding was secured as a result of existing productive relationships in place with key stakeholders including QLDC, ORC, local landowners, catchment groups, Iwi, Department of Conservation, universities and many industry, business and community groups.



The Wānaka Water Project is funded by MfE's Freshwater Improvement Fund, Sargood Bequest, Million Metres Streams Project, QLDC and ORC. QLDC has been a key partner since the project commenced in 2018. Completed milestones include a literature review, a water survey, the Community Catchment Plan, two urban stormwater research projects and riparian planting (11,000 native plants planted to date).

WAI Wānaka has a comprehensive understanding of what is needed to ensure that our work programmes and partnerships continue to deliver effective and enduring outcomes for communities across the Upper Clutha.

Achievements 2020/21

March 2020

Community Catchment Plan (CCP) completed

July 2020

CCP presentations made to QLDC and ORC councillors and staff

August 2020

Catchment-wide water testing programme gets underway involving 20 farmers and 33 sites

Survey sent to 110 scientists and researchers to help inform science strategy

September 2020

Workshop on science strategy with NIWA

BioBlitz held with Makarora and Haast schoolchildren with funding support from ORC's EcoFund

Stakeholder update including a presentation of urban stormwater research findings

Partnering to Plant funding for 8 workers for 8 weeks carrying out planting, plant maintenance and weeding activities at 23 sites with 4,759 plants planted across 7,445m

16 faculty and students from Lincoln attended workshops with WAI Wānaka²

October 2020

Food and Fibre events hosted by WAI Wānaka at WAO Reset Summit

Jobs for Nature funding announced - 19 workers underway mid-November

November 2020

Partnership agreement signed with Lincoln University to facilitate collaboration and research

December 2020

Mt Aspiring College - 25 students across 3 days of biodiversity monitoring and fieldwork

Waterwise Otago Leadership Program 2020 providing 32 young adults with experiential learning opportunities around water quality, use, availability and economics

Students from Lincoln University and Canterbury University employed as summer interns

February 2020

Jobs for Nature whole of basin strategies completed for Biodiversity, Greenhouse Gases, Pest animals, Pest Plants, Wilding Conifers, Planting and Plant Maintenance

March 2021

WAI Wānaka brings together 10 community groups for the Our Place site at the A&P Show, working with local schools and Otago museum to showcase environmental action

Community grant 2021 - 2024

QLDC's continued financial support is vital, as WAI Wānaka's operations and community outreach programs such as education and capability sharing are not funded through Jobs for Nature programmes or other projects.

WAI Wānaka is seeking the continuation of QLDC's community grant of \$50,000 per year for the next three years to support:

- The effective co-ordination of more than 5,000 volunteer hours supporting WAI Wānaka's project activities in the community each year.
- Connecting up community efforts, broadening community-led environmental initiatives, and leveraging partnership and collaboration opportunities, including those arising from the roll out of Jobs for Nature work programmes.
- Developing and delivering community-based pilot education programmes focussed on exploring connections with our environment, particularly water quality, water use, biodiversity, biosecurity and climate change.
- Progressing QLDC's Climate Action priorities by working with partners such as Wānaka Tourism and WAO to develop and implement programmes connecting our community and visitors with nature, to better understand and manage our individual impacts.
- Promoting the Upper Clutha's water quality story through a range of community engagement, education and practice change initiatives. One example is the citizen science project developed with Mt Aspiring College to measure and monitor the impact of the Wānaka Lakefront Development on biodiversity, water quality and community values.
- Developing and sharing resource materials specific to the Queenstown Lakes district. An example is the 'NZ Natives in the Upper Clutha Catchment' poster prepared to support the BioBlitz, which is available for download from our website.
- Ongoing catchment group coordination, supporting water testing programmes, riparian planting, regenerative farming workshops, wetlands and biodiversity management.
- Assisting businesses to develop environment plans encompassing water use, discharges, emissions mitigations and sustainability measures.
- Pursuing implementation of a comprehensive freshwater ecosystem health monitoring programme in the Upper Clutha catchment, a key CCP recommendation.
- Supporting effective delivery of all the above with robust processes, frameworks, tools, technology, data and communications.

The balance of the funding needed to support our operations and community outreach programmes will be secured from grant making trusts, foundations and community donations.

10 Year Plan submission

WAI Wānaka submits that (1) QLDC's 10 Year Plan 2021-2031 should have a stronger emphasis on climate action and the environment; (2) More funding is required to support the valuable work being done by community groups.

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.

Jim Boulton, 10 year plan consultation document

WAI Wānaka is well placed to support climate action and is currently working with groups of landowners to calculate greenhouse gas emissions and facilitate the development of mitigation plans. We propose to use a similar group model to work with businesses and households.

We also submit that QLDC's 10 Year Plan and Spatial Plan provide funding to support the following specific actions, which were identified in the Community Catchment Plan developed collectively with QLDC and community stakeholders. These actions will lead to improved environmental outcomes across the Upper Clutha:

- Further research into stormwater quality and impacts on receiving water quality to help guide what treatment is appropriate in Upper Clutha.
- Research to better understand the basic physical and biological attributes of our waterways before climate changes manifest.
- Manage urban development to avoid adverse water quality/aquatic ecosystem impacts.
- Treatment for first flush stormwater for all new developments using best management practices and water sensitive urban design approaches.
- Erosion & Sediment Control Plans for all developments.
- Education programs for developers, builders and earthworks contractors.
- Development of stormwater design guidelines taking into account the specific issues in the Upper Clutha - soil types, rainfall patterns and volumes, receiving water quality standards.
- Investigate options for retrofitting treatment systems to existing stormwater discharges.
- Support development of Business Environmental Plans for all businesses and industries.
- Encourage the installation of rainwater tanks in all urban buildings or structures.
- Develop education material on water sensitive options for individuals, including rainwater capture greywater recycling, impacts of detergents, "down the drain" etc.
- Tourist education such as littering/use of toilets.
- Work alongside the community on wetland creation and reinstatement to enhance the quality of urban run-off.

Vision Beyond 2050

How WAI Wānaka's on the ground action aligns with and supports Vision Beyond 2050:

Thriving people | Whakapuāwai Hapori

Water is integral to almost every aspect of health and wellbeing within the Upper Clutha and our communities have expressed a range of concerns about the changes that are being seen to lakes, rivers and streams. WAI Wānaka's work builds on the two key themes developed from the Community Catchment Plan: Healthy Ecosystems and Community Wellbeing.

Embracing the Māori world | Whakatinana i te ao Māori

The concept of ki uta ki tai (from the mountains to the sea) is important in the Upper Clutha given our location at the headwaters of the Clutha/Mata-Au. It recognises the connections between the atmosphere, surface water, groundwater, land use, water quality, water quantity, and the coast. It also acknowledges the linkages between people, animals, land, air and water.

Opportunities for all | He ōhaka taurikura

WAI Wānaka is providing jobs, training and education programmes for workers and the community. Our longer term strategy includes transitioning Jobs for Nature workers to ensure their skills and passion for the environment continue to benefit our community.

Breathtaking creativity | Whakaohoho Auahataka

WAI Wānaka is partnering with Universities and researchers to utilise science, innovation and design, including the deployment and testing of new thinking and real time technologies.

Deafening dawn chorus | Waraki

WAI Wānaka's collaborative approach to environmental stewardship utilises forward thinking, evidence-based decision making and prioritisation to deliver action and enduring outcomes. As we are all kaitiaki, safeguarding environmental health is a collective responsibility, shared by national, regional and local agencies, the people of the Upper Clutha and visitors to our region.

Zero carbon communities | Parakore hapori

WAI Wānaka is working with landowner groups to measure, reduce and mitigate greenhouse gas emissions. Funding is needed to expand the programme to include all local businesses.

Disaster-defying resilience | He Hapori Aumangea

Jobs for Nature funding supports economic, social and environmental wellbeing post Covid-19. WAI Wānaka is assisting landowners to measure and mitigate GHG emissions.

Pride in sharing our places | Kia noho tahi tātou kātoa

The development of the Community Catchment Plan involved residents, community groups, business owners, iwi, visitors, farmers, scientists, ORC and QLDC, providing an example of how environmental management issues can be addressed through partnership and collaboration. Our work with schools is fostering connection to our place by bringing a local perspective to environmental issues, deepening connection and knowledge.

Our team

The Queenstown Lakes district is fortunate to have exceptional expertise, skill and knowledge readily available within our community. WAI Wānaka benefits from the involvement of many competent, dedicated individuals who donate their time to ensure progress towards the objectives of the Trust. WAI Wānaka currently operates with a mix of volunteer support (including the Trustees), employees and contractors.

Project governance includes representatives from QLDC, ORC, DOC, Te Kāhano Aotearoa Trust, Catchments Otago and the Upper Clutha community to ensure delivery of project outcomes and the timely achievement of project milestones. Project delivery is also assisted by reference groups made up of a mix of local and national experts and advisors.



WAI Wānaka team members March 2021

Mandy Bell Chair



Julie Perry Manager



Katie Hart Education



Contacts

Partners & Stakeholders



Ministry for Primary Industries
Manatū Ahu Matua



Catchment Groups
Guardian Groups



LINCOLN
UNIVERSITY
TE WHARE WĀHAKA O AORAKI



Q. Responding to Climate Change

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

Climate change has a lower priority than other priorities, such as reset for sustainable growth given council is underfunded to deliver projects in transport community facilities waste mangement etc Ratepayers cannot afford to pay for infrastructure to support ever increasing visitor numbers

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION 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:

Council should abandon the dual jet capable airport strategy and not accelerate tourism growth in the upper clutha. Decisions about Wanaka airport should be the result of REAL consultation with the community which they have not so far. There should be a plan to integrate services within existing facilities and current restraints.

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

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

Council must change its methods of consultation. On a simple personal level I, as a ratepayer, have not been asked for my opinion by council on any topic. I do not receive any newsletters.

Council must implement a method of true consultation from individuals and organisation.

On a representational level a new Wanaka ward councillor seat should be confirmed.

The treatment by council of community opinion on Wanaka airport so far is a disgrace and shows that Council does not listen to it's community

PETTIT Christine

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Replacing shorter car journeys with walking and cycling is the quickest and easiest way for

households to reduce personal greenhouse gas emissions across the district. I believe QLDC has a responsibility to enable and encourage this mode shift by providing safe and protected walking and cycling infrastructure to the community.

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

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

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

Please tell us more about your response:

With more severe weather in recent years I think prioritising a solid wastewater infrastructure is important and needs to get on the way asap to ensure to minimize pollution.

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

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

2022, not 2026

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

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

continue through to 2030

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

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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:

PEZARO Dennis

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Council has done well to address the issue and adopt the Emergency statement. However Council is, in my opinion, hopelessly confused if it thinks it can run the thinly disguised version of the 2018 Development Plan in the face of ongoing challenges from the Pandemic, climate Change and the business contraction. Council should rethink lesser strategies until the direction of change is more defined.

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

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

Please tell us more about your response:

Council has a lot of work to be done and it would be better spread over activities and time.

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:

Same reply as above

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

Neither / Neutral

Please tell us more about your response:

I think this is a Qtn matter and the rest of the county should mind their own business. The exact parallel would apply about Qtn people commenting on changes in Wanaka, Hawea, Glenorchy.

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 agree this is becoming a User-Pays world but the costs don't have to be prohibitive. Good sense and sympathetic negotiations would achieve much.

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

Please read my personal submission. I don't know how to attach it here

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

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

SUBMISSION TO THE 2021 TEN YEAR PLAN

from DENNIS PEZARO
[REDACTED]

The ten - year plan acknowledges its ancestry back to the Development Plan of 2018, setting a very high growth plan for the district. This was an optimistically logical strategy in a district showing huge levels of growth in both tourism activity and residential property, many of whose residents worked in tourism support.

At the time, it all made sense, but times have changed, markedly.

The pandemic might have been considered as totally unexpected, although such outbreaks had been openly predicted and warned of. What caught people out was the need for social separation, the effective collapse of airline travel and the Global Recession that accompanied it. As a separate issue, the severe implications of medium and long term effects of Global Warming and Climate Change, with failing control by voluntary reduction of emissions, mean that key indicators are moving closer to irreversible 'Tipping Points'. Council has responded to this further challenge with the declaration of a Climate Emergency.

To return to what was previously stimulated growth would require both of these challenges to be over and that is clearly not the case. The pandemic virus continues to mutate and poses risks of increased infectivity and mortality, it requires careful border surveillance and control. Climate change requirements emphasise control of emissions and therefore concentrate heavily on increasing the payload efficiency of internal combustion engines together with encouragement to switch to electric vehicles. For Council, this will involve expanding the successful Queenstown passenger bus operation into other populated areas, overcoming the disconnect where many of the larger shopping precincts are located far from residential areas. Council may talk glowingly of cycle-way connections but gives no leads as to how older people or younger parents with children will transport bulky groceries or hardware purchases without continued heavy dependence on fossil fuelled vehicles.

It is clear to so many ordinary people that Global Warming, as the major expression of the Climate Emergency, as adopted by Council and exacerbated by the as yet unresolved catastrophe of a Global Pandemic, requires an urgent and major rethink of priorities.

To attempt to continue with an aggressive development plan, in the face of such an emergency is foolish, and represents a schizoid abrogation of a responsible planned, future for those who will live on, after us.

Dennis Pezaro.

PFEIFFER Tony

Wastebusters

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:

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 a Social Enterprise focused on Zero waste we encourage our staff and customers to adopt active transport approaches. To this end we would like to see a dedicated cycle way along Ballantyne Road connecting all of the industrial and commercial sites to the Wanaka town and to the 3 parks development.

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

Wastebusters response to 2021-2031 Ten Year Plan.docx



Wastebusters response to 2021-2031 Ten Year Plan

Executive Summary

Wastebusters is pleased to see that the Queenstown Lakes Council is providing specific funding for waste minimisation activities in the Ten Year Plan. We support the use of the waste hierarchy as a way to prioritise spending on waste reduction, resource recovery and waste management and recommend that any planned expenditure be prioritised in this way.

Wastebusters recognises and supports the council's ongoing investment in zero waste programmes (Enviroschools and in-class education for the district's primary schools, and the Dr Compost home-composting programme), and in communications on kerbside recycling and waste reduction. Wastebusters is pleased to be able to deliver these services under contract to Waste Management, and supports the commitment shown by council towards zero waste behaviour change and community education and engagement.

The value of education for sustainability in schools can not be overstated. The Enviroschools programme not only educates, but develops the engaged citizens of the future through its student-led change for sustainability model. The learnings are essential not only in the transition to a circular economy but also to a low emissions, climate resilient Aotearoa. For this reason, Wastebusters is seeking an expansion of funding from the council under the Ten Year Plan to extend the Enviroschools programme to all Early Learning Centres in our district. The Enviroschools programme returns exceptionally high "bang for buck" through student and community action, education and empowerment. It's important to note that Enviroschools is a holistic programme which facilitates waste reduction, and also brings wider benefits of environmental stewardship and climate change resilience. Council may be able to find a way to fund Enviroschools in Early Learning Centres through allocations from more than one budget area in recognition of these broader benefits.

Wastebusters acknowledges the funds allocated to Zero Waste Programmes in Whakatipu and Wānaka. We note, however, that Volume 1 of the report includes a significant amount (\$1.9M) for a Zero Waste program for the Wānaka District but this is not mentioned in Volume 2. The details of where and how this expenditure will be invested is also not dealt with in the plan. We assume that this will be in accordance with the Council's Waste Minimisation and Management Plan, however our preference is for more detail to be provided in the 10 year plan.

The plan also includes significant infrastructure investment in the Whakatipu waste facilities, \$42.75M in total. \$4M of this is to be spent next year on the existing facility with the remainder on a new facility in 2026/27. Wastebusters questions this level of expenditure. Resource recovery in New Zealand is going through systemic change with the imminent introduction of a "Container Returns Scheme" along with the introduction of "Product Stewardship" for a larger range of recyclable products. The proposed expenditure appears to be based on managing the future growth with a 'Business as Usual' methodology, potentially ignoring the imminent changes.

Volume 2 of the Ten Year Plan states that a key project is the development of the Kimiakau Zero Waste Community Eco Park, yet none of the forecast investment appears to be put towards this development. A Zero Waste Hub, Reuse Store and Resource Recovery Park at the Eco Park would provide jobs, create community connection and divert waste, contributing substantially to a regenerative recovery from the Covid down-turn. Waste reduction and diversion would also reduce the load on council waste management and recycling services, which may extend the life of the existing recycling sorting facility. For these reasons, Wastebusters strongly recommends that sufficient funding be allocated to this project in the Ten Year Plan.

Wastebusters further recommends that the \$4.36M assigned for improvements in Wānaka on waste services be focussed on improving the customer experience and encouraging the behaviour of waste diversion, so that dropping waste at the transfer station is the last option when resources can't be reused or recycled.



The Queenstown Lakes District is world renowned for its clean mountain air, stunning landscapes and crystal clear water. These elements form a large part of why this is such a popular place to live and why our international and domestic visitor numbers continue to grow. With consumption of goods and services at an all-time high in the district, sustainable and effective minimisation and management of the waste this creates, is essential. Our community has demonstrated, during the consultation on the Council's Waste Minimisation and Management Plan, that waste minimisation is something the majority of the community are passionate about. With ongoing support from council, waste minimisation can become part of our district's identity, acting as a doorway to environmental guardianship.

Wastebusters believes that if the Ten Year Plan is adjusted to take account of the changes in recycling that are on the horizon and invests in the vision of the Frankton Masterplan, the WMMP and the Climate Action Plan, then our district will truly be positioned to achieve our Zero Waste Vision and a regenerative recovery for the region.

Introduction

In the forward to the Council's "Climate Action Plan 2019 -2022" the QLDC Mayor states:

As guardians of some of the most iconic natural landscapes and in a unique position of influence, both nationally and internationally, the importance of our Climate Action Plan for me is immense. With this work, QLDC embarks formally on a journey toward a major organisational behaviour shift which we hope will lead the way for our residential and business communities.

Wastebusters believes that the 10 year plan provides an opportunity for the Council to now facilitate and drive this change within the broader residential and business communities.

Aligned with this, the Council's Waste Minimisation and Management Plan states in the Forward:

The Queenstown Lakes District is world renowned for its clean mountain air, stunning landscapes and crystal clear water. These elements form a large part of why this is such a popular place to live and why our international and domestic visitor numbers continue to grow.

With consumption of goods and services at an all-time high in the district, sustainable and effective minimisation and management of the waste this creates is essential. Our community has demonstrated during the consultation on this plan, that waste minimisation is something a great deal of us are passionate about.

Finally the 10 year plan includes in Volume 2, section 4.11: *There are several considerations which would enable the efficient and effective delivery of waste management and minimisation schemes in the district. These include:*

- *Local economic development and social enterprise models to maximize and enable commercial and community waste initiatives.*

As a local community social enterprise already working in the waste minimisation space and currently contracted to the Council, Wastebusters is in a unique position to work with the council to assist it to achieve its waste minimisation and climate action objectives.

Background.

Wastebusters.

Vision Wastebusters is a community enterprise leading the way to zero waste.

Mission We reduce, reuse and recycle to champion behaviour change. Our place is a hub which connects people, things and ideas.

Strategic objectives



To develop Wastebusters sites into fabulous destinations which demonstrate the circular economy in action
To open new Wastebusters sites in our district as opportunities arise
To advocate for a political and regulatory framework which supports optimal resource use and community-led resource recovery
To make New Zealand's economy circular, with lower material & carbon flows

Not-for-profit structure

Wastebusters is a community enterprise structured as a Limited Liability Company with shares owned by an Incorporated Society on behalf of the community. We have charitable status from the Charities Commission CC49755.

Wastebusters work

Wastebusters runs two resource recovery hubs, providing real recycling and reuse shops for our communities in Wānaka and Alexandra. Wastebusters community engagement /communications team is subcontracted to support the Queenstown Lakes community to reduce waste and use the kerbside recycling bins effectively. Wastebusters also secured \$120,000 Waste Minimisation Fund money to run a two year Resourceful Communities project in Central Otago and Queenstown Lakes districts.

Wastebusters aims to break even, with surpluses spent on working towards our vision and mission. In the financial year ending 30th June 2019, China's National Sword resulted in a global crash in recycling material prices. Despite the impact on our recycling returns, Wastebusters invested surplus in:

- supporting the real recycling of materials collected through rural drop-offs and site drop-off in Alexandra
-
- supporting the Resourceful Communities project which delivers waste minimisation events throughout Central Otago and Queenstown Lakes
- delivering EnviroSchools to preschools in the Queenstown Lakes district
- supporting the Wānaka recycling drop-off for household materials
- supporting the recycling of additional materials in Alexandra and Wānaka (e-waste, polystyrene)
- resource recovery site development
- sponsorship and support of many local community groups to reduce waste

Applying the Waste Hierarchy

The Zero Waste agenda is an ambitious programme of change that aims to create an environment where goods and materials are continually cycled to support the sustainable growth of the New Zealand economy, and waste is progressively designed out.

The waste hierarchy forms part of the blueprint to achieving this vision and moving our economy away from a linear model of production, consumption and disposal towards an economy that maximises the economic potential creating cycles for materials to flow continually through our economy, without the need to rely on new raw materials that are becoming increasingly costly, both financially and environmentally.

This is about much more than simply getting better at end of life recycling. The less a product has to be changed in reuse, refurbishment and remanufacturing and the faster it returns to use, the higher the potential savings on the shares of material, labour, energy, and capital embedded in the product and on the associated mix of environmental impacts.

Applying the waste hierarchy is therefore not simply about limiting impacts to our climate and environment, it can help save businesses money and create new opportunities for our economy to grow. A recent UK study estimated around 2.3% of Gross Domestic Product (GDP) could be saved through straightforward action to use goods and materials more efficiently and generating less waste.

The waste hierarchy ranks waste management options according to the best environmental outcome taking into consideration the lifecycle of the material. The lifecycle of a material is an environmental assessment of all the stages of a product's life from-cradle-to-grave (i.e. from raw material extraction through materials processing, manufacture, distribution, use, repair and maintenance, and disposal or recycling).

In its simplest form, the waste hierarchy gives top priority to preventing waste. When waste is created, it gives priority to preparing it for reuse, then recycling, then other recovery, and last of all disposal (i.e. landfill).

The waste hierarchy ranking applies, almost universally, as described in the Figure below.



By way of example, one tonne of food waste in landfill produces 450kg CO₂eq (equivalents) whereas preventing one tonne of food waste saves 3590kg CO₂eq. The benefits of selecting options higher up the hierarchy extend beyond carbon savings and include reduced water consumption, protection of important raw materials, creation of jobs and other economic opportunities.

Evidence shows there are more benefits to closed loop recycling where a product is used, discarded, captured, and then the component materials recycled into a new product of similar functionality which can itself be used, discarded, captured and recycled again, continuously cycling the material resource through the supply chain. Examples include:

- the use of recovered glass cullet in re-melt applications to create new glass products rather than for aggregate in construction;
- the use of recovered plastic to produce, for example, new food and drinks containers rather than construction products;
- the use of recovered paper for the production of new paper products rather than other uses such as animal bedding and insulation.

Specific Comments on the 2021 - 2031 Ten Year Plan

Wastebusters is pleased to see that the Queenstown Lakes Council is providing specific funding for waste minimisation activities in the Ten Year Plan.

Volume one - Waste Minimisation.

On page 129 we note the plan allocates operating funding totalling \$156.9M over the 10 year period for payments to staff and suppliers.

On page 130 we further note forecast capital works totalling \$4.83M spread across 2 district zero waste programs. \$2.896M for a zero waste district program in Whakatipu, and \$1.93M for a zero waste program in Wānaka.

The details of where and how this expenditure will be invested is not dealt with in the plan. We assume that this will be in accordance with the Council's Waste Minimisation and Management Plan, however our preference is for more detail to be provided in the 10 year plan.



Wastebusters recognises and supports the council's ongoing investment in zero waste programmes (Enviroschools and in-class education for the district's primary schools, and the Dr Compost home-composting programme), and in communications on kerbside recycling and waste reduction. Wastebusters is pleased to be able to deliver these services under contract to Waste Management, and supports the commitment shown by council towards zero waste behaviour change and community engagement.

The value of education for sustainability in schools can not be overstated. The Enviroschools programme not only educates, but develops the engaged citizens of the future through its student-led change for sustainability model. The learnings are essential not only in the transition to a circular economy but also to a low emissions, climate resilient Aotearoa.

For this reason, Wastebusters is seeking an expansion of funding from the council under the Ten Year Plan to extend the support Enviroschools programme to all Early Learning Centres in our district. We ask that the council expand the Enviroschools funding to include Early Learning Centres under the Ten Year Plan, in recognition that the Enviroschools programme returns exceptionally high "bang for buck" through student and community action, education and empowerment. It's important to note that Enviroschools is a holistic programme which facilitates waste reduction, and also brings wider benefits of environmental stewardship and climate change resilience. Council may be able to find a way to fund Enviroschools in Early Learning Centres through allocations from more than one budget area in recognition of these broader benefits.

The youtube link below is to a video titled "The Enviroschools Kaupapa in the ECE Sector" and clearly shows how the program truly does develop the engaged citizens of the future.

<https://www.youtube.com/watch?v=KWsbnwCYLwE&t=22s>

The Forward to the Councils Waste Minimisation and Management Plan includes the following:

I am also happy to report that as a result of the consultation feedback, Councillors have agreed to support more community initiatives that reduce waste at source. This means connecting more with the community and local business to facilitate change. To get started we will be promoting initiatives, services and actions that can help our residents and businesses reduce waste. QLDC will also look to provide additional funding for school programmes and establish a contestable fund for community waste minimisation initiatives.

Wastebusters wishes to acknowledge the Council in establishing the contestable fund for community waste minimisation initiatives and recommends the Council further look at additional funding for schools programs.

The 10 year plan also includes significant infrastructure investment in the Whakatipu waste facilities, \$42.75M in total. \$4M of this is to be spent next year on the existing facility with the remainder on a new facility in 2026/27. Wastebusters questions this level of expenditure.

Resource recovery in New Zealand is going through systemic change with the imminent introduction of a "Container Returns Scheme" along with the introduction of "Product Stewardship" for a larger range of recyclable products. The proposed expenditure appears to be based on solving yesterday's problem using yesterday's technology and on managing any future growth based on a 'Business as Usual' methodology, potentially ignoring the imminent changes.

Volume 2 section 4.11 Zero Waste Program.

As above, Wastebusters acknowledges the funds allocated to Zero Waste Programmes in Whakatipu and Wānaka and applauds the council for these inclusions. We note, however, that Volume 1 of the report includes a significant amount (\$1.93M) for a Zero Waste program for the Wānaka District but this is not mentioned in the table in Volume 2 under section 4.11.1. Again the details of where and how this expenditure will be invested is also not dealt with in the plan. We assume that this will be in accordance with the Council's Waste Minimisation and Management Plan, however our preference is for more detail to be provided in the 10 year plan.

Volume 2 of the Ten Year Plan further states that a key project is the development of the Kimiakau Zero Waste Community Eco Park, yet none of the forecast investment appears to be put towards this development. A Zero Waste Hub, Reuse Store and Resource Recovery Park at the Eco Park would provide jobs, create community connection and divert waste, contributing substantially to a regenerative recovery from the Covid down-turn.

Waste reduction and diversion would also reduce the load on council waste management and recycling services, which may extend the life of the existing recycling sorting facility. For these reasons, Wastebusters strongly recommends that sufficient funding be



allocated to this project early in the Ten Year Plan. Wastebusters would be keen to collaborate with the council on a staged development plan for this site.

Wastebusters further recommends that the \$4.36M assigned for improvements to the Wānaka waste facilities be focussed on improving the customer experience and encouraging the behaviour of waste diversion, so that dropping waste at the transfer station is the last option when it can't be reused or recycled.

Conclusion

The Queenstown Lakes District is world renowned for its clean mountain air, stunning landscapes and crystal clear water. These elements form a large part of why this is such a popular place to live and why our international and domestic visitor numbers continue to grow. With consumption of goods and services at an all-time high in the district, sustainable and effective minimisation and management of the waste this creates, is essential. Our community has demonstrated, during the consultation on the Council's Waste Minimisation and Management Plan, that waste minimisation is something the majority of the community are passionate about. With ongoing support from council, waste minimisation can become part of our district's identity, acting as a doorway to environmental guardianship.

Wastebusters believes that if the Ten Year Plan is adjusted to take account of the changes in recycling that are on the horizon and invests in the vision of the Frankton Masterplan, the WMMP and the Climate Action Plan, then we will truly be positioned to achieve our Zero Waste Vision and a regenerative recovery for the region.

POTTS Joan

Queenstown/Wakatipu

Q. Responding to Climate Change

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

na

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

Neither / Neutral

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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:

It has been blissful living in Queenstown in the past few months. Having lived here for over 25 years we were "getting over" the noise pollution in our stunning town prior to covid. Any planning in this draft Ten Year Plan must consider the noise pollution from areoplanes and the impact excess tourism is having on the aesthetic value of living here.

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

na

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

Please listen to the locals who are overwhelmingly asking for damage control on tourism and its unpleasant, negative, air and road traffic consequences on quality of life. This may be the only opportunity for a re-set. Dont ignore it.

PRENTER Sarah

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.

PRICE James

Cequent Projects

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

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:

Submission made by James Price of Cequent Projects on behalf of Queenstown Housing Limited, owner of Coneburn – Special Housing Area.

“Queenstown Housing Limited (Coneburn SHA) are supportive of QLDC's 2021-2031 draft Long Term Plan, specifically the inclusion of the Southern Corridor wastewater and water upgrade projects and the way they are funded. The plan provides clarity and certainty around costs for future infrastructure and allows the residential housing development to progress as consented.”

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.

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

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

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

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

Please tell us more about your response:

Please tell us more about your response:

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

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:

REEVES Dan

POW

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Having a bigger and better bus system for the areas past Frankton, ie Shotover, Arrowtown.

Ones that run to later hours in the evening so reduce cars in the town and drink drivers.

More stops to access other areas for the winter. Better access for the mountains.

Having better water treatment systems and reduce water pollution from farm run off and towns waste

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

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:

REWI Darren

Mana Tahuna Charitable Trust and Ngai Tahu whanau o Tahuna

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

We as maori believe that the development of an Arts and Cultural hub/platform/marae is crucial to the the wellbeing resilience and hauora of all whanau of the QLDC rohe. We all need a space that has quality, fit for purpose and functional infrastructure and meets the need of whanau.

There is a need to respond to overwhelming need for space due to growth in demand (and population) but also what is missing is a programme that builds creative capacity that supports the development of an arts ecosystem in Queenstown suitable for all especially maori.

What maori need is a gathering space to celebrate toi maori/ the maori arts and so we can celebrate our taonga with the wider community. There is a real demand right now and we need to project ahead 5 and then 10 years on providing for this need. As visitors come back crucial to them returning is an authentic indigenous art form and exhibition space.

Mana Tahuna Charitable Trust and whanau maori of Tahuna that is our focus as is the growing need for a kapa haka performance space. The QLDC area has one of the fastest growing kapa haka populations in the south and we need to cater to this.

Lack of a space a hub or a marae is clearly holding development of toi maori, whanau maori and tohunga maori.

What does a fit for purpose space include?

We as whanau have talked about large room to for Kapa Haka to rehearse and perform.

Messy space for carving, weaving arts practice and potentially teaching

Space for creative industry development i.e. gaming symposiums, etc.

Space to hold discussions, topical conversations i.e. Whakatipu name discussion – meaning and heritage, etc.

Arts and culture are very important to the community fabric of Queenstown and central to that is maori arts and culture. Not only are we a treaty partner but also we are a pou upon which the wider community can celebrate the diversity.

Most importantly the provision of a arts and cultural space of which maori can be a partner gives us the opportunity to share our cultural narrative, history and tikanga and values

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:

RICHARDS Juliette

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

Neither / Neutral

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

Submission on the LTP – Cardrona Water Supply

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

2. This is because:

(a) The Council has not demonstrated a need to invest in the scheme.

(b) In particular:

(i) the Council has not demonstrated a need in terms of water quantity.

Sufficient quantity of water supply already exists for Cardrona Village through the existing private schemes (and their consents); and

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

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

(d) This is particularly the case where:

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

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

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

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

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

(vi) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party "engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits".

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

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

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

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

Submission on the LTP – Cardrona Water Supply

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(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.

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(vi) the Council has refused to, or has at least failed to take any positive steps towards, the solution tabled by the Cardrona Valley Residents and Ratepayers Society and the two existing water supply operators, that each party "engage an independent consultant to examine the existing scheme to determine whether or not the replacement system was necessary given the current systems water quality, availability infrastructure and associated cost benefits".

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

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

RICHARDSON John

Lakes District Air Rescue 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:

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

Lakes District Air Rescue Trust

Grant Application for Consideration in the Ten Year Plan

Application

We wish to apply for the continuation of our grant to go towards the costs of training crew for emergency helicopter services in the wider region. This would be a renewal of the grants made in previous years, refer MOU for the 2019-2020 annual plan, dated 2 September 2019.

Grant Requested:

We wish to apply for \$50,000.00 per year for the next three years, being 2021, 2022 and 2023.

Grant Value:

\$50,000.00 each year for 3 years. Total amount \$150,000.00.

QLDC's Grant will be recognised:

The grant will be shown in our audited financial statements as a Grant Received from Queenstown Lakes District Council.

We look forward to your continued support and are available to answer any queries you may have.

Q. Responding to Climate Change

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

- More public transport both within Queenstown and Wanaka and connecting them. Transport is the number one source of GHG emissions in the QLDC. Funding for this should be prioritized and moved forward
- More active transport pathways and education campaigns. Funding for this should be prioritized and moved forward.
- More high-density residential developments, less urban sprawl and effective use of greenspace for public use rather than inefficient back yards. All developments must only be built under the premise that public and active transport connections are made.
- The QLDC declared a climate emergency two years ago. It needs to be making all of it's policies and priorities based on this declaration.

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

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

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

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

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

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

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

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 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:

RICKARD Angela

Queenstown Resort College

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:

Some of the initiatives are good but they should be doing more

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:

There needs to be more focus on distributing the funds - Wanaka needs safer cycle ways too

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:

We already pay so much and it is a expensive place to live. Playing expenses up further will drive people away or only somewhere for the super wealthy

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:

RILEY Andrea

Individual

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Not enough. More funding needed for this issue. This is our priority. This is our generations 'nuclear free' moment.

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 want Council to address an issue which has been hi-lighted as a part of the Festival of Colour (FoC). The Wanaka area does a remarkable job in the area of the Performing Arts. The FoC is know nationally and internationally as one of the best little Festivals in the World.

Recently its Artistic Director, Phillip Tremwan, called for the TYP funding allocated for a Queenstown Performing Arts Centre (52 million dollars) to be split equitably between Wanaka and Queenstown.

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

I fully support this initiative and submit that this be supported by QLDC as a change to the LTP and the allocated funding. The \$52M amount being referred to by Phillip is included under Project Manawa as part of the LTP. Performing Arts Centre (PAC) (\$51.2M in years 4-8)

The theatre Mr Tremewan refers to - the Marlborough Civic Theatre - was opened in March 2016. It is a perfect example of a fit for Wanaka.

<http://www.asbtheatre.com/>

By supporting this initiative on for the major towns on both sides of our District we will ensure that we advance together as one and become the beacon for the Arts as well as Tourism. We will diversify our offering internationally. We will more actively secure any extra philanthropic funding required to support the Arts in this District.

I fully support splitting this 52 million dollars and allocating each town \$26M. This has enormous merit. Having Queenstown secure an Arts Centre at the cost to all ratepayers would be a negative aspect of view for years to come. Having both towns secure Arts Centres would head off this negative and would only be all positive.

Council MUST initiate this 'Seed' funding and thereby allow the Arts to flourish.

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:

RITCHIE George

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 would want to see scientific & engineering verification over the Climate Change Commissions Modelling before agreeing to any variation to the existing rating structure.

Lack of transparency places in question the integrity of the Climate Change commission.

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:

Proposed Central Government Legislation is not clear at this point in time.

QLDC is proposing \$798m. Capital spend - with \$298m. spent years 2021-2024. The 10 yr.

plan identifies spending of \$207m. - What happened to the other \$91m.

The Plan should identify the geographical location of all new urban developments.

The costs should not be subsidised by existing urban ratepayers who have already contributed

and continue to annually contribute to the existing infrastructure spend.

Has consideration been given to requiring under house water storage for new houses to contribute to fire control - irrigation - reduction in stormwater run off & less demand for treated water.

The proposed rates increase for the 4 Upper Clutha appears excessive when compared to Queenstown - is QLDC able to provide verifiable statistics to justify the increase.

The preference for "Option 2" is driven by the need to match costs with income.

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:

QLDC need to review footpaths and road crossings with a view to widening footpaths and provide adequate crossing points for the health & safety of pedestrians. eg new modes of transport - electric scooters & bikes.

QLDC should not be driven by the demands of NZTA in these matters where the health & safety of the local community is at risk.

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

Neither / Neutral

Please tell us more about your response:

Any rate increase should fall as it lays with the development.
Other geographical areas in the QLDC catchment should not be faced with subsidising the Queenstown Centre Properties.

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:

What is meant by "Environmental Health" and is this cost able to be supported by scientific and or engineering facts.
This is by far the largest increase in percentage terms and again this cost should be matched against income.

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:

ROBERTS Jenny

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 do not believe the private water supply schemes currently in use in places like Cardrona, where my water is sourced, are not necessarily capable of supplying safe water supply as they are controlled by individuals who are not experts. These schemes are possibly not currently compliant and so may require costly upgrade.

I prefer my water supply to be in council control with the relevant experts in charge. Rate payers will have to pay for upgraded water supply, this is just a necessary cost to us which is well and truly compensated by the recent increase in our property values.

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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:

ROBERTS TOBY

Bike Wanaka

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

Bring it forward guys. We need these cycleways now, not in 5 years time!

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

Neither / Neutral

Please tell us more about your response:

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 2: Meeting the transport needs of our community and ensuring capacity and choice

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

investment.

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

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

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

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

2022, not 2026

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

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

continue through to 2030

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

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

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

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

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

Neither / Neutral

Please tell us more about your response:

I 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 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:

ROBERTSON Gaye

Hawea

Q. Responding to Climate Change

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

Climate change and protecting this most unique Upper Clutha environment / ecosystems needs to be no 1 priority. New species are still being discovered! Too much development puts stress on existing inadequate services, car use, encroachment of arable and dryland areas. Too much development and land clearing in one area eg earthworks creates unacceptable noise, dust and tarry smoke, plus heavy vehicular traffic. Please tone it down.

I would like to see a much better council designed housing plan that is then open to developers, not the other way round. No jet airport at Wanaka or Tarras.

Stop focusing on tourism. What about

Sustainable activities eg collection of all food waste for composting, not landfill, factory/ laboratory to manufacture medications? IT development?

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:

Hawea waste water not fully functioning for years but still development is encouraged, and keep it local ie expand what we have, not truck or pipe it over a river and fault line. Get our water sorted - potable and firefighting/ irrigation, keep water in the lake, keep sewage pipes away from our water pipes Stop stormwater entering the lake, look after eg monitor the

Have an active lake management plan - how long does it take?

Listen to the people - keep to agreed town boundaries and encourage village sustainability.

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:

Get something happening for Makarora, Hawea, Mangawera to reduce carbon emissions. Use school busses outside of school hours. Tradies use a van or minibus not cram narrow streets with numerous utes.

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

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

Please tell us more about your response:

We are facing higher power bills, increase in cost of services, food, building supplies, transport costs, permit costs, and wages are pitiful.
Don't over charge us now for rates. Previous councils dragged the chain so don't burden us now.

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:

Until this council listens to the people, climate change experts and energy scientists, and proceed into the future in a rational, sensible and sustainable manner, don't charge more.

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

No enough on sustainability (I don't mean in a business sense) eg environment/ climate change.
Too much emphasis on unsustainable development and population increase
Not enough evidence on carbon 0 initiatives, timeframe too slow.

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

As above

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

Not good enough. Say what you do, do what you say, then prove it.
Listen to ALL the people and make this place for All people.

ROBINSON Amanda

Lightfoot Initiative

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 2021 -2031

Submission from the Lightfoot Initiative

1. Introduction

Thank you for the opportunity to provide feedback on the Ten-Year Plan 2021 – 2031. Our organisation believes that with some small changes, a major shift is possible in how Queenstowners view and participate in travel. When reviewing the proposed transport budget in the Ten Year Plan 2021 -2031, we can see that there is enough money to fund the shift.

2. Our proposals and questions for QLDC

We propose the following suggestions and questions that we would like an opportunity to discuss at the hearings in May.

- a) We believe that spending \$31 million on the proposed parking building on Boundary Street is inimical to QLDCs past and proposed Ten Year Plan to reduce emissions and achieve a “low carbon transport system”. We suggest this money is partially redirected to the infrastructure required to develop routes as proposed in the Wakatipu Active Transport Network (WATN) business case. This redirection of funds includes prioritising the development of a safe crossing point over State Highway 6 between the current road bridge and Hawthorne Drive along with the prioritisation of the A2 route along Jim’s Way.

Questions for Council: Why does the Parking Building feature in the proposed Ten-Year Plan when the Queenstown Town Centre Parking indicative business case recommended that a) a single a large parking complex should be avoided and b) if pursued, should be privately funded? Can you also advise why the proposed cost has doubled in the past three years?

- b) We believe that the Wanaka Primary Cycle Network should receive funds redirected from the Boundary Street parking building to advance the development of this network within the next 12 months.

Question for Council: Why has the development for this phase of the Active Transport network been delayed/reprioritised?

- c) We believe funding for the Park and Ride at Howards Drive (off SH6) should be redirected to develop infrastructure that will support mode shift and behaviour change for residents at Lake Hayes Estate, Threepwood, Shotover Country and Lower Shotover.

Questions for Council: Why is this option/location being pursued when it has been made clear by the community that this facility will not meet their needs? If the intention is to contribute in a positive way towards climate change and a reduction in greenhouse gas emissions, what plans are there to address the ‘first’ and ‘last’ mile issues that will require users to travel a short distance in their private vehicle to access the Park and Ride facility? Can an alternative, rented space be sourced that maximises use of the regular number one bus service from Remarkables Park?

- d) We suggest that a review of the current provision of footpaths in Queenstown is required. This should result in a staged but timely upgrade for those areas that do not provide safe walking passage for pedestrians. This includes within the new hillside subdivisions on Queenstown Hill.

Question for Council: When will developers be required, inherent to the planning of all new subdivisions and commercial areas, to provide footpaths for walking, along with cycle access to all parts of any new development?

- e) We would like clarity for the community about the ‘Low Cost/Low Risk’ funding projects category for Public Transport and Active Transport (totals \$23 million). We suggest this money could be partially redirected to specific projects such as the development of infrastructure to support travel by water; suburb specific infrastructure to address the “Last Mile” issues in Arrowtown, Lake Hayes Estate, Shotover Country, Frankton, Central Queenstown and Arthur’s Point. This money could also be directed to infrastructure to support the reduction of rental vehicles in central Queenstown.

Questions for Council: In our opinion, \$23 million is a significant amount that could be allocated to specific budgeted projects, what planned changes/developments sit within the Low cost/low risk category? Can these be explicated to ensure the community are confident that they align with QLDCs goals for a 40% mode shift?

- f) We support Option 2 for Big Issue 2, however it was disappointing to see that improvements for Public Transport infrastructure and Active Transport infrastructure were positioned in opposition to each other.

Question for Council: What infrastructure decisions that are based around prioritising private vehicle use, can be delayed to ensure that investment in public transport AND active travel can be carried out as an urgent priority?

- g) We believe that QLDC needs to review the internal staffing structure for infrastructure and consider which roles need to be added to ensure that the investment in active and public transport is successful. A very positive, pro Active and Public transport narrative is threaded through much council documentation, possibly in part to the successful but now disbanded Way-To-Go Group. As the planning enacted by this group now shifts from the theoretical into the next stage of realising the intent of the WATN Business Case – we are concerned that despite good intentions, consistent positive outcomes are not yet apparent.

Questions for Council: What role should external contractors or staff from separate, disparate agencies play in creating either infrastructure or mode shift strategies to achieve the stated goals for shifting to a low carbon transport system and support the ‘Climate Emergency’? What capacity needs to be added to QLDCs team to ensure that active transport is prioritised and the missing links in the process are connected?

- h) The proposed Ten-Year Plan identifies \$79 million of joint Crown and QLDC funding to complete the Town Centre Arterial. However, a review of the *Queenstown Town Centre Arterials Summary of Consultation and Engagement Activity, 2020* and numerous other, earlier documents on the QLDC website indicate three points repetitively. The first, that despite QLDCs efforts, few people actually engage with the consultations. Secondly, that of those that do engage, a desire for active and public transport is a priority in people’s thinking about infrastructure development. Finally, that often, decisions are made about major projects, such as the Queenstown Arterial, that appear to be based on statistics and represent the desire and interests of the community – but actually the numbers do not support this. Although we are supportive of the intended developments in Queenstown Town Centre, we are asking QLDC to reconsider whether a \$79 million by-pass road is essential **right now as a priority infrastructure investment**. We believe those funds could be better spent establishing a safe, integrated active transport network that will take us into the future. We understand that a designation of funding has occurred and is likely to move this project forward, however this should be reconsidered.

Question for Council: How does the arterial bypass support QLDCs goal of reducing private car travel by 40% prior to 2028?

3. A vision for the future of Queenstown

The continual prioritisation of funds to develop and improve roads and parking facilities for personal vehicles will only encourage our community to keep driving. The statistics are clear – yet people’s excuses appear valid. Reducing greenhouse gases via a reduction in road use in personal vehicles will help support QLDC’s “low carbon transport system”. We understand that our community’s perception of issues caused by climate (cold winters) and distances (25km between Jack’s Point and Arrowtown) are forefront as a key argument in why personal vehicles dominate our transport system. These arguments are no longer valid and should not be supported by much of QLDC’s infrastructure investment proposed in the Ten-Year Plan.

Wellington City. It has a similar geography to Queenstown, in that the communities are dispersed amongst geographically challenging terrain (hills) and positioned at some distance to each other. It has climactic challenges of wind and rain that provide people with excuses to not engage in active travel. However. Despite this, buses, trains, e-scooters, e-cargo bikes, e-bikes, pedestrians (with umbrellas and raincoats) are prevalent throughout the city and outer suburbs at all times of the day and night.

As we evolve from a small town into a city, we have an opportunity to create a safe, integrated bike, walk, bus network that links communities. The initial focus, with the staged development of key infrastructure and a mode shift plan that draws on aspects of ‘Better Ways to Go’ should be prioritised with funds redirected from the \$450 million investment in car-based infrastructure.

4. What is the Lightfoot Initiative?

Our organisation is focused on ensuring commuters have multiple ways to travel active in Queenstown. We are a small group with a growing following of interested community members who support our mission to help educate Queenstowners on all aspects of active travel. We are working alongside various groups and organisations to get all things active travel moving in Queenstown. This includes but is not limited to the Otago Regional Council, Sustainable Queenstown, the Queenstown Trails Trust, Active Transport Wanaka, EnviroSchools, the Queenstown Collective of Independent Bike Shop Owners, Queenstown Primary School and Wakatipu High School.

5. Submitted by:

Amanda Robinson Mark Baldwin Jennifer Smart Stephen Dalley
For The Lightfoot Initiative

This submission is supported by interested community members:

Juliet Eckford	Mat Tyrrell	Tony Galavazi	Natasha Wilson
Andrew Wilson	Rhea Selwyn	Kent Selwyn	Sharla Franklin
Johnny Franklin	Leony Dudfield	Kenneth Dudfield	Andrew Blackford

Cheryl Langford	Belinda Crichton	Jane Shearer	Emma Beckingsale
Maria Barrs	Kris Barrs	Sally Marriage	Rochelle Broughton
Andre Broughton	Lizzie Green	Felipe Suiz	Hannah Ballantyne
Todd Ballantyne	Scott Holloway	Linda Chase	Andrew Murray
Cam Read for Chargeabout NZ		Marnie Read	Allan Birkett

ROBINSON David

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

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

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

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

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

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

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

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

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

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:

ROBINSON Julie

Luggate

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

I would like to comment on the lack of funds set aside for the Aspiring Gymsports facility to grow and develop.

This club has supported and developed the skills and confidence of my daughters in physical activity since they were very young. Gymsports gives an incredible foundation for future athletes in many different sports. The QT Lakes area has started to produce world class Snowsports athletes that want to train & live in Wanaka. A professional Gymsports facility would allow these athletes and up and comers a safe, fun modern purpose built faculty to train.

Please consider supporting this club within the next ten years but allocating funds for a new or purpose built faculty.

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:

RODNEY-HUDSON ROBERT

-

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

My answer will be the same for all questions. It is the same attitude that I have faced during my 80 years concerning 'PARENT-TEACHER' consultations.

They are made because they are obligitary, but are totally, indisputably, and incessantly ignored.

So the attitude of the QLDC is nothing new, and something I have faced my whole life.

The fact that it is a complete and utter disgrace seems to be utterly irrelevant.

It is just a fact of life, perpetuated by 'THOSE IN POWER' as a way of pretending to listen to complaints, comments, and suggestions from 'interested parties'.

NOTHING is ever done, but the 'Powers that be' will have fulfilled their more 'legal' obligations to 'CONSULT' !

HA !

But it the same the whole world over.

And those who expect the QLDC to be any different are wasting their time !

ROD HUDSON.

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

Neither / Neutral

Please tell us more about your response:

READ THE ABOVE.

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:

READ THE ABOVE

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

Neither / Neutral

Please tell us more about your response:

READ THE ABOVE

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

READ THE ABOVE

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READ THE ABOVE

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READ THE ABOVE

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

READ THE ABOVE

ROLLINGS Fiona

Bed & Breakfast Association 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:

Bed & Breakfast Association is firmly against the introduction of any form of visitor levy / accommodation provider targeted rate due to its innate unfairness in targeting one sector making up the QLDC visitor economy.

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

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

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

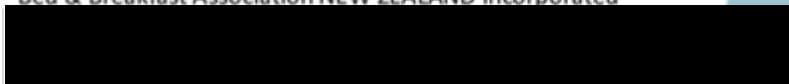


**Submission to Queenstown Lakes District
Council**

**Draft 10 Year Plan 2021 – 2013
Introduction of Visitor Levy**

16 April 2021

Bed & Breakfast Association NEW ZEALAND Incorporated



Summary

Bed & Breakfast Association is firmly against the introduction of any form of visitor levy or accommodation provider targeted rate due to its innate unfairness in targeting one sector making up the QLDC visitor economy.

Introduction

Bed & Breakfast Association NEW ZEALAND Incorporated is a national association working exclusively to support small owner operated bed and breakfast operators. It is a non-profit organisation incorporated under the Incorporated Societies Act 1908. The Association works to enable members to provide a world class service to their guests by the provision of best practice guidelines, business support and training. The Association works for its members and with other accommodation associations and tourism bodies to ensure the voice of bed and breakfast owners is heard in the tourism industry.

Bed and breakfast properties hold a niche position in the accommodation sector of the New Zealand tourism industry and have requirements and issues that are specific to this style of operation such as their size of operation, owner operated businesses and their location.

Bed and breakfast properties are small home based businesses that open their homes to guests who wish to stay with local people in local areas to experience the real New Zealand. These visitors are treated to an experience and level of hospitality not available in other types of accommodation.

This submission opposes the Queenstown Lakes District Council proposal to introduce a visitor level from 2024 due to its innate unfairness in targeting one sector making up the QLDC visitor economy.

Issues with Introducing a Visitor Levy

1. International v. Domestic Guests

Past surveys of our members show that guests who stay in bed and breakfast operations are predominantly international visitors. For the period 1 April 2019 to 31 March 2020 83% of guests staying in our member properties were international visitors.

The closure of the international borders has had a negative impact on bed and breakfast properties throughout the entire country – and has been particularly hard for our members in the QLDC area.

Whilst the Australian border is due to open there is no indication from the Government about the reopening of extended international borders, or how the opening of

international borders will be handled. Bed and breakfast owners already face an uncertain future without additional costs being added to their businesses.

In fact, New Zealand's Tourism Minister Stuart Nash has issued a grave warning to tourism operators, saying it could be another "three to four years at least" before visitor numbers return to pre-coronavirus levels – NZ Herald, 4 April 2020.

2. Size of Operation

Bed & Breakfast operators are small owner operated businesses. They do not have large corporate entities to help support their income and ongoing running costs. These operators are already struggling to stay open and there are many who have placed their businesses in hibernation until the borders reopen or who have permanently closed their operations. There will be no option for our members but to pass on this cost directly to guests.

Should the QLDC go ahead with the proposed visitor level this will have the strong negative impact on the lower priced operators and those with the smallest profit margins thus creating significant distortions in the market and between accommodation types.

Added to the levy businesses would have to introduce new administrative systems to report on, capture and return the revenue stream to local government thus further increasing their operating costs which would be passed on to guests. The addition of a visitor levy to the discretionary spending of guests to the region will put at risk a number of accommodation businesses and drive down profitability in many more.

3. Lost Revenue

Accommodation bed nights are not like stock products that can be held in storage until they can be sold. There is no 'shelf life'. Once a bed night passes accommodation for that night cannot be sold, hence there is no opportunity for accommodation providers to be able to sell stored product to make up lost revenue.

This inability to make up lost revenue contributes to the already negative impact of covid-19 on the economy and means that some properties are unable to take advantage of programmes offered by the Government such as interest deferment on mortgages and interest free loans as they are unable to stockpile product to sell to generate revenue to pay the increased debt when it falls due. And when the international border reopens, they will not be able to recoup the income and profit lost from being closed.

Any additional levy at this time will negatively impact the local economy and this will flow through to accommodation businesses at a time when they are trying to recover from the impact of COVID-19

4. A visitor levy is inequitable

Total visitor spend in accommodation ranges from 8-10% of the total tourism spend. Targeting accommodation income, a low proportion of the total spend, misses the wider

tourism income. Targeting the wider tourism income will help negate the increased costs of collecting a targeted levy.

5. **Disincentivise Visitors to stay**

Adding new taxes only to accommodation businesses in the District will raise room rates and act as a disincentive to visitors to stay in the area and encourage visitors to seek out informal accommodation options such as freedom camping.

Conclusion

Bed & Breakfast Association calls on Queenstown Lakes District Council to cancel completely its plans to introduce a visitor levy on accommodation providers.

The region's accommodation providers require time to recover from the economic losses of this current COVID economic climate; to allow the central Government to plan for the international border reopening and the criteria for doing so; and to assess and plan for the long term impact of the COVID-19 pandemic on the international tourism market.

For many of our members adding additional cost to accommodation providers, combined with the current economic climate, will force the closure of their business.



Fiona Rollings
On behalf of **Bed & Breakfast Association NEW ZEALAND** incorporated

For further information please contact:

Fiona Rollings

s. 

p. 

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:

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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

Sue Ross.docx

2021 – 2031 Ten Year Plan 2021-2031 He Mahere Kahurutaka

Submission on the consultation document produced by QLDC

New Zealand adopted the 2030 Sustainable Development Goals in 2015 and as such the QLDC's plan ought to reflect the achievement of the seventeen (17) sustainable development goals (SDGs) and the 169 (?) subgoals by 2030.

A brief review of the SDGs is enlightening in regard to 2021-2031 ten year plan. The 17 SDGs are:

1. Eradicate poverty
2. Zero hunger
3. Good health and well-being
4. Quality education
5. Gender equality
6. Clean water and sanitation
7. Affordable and clean energy
8. Decent work and economic growth
9. Industry, innovation and infrastructure
10. Reduced inequalities
11. Sustainable cities and communities
12. Responsible consumption and production
13. Climate action
14. Life below water
15. Life on land
16. Peace, justice and strong institutions
17. Partnerships for the goals

As can be seen many of the SDGs overlap and achievement of some are largely co-dependant on others. For example, good health and education outcomes are of little use if people are too economically stressed to make use of the opportunities.

New Zealand is obligated to achieve the seventeen SDGs by 2030 and so each of the sustainability goals should figure prominently in the 2021 – 2031 Ten Year Plan (the 'Plan'). Arguably some of the SDGs figure in the Queenstown Lakes District Council's ten year plan but the SDGs are not comprehensively addressed and this is a major failing of the plan.

Queenstown Lakes District Council state in the Plan that Queenstown Lakes District has been classified as a tier 2 urban environment under central Government's national policy statement on urban development 2020 (NPS-UD) and that as a result councils are required to plan well for growth and ensure a well functioning urban environment for all people, communities and future generations. Arguably all of these requirements have been incumbent upon Queenstown Lakes District Council since New Zealand adopted the SDGs in 2015.

Likewise the SDGs obligate countries to work towards climate action to limit the global average temperature rise to 1.5degC. Queenstown Lakes District Council actions such as a

transition to an electric fleet while admirable are arguably already some six years later than should have been the case. It is noted that the ten year plan booklet makes no mention as to when the transition phase will conclude and all Queenstown Lakes District Council fleet will be electric.

The Plan also makes mention of its commitment to reducing reliance on personal passenger vehicles and *'encouraging a shift to active transport and public transport usage...'* It is of note that there are no public facilities for hot showers in the central business district provided by the Council to ensure that people undertaking active transport to their place of business can ensure they are clean and fresh (or dry!) to undertake their employment.

Queenstown Lakes District Council ('QLDC' or 'Council') sets out in cogent factors affecting the Plan and notes that the Plan was developed as a direct response to the Covid-19 pandemic and the immediate and anticipated effects on the district. The Plan states that Council's revenue has been reduced by \$17.9m and that this revenue reduction is related to tourism revenues which it considers are *'...down by at least 50%...'*

Furthermore, the Plan acknowledges that while there are still households with reduced incomes or concerned about their financial stability and that this has a flow on effect to their wider well-being *'...it will be necessary for Council to return to a more prudent approach with regard to debt repayments and the funding of depreciation...'* The Plan states that Council expects a gradual improvement in economic conditions with tourism with the return of trans-Tasman business during 2021 – 2022 and other international travel from 2022-2023. Much of the Plan relies upon the introduction of a visitor levy which requires an act of Parliament and is assumed to be introduced from year four (2024-2025).

The Council's projected average annual percentage increase in rates is given as 4.3% which allows for growth that Council considers will continue unabated. If the Council is incorrect with the introduction of the visitor levy the increase in rates is hinted to be of the order of a further 2.3%.

Big Issue 1: Delivering safe and reliable 3 water services for our communities

WATER SUPPLY

Queenstown Lakes District It is unclear from the Plan why areas which have been developed for more than ten years such as Ladies Mile, do not have compliant water supply services. Nor is it clear why the water supply system for Wanaka requires such major investment. The Plan suggests that at least part of the investment being considered for water supply systems is a result of some systems not being fully compliant with the national standards.

Without more detailed information regarding the draft water standards and introduction of same it is impossible to give any sensible comments as to the priorities proposed by Council in the Plan.

WASTEWATER

It is unclear from the Plan why areas such as Cardrona village have been allowed to develop to the present scale¹ without a suitable wastewater system or alternately, requiring infrastructure investment of \$11m. Nor is it clear from the Plan why an area such as Kingston² with a population of only 370 people and a peak influx of visitors of 470 people require an investment in wastewater infrastructure of \$20.5m.

Cardrona is by and large a relatively modern development whereas Kingston is a long established hamlet. The scale of the proposed spend per capita of \$ 13,400³ in Cardrona compared to Kingston (\$ 50,000⁴ per capita) appears to indicate a lack of investment in some areas of QLDC over the years.

That wastewater infrastructure that provides sufficient capacity and failsafe measures is required is not the issue, rather Council's approach to allow developers to develop housing in areas such as Cardrona without requiring them to provide sufficient utilities with the development, or in the apparent case of Kingston, underfund development/redevelopment of infrastructure over long periods of time.

Without considerably greater detail regarding the condition of the facilities it is impossible to offer any reasoned comment regarding prioritisation of the various projects.

Impact on Rates

Option 1 and Option 2 appear in the Council's ten year plan booklet to have the **same impact** and hence I would like to see compliance with water standards sooner (or at least by 2024) than later. I **support Option 1**.

Big Issue 2: Meeting the transport needs of our communities and ensuring capacity and choice

The Plan opines that although '*...some of the pressure on our roading network can be attributed to visitors...*' it is residential growth that '*...clearly signals the need for more capacity and alternative options from the traditional single passenger in a car...*' QLDC states that it has been investing and working with the Otago Regional Council in these areas and needs to continue to do so.

These issues form part of SDGs 3, 8, 9, 11 and 13 to name just a few which ought to have been on the Council's horizon since 2015.

The Government in June 2020 awarded funding to QLDC of \$85m for two 'shovel ready' projects, namely stage one of the Queenstown arterial project and the Queenstown CBD street upgrades. The Plan alleges that this funding will '*...give a big boost to the local economy by supporting more than 300 jobs in the district...*'

¹ Residents 650 Total Visitors (average day) 170 Total Visitors (peak day) 1,240 Queenstown Lakes District Council website 'Demand Projections Summary – July 2020' pdf

² *ibid*

³ Based upon the residents and average number of visitors

⁴ *ibid*

The Plan opines that Council's commitment to deliver the two projects for which the Government awarded funding provides certainty to the community and local business and confirmation that QLDC is firmly committed to providing a boost to our economy and creating jobs.

Council allege to be providing a big boost to the local economy by supporting more than 300 jobs in the district which is heart warming for those working in roading companies but of little comfort to those in the tourism industry in one form or another. My question to Council is how many of those jobs are newly created and are now filled by a person who lost their tourism related job due to Covid?

In November 2020 Council announced that a consortium of Beca, Downer, Fulton Hogan and WSP would deliver the objectives of the Wakatipu Transport Programme Alliance. I am unaware and the Plan is silent on the process of appointing the consortium.

I am aware, as a resident of Brisbane Street of the rate of progress, or more accurately the slow rate of progress of the consortium progressing the works in Park Street. In accordance with international progress I would expect to see information for the public at the site of the works indicating how long the works and therefore ensuing disruption to local residents, are anticipated to take. No such information is available.

Furthermore, consultation with local residents enduring the disruption of road works has generally been considered a fundamental part of ensuring infrastructure projects proceed as smoothly as possible. As a resident impacted by the current works in Park Street I have not been contacted by the consortium as I would expect of such a project were it located in Australia, for example.

Prioritising Investment: Public Transport and Active Travel

I have recently returned to Queenstown after an extended period working overseas. My comments regarding the patronage of the buses reflect my observations as I walk through and around the central business district. Buses are rarely busy.

My experience of working on mass transit systems overseas is that they work very well with economies of scale. New Zealand let alone Queenstown does not have the population (resident and visitors combined) to make a 'mass rapid transport system' economically viable.

What I would suggest to Council is that they do not waste ratepayer money on the planning phase of any mass rapid transport system, unless they have redefined the term to mean minibuses carrying up to about sixteen (16) driving up and down the various routes in and around Queenstown.

The practice of using minibuses to bring people from outlying areas to central points is used extensively throughout SE Asia as a cost effective and efficient means to transport people. In Queenstown (and to pay heed to the SDGs) these buses ought to be electric or at least hybrid vehicles in the short term. Rather than just designated bus stops these minibuses would be

available to stop anywhere by people ‘flagging’ them down and stop as requested by passengers.

Buses should be considered complementary to minibuses as they serve a different market. Typically, buses are slower and cheaper whereas minibuses offer a level of convenience not to be found in a fixed timetable, fixed stop, service and are able to charge more.

Regarding cycle routes I submit that the only safe cycle routes are those physically separate from roads. My view is based upon my own cycling background of more than 50 years and recently watching a young lad run across SH6 to a pedestrian ‘safe house’ in the middle of the road and in front of a line of traffic travelling at the speed limit of 80 kph.

Furthermore, if Council is serious about encouraging people to cycle to work, regardless of the weather, it needs to work with companies and provide hot showers and clean changing rooms for people cycling to and from work.

The Plan encourages residents to comment upon the options it has proposed as part of the Plan. The everyday meaning of the word ‘option’ is one thing that can be chosen from a set of possibilities, or the freedom to make a choice⁵. The two scenarios presented in the Plan appear to be, in reality, only one ‘choice’ and therefore not options.

The scenario titled ‘Option 1’ which the Plan identifies as the preferred option is contingent upon funding from Waka Kotahi NZTA, noting that in the event funding is not received the scope of the works would need to be significantly reduced, or QLDC would need to fund the balance with a commensurate trade off elsewhere in the Plan.

The scenario titled ‘Option 2’ assumes that funding from Waka Kotahi NZTA is not forthcoming.

These ‘options’ are not actually a choice between two different things but the Council in fact stating that it has already decided what is best for the community. This is not how to conduct consultation with residents.

Option 1: this option is contingent upon funding from Waka Kotahi NZTA and although the Plan euphemistically describes the scope being significantly reduced or QLDC funding the balance with a commensurate trade-off elsewhere in the Ten Year Plan in the event that funding is not forthcoming, it is unclear from the Plan what this might entail. This option unfairly targets the new proposed targeted rate on the Queenstown CBD and therefore cannot be supported.

Option 2: this submittal supports option 2 and strongly recommends that the Council look far more closely at viable alternatives.

Big Issue 3: New Targeted Rate on Queenstown Town Centre Properties

⁵ Cambridge Dictionary online <https://dictionary.cambridge.org/dictionary/English/option>

The Plan states:

'As highlighted in Big Issue 2 Meeting (sic) the transport needs of our communities and ensuring capacity and choice, some funding has been forthcoming from the Crown Infrastructure Partners' shovel ready programme towards the arterial road and Queenstown CBD street upgrades. With the remainder of the funding that could not be sourced from Waka Kotahi NZTA, Council considered it was important to agree what would be fair and equitable and who would benefit most from this significant investment.

It is proposed that all properties within the area of benefit (a map of the Queenstown CBD including several residential streets bordered by Park Street, Frankton Road and Hobart Street (including Brisbane Street) and reaching the Coronet Peak end of Gorge Road and along Lakes Esplanade almost to the roundabout at the beginning of the Queenstown-Glenorchy road) will be subject to the new targeted Town Centre Transport Rate. The proportion of costs allocated to this area will be determined by the relative benefit assessed as accruing to the area of benefit versus the balance of the ward...'

The Plan does not indicate how the relative benefit was assessed. It has however assessed benefit for public transport improvements, water taxi/ferry infrastructure and the arterial (stage 1) and town centre arterial (stage 2) as all being equally divided between what is called the 'Town Centre' and 'Balance of Ward'.

The Plan indicates that pedestrianisation of the town centre is ninety-four percent (94%) to the benefit of those living and owning businesses within the CBD.

Over the next thirty years, if the Plan is adopted, the 'Town Centre Share' will be almost double the share paid by the balance of the ward. This is plainly unfair both to businesses within the CBD and also to those residents living within the expanded CBD.

The Plan appears to assume that pedestrianisation of the CBD will benefit businesses but this is not always the case. The European Union produced a fact sheet⁶ on this subject and used Istanbul as a case study. Half of local businesses said that pedestrianisation had benefited their delivery and collection activities but 37% disagreed. Most of the benefits expressed included road safety, reduction in air pollution and walkability. It is of note that Istanbul is a very large, very polluted and very crowded city. Queenstown is none of these things.

Furthermore, it is difficult to see how businesses at the far end of Gorge Road would actually benefit from pedestrianisation of the actual CBD any more than residents of the remainder of the ward.

One of the issues that the Plan is silent upon is the problem associated with pedestrianisation of commercial areas, that of parking. The Council have installed parking areas within the CBD however many locals already access residential areas within the 'new' CBD such as Park Street

⁶ 'Fact Sheet on Pedestrianizing City Centres and Streets' published by uemi solutions and was funded by the Seventh Framework Programme (FP7) of the European Commission, Berlin 2017.

and Brisbane Street. In fact, my quiet enjoyment of my property is severely diminished each day by a constant stream of people looking for a 'free' park. Unless the Council intends prohibiting workers from driving into Queenstown, this non-benefit will likely increase and further impact on my quiet enjoyment.

The Plan displays a degree of bias as it seeks to penalise those living and running businesses in the CBD but not others who gain an overwhelming advantage in terms of, for example, public transport improvements and the water taxi/ferry infrastructure.

Public transport improvements will fundamentally benefit those who live outside the CBD, particularly if it is Council's intention to install park and ride centres to ensure that those commuting from outside Queenstown cannot freely drive and park in the CBD. Living as I do within a few minutes walk of Queenstown bay means that it is unlikely I will benefit from the public transport improvements at all, however the Plan insists that I, like others living in the CBD benefit by an equal proportion to someone, for example, living in a development on the far side of the Shotover river and working in the CBD. A similar situation arises for the water taxi.

In short, I support Option 2 as Option 1 is inequitable.

Big Issue 4: Increasing User Fees and Charges

I support Option 1.

Conclusion

As a resident and ratepayer I am perplexed as to why the Council has not struck a far better balance between development and achievement of the SDGs by 2030. Simple and cost effective things such as implementing resource recovery (refer to Raglan recycling), collection of organic matter separately and the production of compost for resale to the community as well as for use in Council gardens and landscaped areas appear to have been overlooked.

Furthermore, the continued support of large (especially on our roads) buses with few passengers makes no sense and does not contribute to achievement of the SDGs. Be bold and go for electric minibuses that operate in a variety of areas not serviced by the current public transport system and offer people efficient and viable public transport options.

Spread the rating load over the entire population; this is the only fair and reasonable 'option'. We need to support the businesses in the CBD or we, as a community, will find that the CBD is only a place for tourists to come and take photographs and read about the old heart of the town.

ROUGHAN J

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Not a council issue this is Government issue.

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

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

Please tell us more about your response:

Has been talked about for long enough

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:

Buses is not working well need other solutions.

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

Neither / Neutral

Please tell us more about your response:

Do not agree with any of these statements.

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:

Stop & enter better consultation for the best of our community.

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

The Queenstown CBD relies on people coming to the centre. Removal of car parks in Park is unfair when the Council has not committed to having a carpark facility available to absorb these free parks.

The appalling parking options do not encourage locals let alone visitors to come to the CBD.

This would be the most expensive parking in NZ in these streets.

I am unable to bring in disabled people who require close parking for the facilities they wish to attend as I cannot guarantee I could get a park.

Stop & enter better consultation for the best of our community.

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

Stop & enter better consultation for the best of our community.

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

Stop & enter better consultation for the best of our community.

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 and around Wanaka and its surrounding townships.

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:

ROWLEY Jerry

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:

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

Jerry Rowley.docx

Submission emailed to letstalk@qldc.govt.nz (subject: Ten Year Plan submission) Monday 19th April 2021 on QLDC Draft Ten Year Plan

I start with a SUMMARY

1. **Listen to your communities. QLDC must start genuinely putting its people first: the views and wishes of the communities you serve are paramount, and should be at the heart of council strategy.**
2. **Re-set for sustainable growth.** QLDC must urgently address the fundamental disconnect between Council's stated aspirations and the actual investments and growth strategies planned.
3. **Establish and plan for realistic population growth rates. The community needs to see a clear set of data:** historical figures (and sources), current figures and sources, and projected figures and sources. Data should separate resident numbers from visitor numbers, peak as well as average visitor figures and predicted growth rates for each. The same data should also be available specifically for the Wanaka Ward.
4. **Show real commitment to your climate emergency declaration and the urgent need for climate action.** Council's declaration of a Climate Emergency and the well documented and unequivocal concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration of all planning and budgeting.
5. **Airport/s.** Council must abandon its dual airport strategy to accelerate growth, especially tourism growth, in the Upper Clutha and request that QAC develop another plan which manages growth sustainably within existing airport constraints.
6. **Specific recommendations relating to pages 161-171 of the TYP. I make specific recommendations in the final section of this document.**

Listen to your communities

One of the most important and overriding statements I need to make is this: **It's time the Council started to put its people first.**

I, as part of the community 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 my first message is this: **when you do engage - make sure that you listen.**

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

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

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

The section on Local Democracy in the TYP pages 147-156 is chiefly limited to describing our existing council structure. I note that the representation review process is currently underway and assume that the Upper Clutha is close to or at the threshold for being allocated another councillor. I support the addition of a fourth Wanaka Ward councillor.

My Recommendations:

1. Council should review its consultation methods and how it treats community input and input from community organisations into planning. This will be absolutely necessary for QLDC to move from 37% of respondents in 2020 who "are satisfied with the opportunities to have their say" to their target of 80% in all following years.
2. The Local Democracy section of the TYP should reflect the representation review process currently underway. Given population growth in the Upper Clutha, a fourth Wanaka Ward councillor seat should be confirmed prior to the next election.

Re-set for sustainable growth

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

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

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

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

It is within council's power to address many of the drivers for unsustainable growth but the draft TYP and SP do not do so. The QAC/Council strategy to expand Queenstown Airport and develop a jet

capable Wanaka Airport is a clear accelerator of growth for the district. Such a development would exacerbate our current infrastructure deficit and seriously undermine any attempt to reach our carbon neutral targets as outlined in the Carbon Emissions Roadmap. A sustainable policy for air services is vital to the economic and social wellbeing of the communities within the Queenstown Lakes.

My Recommendations:

3. The priorities and budgets in the TYP should be seriously and significantly reworked to ensure that Council's stated aspirations and the actual investments and growth strategies are aligned.
4. The proposed funding of Upper Clutha projects should be revisited to ensure that long overdue infrastructure needs are met, expenditure is appropriate to the real growth of the area and climate mitigation investment is fairly allocated.
5. The QAC/Council strategy to expand Queenstown Airport and develop a jet capable airport at Wanaka Airport should be replaced by a new strategy which reflects the significant pressures our district faces, and also reflects the very clearly documented concerns of the community.
6. Council should confirm that it is following the clear advice from both our Minister of Tourism and the Parliamentary Commissioner for the Environment, and then reflect that in its policies, plans, budgets and decision making.

Establish and plan for realistic population growth rates

There is a need for clarity and historical consistency in the rates of growth underlying both the draft plans. Both the TYP and the Draft Spatial Plan mention a variety of growth rates as their basis for planning. The TYP offers 5.4% per annum as the combined growth in both visitor and resident numbers for the district, predicting an average day population of 85,372 by 2031. By 2031 the TYP predicts a peak day population of 144,782 visitors and residents, representing a combined growth rate of 3.5% per annum.

The TYP Consultation Document (page 13) states "Over the past 30 years, the Queenstown Lakes has grown steadily from 15,000 residents to its current population of approximately 42,000". In fact it is not quite 30 years that StatsNZ has the figures for, from 14,800 residents in 1996 to 47,400 in 2020. But this represents an average growth rate of 5% per annum. Yet again QLDC don't accept the figure of 47,400 - choosing DataVentures 43,377 instead, which makes historical bench-marking difficult.

The community needs clearly defined figures and sources, produced separately for resident and visitor populations, as well as separate and clearly defined population data for the Upper Clutha.

Any comparison we can see between StatsNZ published growth rates since 1996 and the future population and tourism numbers assumed in the both the draft plans suggests that the figures used for both the Draft TYP and the Draft Spatial Plan are unrealistically low, - unless there is a fundamental shift by council in how it facilitates growth. Serious underestimation and under-provisioning for growth have been a historic feature of QLDC long term plans for decades and are a key underlying reason for the wide range of well documented problems that the region now faces with infrastructure, housing, debt etc.

My Recommendations:

7. Council should publish clearly defined population data and sources, produced separately for resident and visitor populations across the district, as well as separate and clearly defined population data for the Wanaka Ward.. These should include sources.
8. Projected future growth rates, both for residents and visitors, should include sources and reflect published historical figures and growth rates for the district, and should also be broken out to show Wanaka Ward numbers in all cases.
9. Growth projections for QLDC strategy, planning and budgeting are critical and therefore their basis should be fully transparent.

Where is the commitment to actioning climate emergency in the Upper Clutha?

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

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

Transport accounts for our greatest source of carbon emissions in the district. Yet there is no holistic plan to develop active transport in the Upper Clutha, and a network operating plan is clearly needed. Transport is funded to \$367,119,894 in the Wakatipu Ward versus \$98,828,523 in the Wanaka Ward. I fully support the submission made by Bike Wanaka on the draft Ten Year Plan.

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

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

My Recommendations:

10. Council’s declaration of a Climate Emergency and the concerns of the community around climate change should be built into the TYP as a **core underlying principal** and key consideration in all planning and budgeting.
11. There should be far greater investment (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.
12. There should be clear and objective evaluation and reporting on the carbon emissions profile of all planned infrastructure projects and activities flowing from those projects.

13. Assuming it has been finalised, as suggested, the emissions road map should be published and should be fully referenced in both the TYP and Draft Spatial Plan.
14. The Climate Action Plan needs to be brought forward and given priority.

Airport strategy

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

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

Despite Council's earlier talk of "reset" there appears to be no attempt to do anything other than facilitate unrestrained visitor growth. The QLDC itself is predicting that peak season visitor numbers will outnumber local residents by 2 to 1 by 2031. (page 23 TYP). Page 88 of the Spatial Plan states that the QAC has a "conceptual" dual airport vision for "the provision of capacity for connectivity into the region via both Wanaka and Queenstown Airports." This strategy is not mentioned at all in the QAC section of the Draft TYP. Instead it simply includes the establishment of "a parallel noise committee for Wanaka Airport, in conjunction with QLDC" and a statement that "QAC will not plan for the introduction of wide-body jets at either Queenstown or Wanaka airports."

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

My Recommendations:

15. Council must abandon its current dual airport strategy to substantially accelerate growth, especially tourism growth, in the Upper Clutha.
16. All decisions relating to both Queenstown and Wanaka Airports should represent the results of real and genuine consultation with the community. They should also take into account our local and national climate obligations.
17. Council and QAC should develop a Plan B to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports. For the Upper Clutha, this would be a strategy which makes the most of existing resources at Wanaka Airport, focuses on air transport links which do not involve building jet capability or jet infrastructure at Wanaka Airport, less than 60 kilometers from existing Queenstown Airport, and factors in the impact of carbon emissions.

Recommendations: pages 161-171 Draft Ten Year Plan

Page	Ten Year Plan	Recommended Changes
167-172	QAC Council Controlled Trading Organisation	
168-9	<p>Purpose and Objectives</p> <p>QAC's purpose is to create long- term value and benefits for its shareholders, business partners and the communities of the Queenstown Lakes District, assessed against the four 'wellbeing' measures under the Local Government Act: social, environmental, economic and cultural.</p> <p>The company's objectives are to:</p> <ul style="list-style-type: none"> > Facilitate a safe, efficient and friendly airport experience. > Provide valued and innovative customer-focused services. > Make sustainable use of our land and respect our unique environment. > Deliver sustainable returns and balanced outcomes for our team, community and stakeholders. <p>The company recognises the importance for the community on balancing aeronautical growth with both the capacity of regional infrastructure and an overarching desire to preserve what makes the region a special place to live, work and visit. Consulting with QLDC and the community on these points will be the cornerstone of QAC's future planning philosophy, as we consider the role that air travel plays in supporting the region, and the scale and nature of any future airport investments...</p> <p>Aviation Capacity – QAC's long- term forecasts (pre-COVID), and the results of the recent independent socio-economic impact assessment of airport infrastructure in the district, indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services. As a result, QAC will not plan for the introduction of wide- body jets at either Queenstown or Wanaka airports.</p>	<p>Purpose and Objectives</p> <p>QAC's purpose is to create long- term value and benefits for its shareholders, business partners and the communities of the Queenstown Lakes District, assessed against the four 'wellbeing' measures under the Local Government Act: social, environmental, economic and cultural. In addition, QAC has new national and local Government carbon reduction and climate obligations.</p> <p>The company's objectives are to:</p> <ul style="list-style-type: none"> > Demonstrate accountability to its major stakeholder, the Queenstown Lakes community and its Council representatives. > Facilitate a safe, efficient and friendly airport experience. > Provide valued and innovative customer-focused services. > Make sustainable use of our land and respect our unique environment. > Deliver sustainable returns and balanced outcomes for our team, community and stakeholders. <p>> Develop and deliver on an emissions reduction strategy and assess all projects in relation to local and national government obligations to climate change emergency.</p> <p>Aviation Capacity – QAC's long-term forecasts (pre-COVID), and the results of the recent independent socio-economic impact assessment of airport infrastructure in the district, indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services. As a result, QAC will not plan for the introduction of wide-body jets at either Queenstown or Wanaka airports. The same recent independent socio-economic impact assessment of airport infrastructure in the district, indicates that there is no community appetite for jet services at Wanaka Airport. As a result of these studies, our climate obligations and the demand for carbon neutrality, QAC will not plan for the introduction of jetservices at Wanaka Airport.</p>

	<p>Air Noise Boundaries – QAC will not seek any expansion of the air noise boundaries at Queenstown Airport over this SOI period. Note: Any expansion of the Queenstown Airport air noise boundaries would require an application process and formal stakeholder consultation under the Resource Management Act.</p>	<p>In place of the dual jet airport expansion strategy QAC will develop a Plan B program to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports.</p> <p>Air Noise Boundaries – QAC will not seek any expansion of the air noise boundaries at Queenstown or Wanaka Airports.</p>
170	<p>Performance Targets for QAC</p>	<p>Climate Emission Targets - There are no actions included towards the goal of carbon neutrality by 2050, no reference to the supposedly completed carbon emission road map or climate action plan. I can only infer that these may be included in the master plan.</p> <p>The carbon emissions road map should be informing the performance targets for the QAC and these should be specified in the Ten Year Plan.</p> <p>Community Accountability Targets - Given the history of the last 3 years we think these should be included in the QACs performance targets. Take steps to improve transparency in QAC strategy and decision-making and ensure accountability and local community involvement in the management of strategic local assets.</p>
171	<p>Passenger & Aircraft Movements</p>	<p>Previously QAC has consistently reported passenger activity in terms of passenger movements (PAX movements). In the TYP the activity refers simply to passengers thus halving the numbers. In the interests of consistency and to reflect the actual level of activity we suggest that this report, like others previously, should return to talking in terms of PAX movements.</p>

yours

Jerry Rowley



I wish to speak at the hearing.

ROWLEY Susan

Arrowtown Village Association

Arrowtown

Q. Responding to Climate Change

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

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

Please tell us more about your response:

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

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:

Arrowtown Village Association - Submission to Queenstown Lakes District Council Ten Year Plan April 2021

Introduction

The Arrowtown Village Association (AVA) is a volunteer-run incorporated society that represents the views of residents to local, regional and national government. We take up issues of public interest and work to improve existing facilities and develop new amenities to meet the needs of the growing and diverse community in Arrowtown.

The AVA is the nominated guardian of the *Shaping our Future Arrowtown Community Visioning Report (2017)*, undertaken with intensive community input.

The guiding aim of the SOF report is to promote and foster Arrowtown as a vibrant, diverse community that is proactive in managing its future in a way that values and sustainably protects its heritage, character, lifestyle and natural environment.

Community spirit is at the heart and soul of Arrowtown. Our community enjoys a safe, accessible town that encourages us to connect as we live, work and play. We feel a sense of belonging, share common values, support and care about each other and are proud to live here. Visitors are welcomed and embraced.

Draft Ten Year Plan

AVA favourably acknowledges indications in the draft plan of funding directed to Arrowtown, being Butler's Green, Historic Cottages, water supply, waste-water, Malaghan's Rd Rehabilitation and Electric Vehicle charging stations.

In particular AVA wishes to commend QLDC in the allocation of \$1,000,000 for remediation/restoration work on Butler's Green and cannot stress enough how important this is for our community.

AVA requests the following be considered within the finalized Ten Year Plan:

AVA Funding

- The AVA extends its gratitude to Queenstown Lakes District Council for the ongoing annual funding received by the AVA. The AVA again requests funding at an increased level to allow us to continue our successful communication project of keeping our community well informed with issues and events as they arise.

Environmental Management

- *Clean Air:*
 - **QLDC steps up in monitoring expired Building Consents for existing wood-burners, requires non-compliant burners to be removed and identifies wood-burners that don't have a Building Consent**
 - **QLDC establishes a fund to subsidise removal of non-compliant burners**
 - **QLDC allocates an annual grant to create a public awareness initiative of reducing winter air pollution in Arrowtown, and to help devise solutions**
 - **QLDC works closely with the AVA on this issue and makes a concerted effort to lobby ORC to increase its input and committed resource into creating solutions to the air quality problem in Arrowtown.**
 - In winter, Arrowtown has some of the most polluted air in New Zealand and Australasia. The network of NIWA air quality sensors in Arrowtown show that the national standards for pollution are regularly exceeded. It is the AVA's view that neither ORC nor QLDC are doing enough to adequately tackle this issue. Little is being done to incentivise compliant heating appliances— for example, the subsidy offered by ORC to replace non-

complying burners ended in 2020. There also seems to be little public awareness of the seriousness of the air quality issue Arrowtown residents face every winter. The AVA has recently resolved to take a more active and leading role in tackling the clean air issue, with a view to creating meaningful change in this area over the coming years.

Infrastructure

- *Roading and footpaths:*
 - **Upgrade and repair deteriorating and unsafe footpaths**
Adamson Drive; Four Square to the Camping Ground; Centennial Ave; fencing along roadside of Rose Douglas Park (due to safety concerns for children in the playground and crossing to Montessori preschool)
 - **Lobby NZTA to urgently address safety issues at problem intersections**
Malaghan's Rd/ Lake Hayes Rd/McDonnell Rd; Buckingham St/Berkshire St; Centennial Ave / McDonnell Rd; Hertford St/ Wiltshire St
 - **Lobby NZTA to provide 'shared road space' signage due to rise in number of cyclists**
 - **Lobby NZTA to install a pedestrian crossing across Adamson Drive along Centennial Ave to create a safer crossing zone for school children**
AVA is aware of several incidents where accidents have been narrowly avoided
- *Community Amenity Area:*
 - **Resurfacing of the Centennial Ave tennis courts to include netball multi-use**
The surfacing of the Centennial Ave tennis courts is falling into disrepair. This season the Arrowtown Rugby Club received record numbers of women signing up for netball, and we anticipate that numbers will increase.
- *Storm Water:*
 - **QLDC addresses continued issues around poor storm water systems**
 - A large percentage of Arrowtown properties lack a stormwater system. In keeping with Arrowtown's character there are generally no kerbs and channels to control run off from the resealed roads in many parts of the town. In spite of this everyone is paying full storm water rates.
- *Drinking Water:*
 - **The QLDC website provides details of the testing and treatment regime for each water supply**
 - Specific comment needs to be included showing where all recommendations from health and scientific bodies with an oversight role are followed. A link on the website showing all test results for all QLDC drinking water supplies would be appreciated if possible.

Regulatory and Enforcement

- *Increased Surveillance:*
 - **A stronger presence of law enforcement is engaged for Arrowtown**
A rise in petty crime around town has been noticed at night-time and needs to be addressed

Emergency Management

- *Community Response Plan*
 - **Assistance be given by QLDC and Civil Defence to promote Gets Ready for potential crisis awareness and both community and personal management in an adverse situation**
 - QLDC and Civil Defence need to co-ordinate identification of safe evacuation centres of a suitable size and ensure that they are fitted with emergency power and back up communications. Safe buildings with commercial kitchens need to be considered as part of the strategy. Safe access over the Shotover River in an emergency event must also be provided for to allow families to be reunited.

CBD Plan

- **The AVA supports the CBD plan put forward by the APBA, and strongly requests that Council proceeds with assistance to ensure implementation.**

The AVA respectfully requests that our views are considered in the QLDC Ten Year Plan as it is finalised. We would welcome the opportunity to speak to our submission. A speaking slot consecutive with the Arrowtown Promotion and Business Association would be appreciated.

Susan Rowley
Chairperson
Arrowtown Village Association
April 2021



ROYDS Ngara Marion

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

I support OPTION 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:

ROYDS Stephen D

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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Please tell us more about your response:

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

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

SALEK Andy

Staysouth

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

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:

114 members of the Lakes District Accommodation Sector group, with businesses located throughout the entire district, OPPOSE the introduction of a levy on short term accommodation providers.

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

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

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

SANFORD Philip & Jocelyn

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

See accompanying response - email attachment

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:

27/03/2021

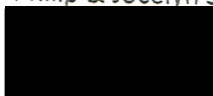
FURTHER NOTES ON SUBMISSION FORM PUKA TAPAETAKA:

PHILIP & JOCELYN SANFORD.

1. The message from the Mayor includes:
 - (a) "In this confronting environment Council must show leadership and together with our communities we must seek to be resilient. Disaster Defying Resilience."
 - (b) "We need a continued future-focus on Climate Action where our climate-conscious communities make very real changes to how they live, work and play."
We think most rate payers would agree with these statements, especially if Covid has taught us anything, it should be this.
However, many of the Council's actions do not support the above statements.
2. We do not agree that the residents of Queenstown support the tourist system – the tourist system should be self-supporting – like any other business and not be subsidised by the rate payer e.g. inclusion of residential areas into the C.B.D. – see 10 Year Plan. This is just an obvious rates grab.
3. It is obvious to any citizen that Council should support basic infrastructure e.g. water, parks, reserves etc. and rates have to reflect this.
4. We agree with Council's vision beyond 2050 but the Council does not practice what it preaches e.g. the removal of trees in Hotop Rise and the loss of the dawn chorus!!!! That area of the Gardens is a thriving eco-system and is very beautiful!!
5. Transport: we note with interest the alternative modes of transport. We support the use of shared cycle and pedestrian lanes but NOT at the expense of the trees on Hotop Rise. It is interesting to note the Council has no qualms about attacking the environment but is very hesitant to prevent car parking in residential areas for out-of-town commuters as many of these streets are narrow, making these roads suitable for one-way traffic only. Simple solutions could exist e.g. an already much used cycle-pedestrian walkway follows alongside the lake and reaches the bottom end of Park Street (a safe and pleasant experience for residents and visitors alike). It then changes to a dangerous and difficult situation. If the Council was prepared to stop parking along the lakeside of Park Street – this would solve the danger problem and be in line with the Mayor's espoused vision for the community of Queenstown. The cost of a yellow no parking line and a white line denoting cycle-pedestrian lane would be minimal and could be run as a trial. Residential streets should not be used a parking reservoir for out-of-town commuters. This would be in line with the Council's policies.
6. Proposed area for C.B.D. rating:
The experience of the Covid 19 lockdown and the lack of resilience (because of our bias towards unsustainable tourism) should have taught us the importance of having residential areas close to the C.B.D.
The inclusion of predominantly residential areas in the C.B.D is unacceptable because of the following:
 - (a) It is counter-productive as in the long term the rating increases will make it uneconomic for residents to live in the area. It is also undemocratic and unfair and is just a way of subsidising the C.B.D.
 - (b) It is environmentally unfriendly as it moves residents further away from the C.B.D. and it forces residents to use other transport options that are as environmentally friendly as walking.

- (c) It would result in changes in the building code which would affect the environment – views, sun etc in one of the few flat areas left in Queenstown close to the C.B.D. There are plenty of areas near the C.B.D where high rise would not affect the environmental values and impact on residents. See the Gondola area.

Thank you,
Philip & Jocelyn Sanford.



SCHAEFER Asha

WSP

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Happy with the prioritization and proposed programme

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:

prefer to support Active Travel network improvements

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:

It is fair the people largely benefiting from the improvements are the ones paying for them.

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:

It is fair the people largely benefiting from the services are the ones paying for them.

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:

The indicated plan shows QLDC is not fit for purpose in responding to climate change.

Where are the Carbon measurement tools to measure goals against?

Still the same old window dressing responses, the intention of plowing more money into the surface appearance of Queenstown lake frontage & streets.

Rate increases need to be permanently tied to inflation rate & average wage rates.

Encourage work diversity of our existing population away from bulk tourism into internationally valuable IT software, use our pest as new marketable products eg rabbit meat, possum meat, skins into clothing and home goods, in short, use what we already have here . Our waste & pests become resources and generate local wealth.

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

Neither / Neutral

Please tell us more about your response:

The water treatment plan goes nowhere near far enough, it's merely an extension of aged & outdated handling methods. We need to be using some of the readily available international civil works knowledge.

Council needs to stop signing off housing developments that don't have waste & water treatment infrastructure built into the plan.

The allowed impurities in water are too high & still are not met with the population we already have residing in the area. To become a Carbon Neutral Council there has to be a paradigm in the whole Council leadership belief system. Then the dedication to promote & lead on these fundamental changes necessary.

Holds put on all plans to reflood our area with tourism, and get Carbon Neutral with the size we are. Get that right first..

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:

Greater access to public transport. User pays.

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

Neither / Neutral

Please tell us more about your response:

If a business can't make itself pay, then the business is not viable.

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

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

The airports expansion & tourism expansion ideas belonged to the business peoples fantasy world & their time is now well past.

Time now for getting sleeves rolled up and really cleaning up existing messes of the area.

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

Developments should be only allowed to go ahead if they supply & build in all their required infrastructure and pay for that themselves.

Stop allowing developments that palm off infrastructure problems onto the Council & thus onto the ratepayers. We currently live above and beyond our ability to pay for many of these plans. If the Council led these sort of changes, it would get us all the breathing space to catch up to targets around carbon that we need to meet & can't keep delaying.

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,

This submission is to support the future of the arts and culture community here in Queenstown to thrive.

Current situation:

In our case, we are teaching at QPACT in town three nights a week. We feel very lucky to have been able to use the rooms to hold and promote our classes as they are in a very convenient location and the hourly hire fee is affordable for us. As we teach dance, the wooden flooring works really well and the mirrors help our students to progress quicker as it makes it easier for them to spot what they are doing well/not so well.

On the flip side, the ventilation in the rooms could definitely be improved as most of the windows don't open and the rooms can get super hot, especially during sunny summer days. Additionally, the key situation could be improved as it's sometimes pretty hard to get a key, especially when the Speights Ale House is closed.

Apart from that, we are also very aware of the limited availability of the rooms as they weren't available when we were first looking for rooms to hire for our classes. When we first started out last year, we had checked for the same times we're using the QPACT rooms now but unfortunately they weren't available then for those times. This meant we had to try and find an alternative venue which was a lot more expensive (and not as suitable).

So, as you can imagine, we are super happy that we ended up getting lucky and finding suitable and available time slots at QPACT for our classes as it makes it a lot more convenient (and possible in the first place) and our lives a lot less stressful.

What we need for the future:

Trying to look into the future, especially once the borders open up again too, we and other fellow artists are definitely wanting to continue to grow the culture and different art styles in our community which will then very likely be limited by the availability of community rooms to practise and teach in, as this is already the case right now.

It would be a lot easier/only possible if there was better availability of the existing rooms and/or preferably additional rooms. The opening of an "Arts Hub" or additional rooms would be something, we believe, the whole community could benefit from, especially since quite a few of our fellow artists feel similarly about the situation and are always looking for extra times that may become available, especially during the afternoon/evening and on the weekends, to book the rooms for further classes, practises and rehearsals.

If QPACT was to be closed and no new additional/alternative community venue opened up, we believe the arts community would suffer immensely and quite frankly die in our beautiful town which would be tragic. Especially in these uncertain times of social distancing, the art and strong cultural communities have been making a vital difference to the wellbeing and coping of the people living in our community as it connects people of all backgrounds and cultures like no other.

We really hope that this helps to explain the situation in our arts community here in Queenstown and what it means to not only the people directly involved in it, but also the rest of the community.

This is why we urge you to continue supporting the arts community by providing additional/alternative rooms, especially if QPACT was to be closed.

We are looking forward to any updates and progress in these matters.

Thank you very much for your time!

1577

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:

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Please tell us more about your response:

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PDF submission attached

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SUBMISSION ON TEN YEAR PLAN 2021-31

Background:

The Queenstown Lakes Community Housing Trust (QLCHT) wishes to lodge a submission on QLDC's Annual Plan with regard to its operational funding contribution to QLCHT.

In 2007, Council recognised an issue in the lack of affordable housing and acted upon it by initiating the formation of the QLCHT. This was one of a number of recommendations to come out of Council's housing policy, the HOPE strategy.

QLCHT is an independent, not for profit, community owned Trust which receives capital funding through the inclusionary zoning process (facilitated by QLDC), as well as from central Government.

QLCHT's mission is to help committed residents of the Queenstown Lakes District into decent affordable housing with secure tenure – see appendix 1 for summary of key achievements to date.

Each year since its inception, Council has provided a \$50,000 operational grant to QLCHT, along with in-kind support through IT services, and (until 2015) office space. This grant amount has never been adjusted since it was first provided, not even for inflation.

In October 2017, Council adopted all recommendations from the Mayoral Housing Affordability Taskforce which was set up to investigate new ways of addressing housing availability and affordability in the district.

This included a direct goal of upscaling QLCHT as per the following (Recommendation 4):

Invest in scaling up the QLCHT so that it is able to contribute strongly to the goal of delivering 1,000 Community Affordable homes with secure tenure by 2028.

4.1 The Council should confirm QLCHT is its preferred partner for receiving any contribution obtained by the Council and to be the primary delivery organisation for affordability product offerings to the residents of the District.

4.2 If confirmed, that the Council and QLCHT review the form and structure of the Trust by June 2018 to:

4.2.1 Ensure the appropriate structure is in place and that it is fit for purpose to achieve perpetual affordability.

4.2.2 Confirm the relationship between the two organisations.

4.2.3 Ensure it retains the support of the shared stakeholders—the entire community—as it grows.

In order for QLCHT to significantly upscale its business, it will require greater OPEX resources to run its day to day operations. Currently outgoings for QLCHT sit at around \$520,000 per annum (excluding interest on loans). This is expected to increase as more personnel resources are required to meet the expanding portfolio.

It is acknowledged that QLCHT cannot use any future inclusionary zoning contributions for the purposes of operational expenditure - as this must be used to deliver housing on the ground.

In 2020 QLCHT spent an unbudgeted \$28,085 on engaging a consultant to review and report back on the status of all the existing inclusionary zoning Stakeholder Deeds which are managed by QLDC. This work was undertaken by an independent planning consultant, as neither QLDC nor QLCHT had the internal resources to complete it, but both parties acknowledged it needed to be done. As a result the parties have now acquired a reliable stocktake of the various historical deeds, and jointly formed an action plan to deal with them.

QLCHT currently has 745 households on its waiting list, a record high contrary to expectations that the waiting list would retract post COVID-19. This demonstrates the housing crisis in the district is getting worse not better, and requires greater resource.

The Trust is committed to building its balance sheet to be able to assist more households into affordable, secure tenure, quality housing. An increase in OPEX support from Council would assist in achieving this, as well supporting the outcomes of the 2021-2031 Ten Year Plan and the Vision Beyond 2050 goals including the following:

- People of all ages are able to seek a future here;
- Everyone can find a healthy home in a place they choose to be;
- Ours is the most accessible, barrier-free district in Aotearoa New Zealand for all people;
- Our homes and buildings take the best ideas from the world, but use sustainable, locally-sourced materials;
- Our lives are enhanced by measuring wealth in wellbeing as well as dollars.

Submission:

QLCHT submits the following to Council's Long Term Plan;

- 1. That QLDC's annual operating grant to QLCHT is increased from \$50,000 to \$100,000 commencing in 2021.**

QLCHT is happy to provide any further information Council seeks in relation to the above submission.

Contact:

Julie Scott, Executive Officer

██████████
██████████
██████████

Appendix 1

QLCHT's strategic leadership roles:

- Recognised leader and innovator in NZ community housing sector.
- Registered Community Housing Provider with the Community Housing Regulatory Authority.
- Active member of peak body Community Housing Aotearoa.
- Key member of KiwiBuy – a campaign to promote alternative pathways to home ownership for New Zealanders.
- Partners with local social services agencies to provide wraparound services for clients.
- Actively engaged with local Mana Whenua.
- Partners with Ministry of Social Development to deliver Public Housing where appropriate.

QLCHT key facts:

• Net Assets:	\$28m
• Total households assisted:	177
○ Secure Home Households:	6
○ Rent Saver Households:	10
○ Affordable Rental & Public Housing Households:	33
○ Senior Housing Households:	4
○ Shared Ownership Households:	124

QLCHT's housing pipeline:

- Hikuwai, Wanaka x 6 (2021)
- Toru, Frankton x 40 (2021)
- Lake Hayes Estate x 13 (2022)
- Hawea x 60 (2022)
- Jopp Street, Arrowtown x 68 (2023)
- Coneburn x 60 (2023)
- Bullendale x 9 (2023)
- Three Parks & surrounds x 60 (2024)

SCOTT Nick

Bike Wanaka

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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:

As an active dad with 2 kids under 7 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:

SCOTT-WILSON Rachel

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:

Not enough- the whare is on fire.

Can't rely on the people to change behaviours.

Bystanders effect- someone else will not fix the problem. Everyone needs to do their part- including those in charge- we need guidance on what to do/how to change. This 10 year plan does not address the climate emergency.

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

Neither / Neutral

Please tell us more about your response:

Don't know enough about it.

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

Neither / Neutral

Please tell us more about your response:

The whole layout of wanaka needs to become shuttling/bicycle /walking friendly, followed by minimal car access/delivery access.

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

Neither / Neutral

Please tell us more about your response:

Don't know enough

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

Dont know

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

We are in a climate emergency

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

We are in a climate emergency

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:

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

SETHI Poonam

Bhartiya Samaj Queenstown

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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:

We need a community space for a monthly team catch up. I've been in touch with few other ethnic group leader/representatives and they are all needing a common space where we can all meet with our teams and discuss the future agendas/projects.

And secondly we need a wider grant for the Community groups to help them arrange educational, arts and cultural events.

These are our two big requirements to effectively support our communities and help them grow.

Thanks & Regards,
Poonam Sethi

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:

SEYMOUR Jamie

Cancer Society of NZ, Otago Southland Division 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:

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:

**Queenstown Lakes District Council
Long Term Plan 2021-31**

OTAGO AND SOUTHLAND DIVISION INC.

To: Ten Year Plan submission
Queenstown Lakes District Council,
Private Bag 50072
Queenstown 9348
Email: letstalk@qldc.govt.nz

Details of Submitter Jamie Seymour
Health Promoter Central Otago & Lakes
Email: [REDACTED]
Phone: [REDACTED]

Address for Service Cancer Society of NZ, Otago Southland Division Inc.
[REDACTED]
[REDACTED]

Date 19th April 2021

OIA We wish to be heard with regards to this submission

Background

The Cancer Society of New Zealand, Otago & Southland Division is a non-profit organisation, which aims to improve community wellbeing by reducing the incidence and impact of cancer for those living in the Southern Region. The Cancer Society has three key work streams including; the provision of supportive care for people and their families who are impacted by cancer, funding of cancer related research, and health promotion activities.

Cancer is a major cause of disability and death in New Zealand. Although cancer is unlikely to be eradicated, current evidence indicates around 50% of cancers are preventable. Tobacco, alcohol, sun exposure, and obesity are the primary causes of preventable cancers¹. Our health promotion team aim to advocate for the health of the community, building health into all public policy areas to help create a future with less cancer. We aim to work collaboratively in the community to create social, cultural, and physical environments that support health and wellbeing and reduce the population’s risk of developing cancer.

Health and social wellbeing are determined by many factors outside the health system². Local government has a major influence over people’s health, and a key role is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future (Local Government Act 2002, section 10). Queenstown Lakes District Council’s Vision Beyond 2050 firmly acknowledges this responsibility. We congratulate you on putting emphasises in these areas to build the resilience of our community. *Thriving people | Whakapuāwai hapori, Embracing the Māori world | Whakatinana i te Ao Māori, Opportunities for all | He ōhaka taurikura, Breathtaking creativity| Whakaohoho Auahataka, Deafening dawn chorus | Waraki, Zero carbon communities | Parakore hapori, Disaster-defying resilience | He Hapori Aumangea, Pride in sharing our places | Kia Noho Tahi Tātou Kātoa.* We are happy to see the council planning for a recovery path that points decisively in the direction of a transformation to a more sustainable, resilient, healthier, and wellbeing-centred economy and society.



Key Recommendations

1. Developing a Smokefree Vapefree policy and installing Smokefree Vapefree signs at all playgrounds.
2. Increasing shade in the picnic and playgrounds by planting trees.
3. Increasing access to water fountains and water bottle refill stations.
4. Invest in green spaces, walking and cycling by incorporating healthy active design principles.

Smokefree Vapefree Policy

We recommend QLDC develop a Smokefree and Vapefree policy and signs should be visible and in good condition in parks, playgrounds and sportsgrounds. Tobacco is still the leading cause of cancer death in New Zealand.

Cancer Society support a Smokefree and Vapefree policy that seeks to discourage smoking within Smokefree areas, using education tools such as signage and promotion. Smokefree and Vapefree areas are a positive step in normalising Smokefree/Vapefree lifestyles and environments, and no punitive measures need to be taken for those in breach of the policy. The purpose of the policy would be to fulfil QLDC's commitment to promote positive health choices and outcomes for the district through the 10 Year Plan and Vision Beyond 2050. The Cancer Society congratulates the QLDC for their Smokefree and Vapefree beaches trial. We understand COVID-19 had an impact on pulling together the results. We encourage the QLDC to follow up on this and look forward to seeing the results. Other councils including but not limited to Invercargill, Christchurch, Auckland, Wellington, Palmerston North, Whangarei, Taupo, and Rotorua have developed Smokefree/Vapefree policies covering a wide range of amenities. These can be viewed in the Map of NZ Councils' Smokefree Outdoor Policies & Spaces found [here](#)³.

Cancer Society (alongside Southern DHB) are happy to support QLDC with matters such as:

- supporting QLDC with the writing and development of their policy and communications
- supporting QLDC with design and location of signage
- promoting the policy via our media and promotion channels
- assisting in conducting public surveys regarding the policy

ORDER OF POLICY IMPLEMENTATION – TIMED AROUND POLICY REVIEW (EVERY 3 YEARS)	Key policy areas
1 ST POLICY REVIEW	Implementation of Smokefree and Vapefree beaches policy Officially endorse Smokefree Aotearoa 2025 Include 'QLDC officially support Smokefree Aotearoa 2025' in policy and include a Smokefree page on the QLDC website Include Smokefree and Vapefree transport hubs and bus stops in policy
2 ND POLICY REVIEW	Include parks and reserves in the Smokefree and Vapefree policy Introduce voluntary Smokefree and Vapefree to Table and Chair policy covering outdoor dining
3 RD POLICY REVIEW	Introduce Smokefree and Vapefree outdoor dining policy or bylaw

The Cancer Society strongly recommend having Smokefree-Vapefree signs at all playgrounds, especially newly developed areas. There is no ‘safe level’ of second-hand smoke exposure outdoors. There is potential for harm to health over five metres from people smoking. Significant tobacco smoke effects can occur from more than ten metres away from a group of people smoking, and at least nine metres from a burning cigarette in light winds.⁴

There is strong public support for Smokefree playgrounds, in 2019 we surveyed 211 people from Otago about the Smokefree legislation they would like the central government to enact. We found 99% wanted playgrounds to be Smokefree. The majority (89%) wanted all Smokefree places to also be Vapefree. National legislation would be ideal; however, local councils can support their communities wishes and wellbeing by putting clear Smokefree Vapefree signage. Having clear Smokefree Vapefree signage will support the local community by making it easier for people trying to stop smoking and make young people less likely to start smoking.

The percentage of people who smoke in Queenstown Lakes (10.5%) is lower than in New Zealand (13.2%) overall⁵. This is good; however, some demographics have found it harder to stop smoking than others. The disparities of smoking rates across ethnicities and deprivation areas show that the district needs to do more work to reach the Smokefree Aotearoa 2025 goal of having a smoking prevalence across all populations of less than 5%. The Cancer Society are keen to help QLDC officially adopt the Government’s goal and prioritise work that will contribute to making this a reality.

2018 - Percentage of People who Regularly smoke by Ethnicity in Queenstown Lakes District							
Queenstown Lakes District	All People	European	Māori	Pacific peoples	Asian	Middle Eastern/ Latin American/ African	Other ethnicity
People who Regularly smoke	10.5%	10.4%	19.2%	16.1%	10.5%	10.1%	10.6%

Note: The classification criteria of a People who Regularly Smoke is people aged 15 years & over who currently smoke one or more cigarettes a day

We appreciate councils are sometimes concerned with how tourists perceive Smokefree spaces, however, we have found tourists are frequently very supportive. In Queenstown in 2017 over Chinese New Year tourists were surveyed about their views of Smokefree outdoor spaces. They were very supportive of outdoor spaces being Smokefree.

- 74% supported outdoor areas being free from second-hand smoke.
- 99% said adults should not smoke around children and young people.
- 85% said Smokefree areas would give a positive image Queenstown for tourists.
- 95% felt Smokefree areas would reduce cigarette litter.

Smokefree policies are attractive to the majority of tourists, both those who do and do not smoke. They have not led to a decline in tourism to NZ, people tells us they visit here to see our country not to smoke. Indeed there are considerable costs for allowing smoking in tourism/hospitality venues adds. These costs may include lost employee productivity from disease and premature death, higher cleaning and building modification costs, and potentially higher insurance or legal costs due to illness from exposure to smoking in the workplace⁶. Furthermore, cigarette butts - the most common litter found in the environment - pose a serious toxic risk to the environment⁷ and harms our ‘clean, green’ image. This was supported in the local findings from the Fresh Air Project in Queenstown; where one of the top three benefits to businesses was having less cigarette litter to clean up.

We really appreciate the support QLDC showed for the Fresh Air Project ⁸ which we carried out in 2018/19 at seven venues in Queenstown (along with Dunedin & Invercargill). We found public and the businesses were very supportive of having Smokefree Vapefree outdoor dining.

In total we received 671 feedback forms from the customers at the Queenstown cafés with 95% (635) in support of the venues having Smokefree Vapefree outdoor dining areas. Only 4% (24 people) not in support. When asked if they'd be more or less likely to visit the venue again because of the SF outdoor dining areas 73% (492) were more likely, 21% (144) said no difference & only 4% (25) said less likely. Combined More likely & No difference was 94%. These were some of the comments customers made:

“BE BOLD, THIS WOULD BE AWESOME”

“Can't wait for NZ to be Smokefree!!!”

“Sitting outside is nice - Breathing 2nd hand smoke is not”

The cafés involved in the project were very supportive too. They all chose to remain Smokefree Vapefree after the pilot, and almost all of them said they would recommend to other hospitality venues to go Smokefree Vapefree too. There are now 15 venues in Queenstown on the website.

Here are some comments from the café staff and owners involved:

“Keep up the pace!”

“I believe in the idea of providing a Smokefree environment for all”

“Public have liked that our area is Smokefree, so it was an easy transition”

“We've had only positive comments, and two staff have quit smoking. This project makes it front of mind.”

The executive summary can be read here <https://freshairproject.org.nz/assets/Uploads/The-Fresh-Air-Project-Executive-Summary.pdf> and the full report here <https://freshairproject.org.nz/assets/Uploads/The-Fresh-Air-Otago-Southland-Pilot-EVALUATION-FINAL.pdf>

In the surveys we carried out in 2019 we also had a question asking what options people wanted the revised Smokefree Environments Act to include and 91% wanted all outdoor areas in cafes, restaurants and bars to be Smokefree. In the same survey 97% of people also indicated they want Smokefree Vapefree transport hubs, like bus stops.

This shows strong public support for QLDC to develop a strong Smokefree Vapefree policy. We recommend publicizing this with clear signage.

Shade

The Cancer Society recommends increasing the shade in playgrounds and picnic areas (natural or built). Please refer to our Undercover Shade Guidelines available online⁹ to design appropriate shade or contact our local team.

Skin cancer is currently NZ's most commonly diagnosed cancer, despite being 90% preventable¹⁰, and the Otago Southland Region has the highest incidence of melanoma in New Zealand. Damage from UV radiation builds up across our lifespan. Preventing episodes of sunburn and overexposure to the sun's UV radiation in childhood and adolescence is crucial to reducing the incidence of skin cancer in later life¹¹. Using shade is one of the key recommendations to reduce our chances of developing skin cancer¹².

Compared with other Territorial Local Authorities Queenstown-Lakes ranks 21st (the second quartile) out of 66¹³ for shade provision in playgrounds. Unfortunately, even our top quartile ranks considerably lower than Australian ones despite us having similar skin cancer rates to Australia.



Examples of natural and built forms of shade from Gage R, Barr M, Stanley J et al. Sun protection and shade availability in New Zealand's outdoor recreation spaces. *N. Z. Med. J.* 2018; 131: 30-7.

Teenagers are more likely to get sunburnt than other age groups, and more sunburns increases the risk of skin cancer. Evidence from Australia indicates that teenagers will use shade if it is available.

The general public expect their councils to provide shade in public places. 78% of NZ adults 'strongly agreed' or 'somewhat agreed' that their council should use money from rates to provide shade in public places¹⁴.

The Cancer Society recommends the council invest in providing trees or built shade near play spaces. Planting trees has the added benefit of enhancing a green space and benefitting the environment (reducing CO² and erosion). Trees are a lower cost way to provide shade and offer a long-term solution. Not all shade reduces UV effectively; it is important to design shade so that it both reduces UV and transmits heat. If shade is too cold, people will not use it. For example, you need to plant two or three deciduous trees close together, so their canopies are touching before they provide good shade.

Water fountains/bottle refill stations

The Cancer Society recommends that the council install more water bottle refill stations and fountains across the district, particularly near playgrounds.

Supply of drinking water is both a civic and public health issue. Obesity is now the second leading cause of cancer death after tobacco. It is well established that excess sugar is a major contributor to weight gain, obesity, diabetes, and tooth decay. New Zealand research found there are limited working water fountains in playgrounds¹⁵. Sugary drinks are cheap, easily accessible, one of the most widely advertised products, and are children's biggest source of sugar intake¹⁶.

Provision of water fountains helps to address the obesogenic environment by providing citizens with a cost-free alternative to the consumption of sugar-sweetened beverages, and they can also reduce the environmental and economic impact of packaged drink containers¹⁷. Some cities have used water fountains specifically as a waste reduction intervention¹⁸. Providing water fountains in locations such as playgrounds can increase accessibility and consumption of water¹⁰. Water is the preferred beverage for all New Zealanders as recommended by the Eating and Activity Guidelines¹⁹.

Fountains and water bottle refill stations provide environmental benefits by reducing the amount of single use plastic. Other ways councils have made water accessible include;



- Working in partnership with Refill NZ to promote refilling water bottles in their district,
- Investing in semi-permanent water stations to promote and offer water at key community events. Community use and water flow can be easily monitored to assess benefits.



Left: Auckland City Council's water stations

Right: Hutt Valley's refill stations.

Other Comments/Considerations

The Cancer Society is supportive of the restoration and improvement of green spaces and recreation facilities, including walkways and cycleways. Diet and weight related cancers are now the second leading cause of cancer death (after tobacco)²⁰. Places designed to enhance physical activity and active transport have huge benefits not only for health, but for the economy as well²¹. Furthermore, access to green spaces and facilities makes living close together not only sustainable but pleasant and healthy. We also recommend including play equipment as it encourages physical activity. We encourage incorporating other Healthy Urban Design principles into the council plans for playgrounds, parks, and reserves. The Heart Foundation of Australia has some useful guidance available here: <https://www.healthyactivebydesign.com.au/>

Alcohol is another area we encourage QLDC to be mindful of. Alcohol is a toxin and a class 1 carcinogen, along with tobacco and asbestos²². It increases the risk of at least seven cancers including breast cancer and bowel cancer^{23,24,25}. Tourist industry interests have often successfully argued for policies that result in a wider general availability of alcohol in the society, and provision for tourists has often served as an entry point in the society for the global alcohol industry²⁶. However, heavy drinking by tourists has a substantial impact on many elements in the host society, including increasing consumption levels, particularly among young people working within the tourism sector.

Looking at healthy food and active design principles can help with cancer prevention and survival. QLDC could²⁷;

- Ensure there is no advertising of sugar-sweetened drinks (on bus stops etc.) within 500m of play spaces to protect children and young people²⁸.
- Consider edible landscapes e.g. fruit trees near play spaces.
- Look at public and active transport availability to get to play spaces.
- Ensure alcohol polices protect the health and wellbeing of our community.

References and links

OTAGO AND SOUTHLAND DIVISION INC.

- ¹ Accessed: <https://www.nbcnews.com/health/cancer/fresh-look-cancer-shows-smoking-obesity-top-causes-n822836>
- ² Kumar S, Preetha G. Health promotion: an effective tool for global health. *Indian J Community Med.* 2012;37(1):5-12. doi:10.4103/0970-0218.94009.
- ³ <http://www.midcentraldoh.govt.nz/HealthServices/PublicHealth/Documents/Smokefree%20Mapping%20NZ%20Councils-Outdoors%20and%20Spaces%20-%202535.pdf>
- ⁴ Yamato H, Mori N, Horie R, et al. Designated smoking areas in streets where outdoor smoking is banned. *Kobe J Med Sci* 2013.
- Hwang J, Lee K. Determination of outdoor tobacco smoke exposure by distance from a smoking source. *Nicotine Tob Res* 2014
- ⁵ https://tcdata.org.nz/Census%20data/Census_14.html
- ⁶ Ekpu VU, Brown AK. The Economic Impact of Smoking and of Reducing Smoking Prevalence: Review of Evidence. *Tobacco Use Insights.* 2015;8:1-35
- ⁷ Slaughter E, Gersberg RM, Watanabe K, Rudolph J, Stransky C, Novotny TE. Toxicity of cigarette butts, and their chemical components, to marine and freshwater fish. *Tobacco Control.* 2011;20(Suppl_1):i25-i9.
- ⁸ Mayor Jim Boulton talking with The Exchange Cafe about The Fresh Air Project and Smokefree outdoor dining. <https://www.facebook.com/smokefreeoutdining/posts/1150341065105163>
- ⁹ SunSmart - Undercover guidelines for shade planning and design <https://www.cancer.org.nz/assets/Downloads/SunSmart/SunSmart-Undercover-Guidelines.pdf> & via <https://www.cancer.org.nz/cancer/reducing-your-cancer-risk/sunsmart/sun-safety-in-your-community/>
- ¹⁰ Health Promotion Agency (2020). SunSmart: Skin Cancer. Accessed 29 July 2020: <https://www.sunsmart.org.nz/skin-cancer>
- ¹¹ Health Promotion Agency, Melnet. New Zealand Skin Cancer Primary Prevention and Early Detection Strategy 2017 to 2022. In: Wellington. March 2017.
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SHANG Natalie

KVHL

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

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

I am writing in reference to the proposed 'visitor levy'. The name misleading to the general public as it is a bed tax and not a visitor levy. Despite this being seen as a 'tax' it will in fact come as a cost to the businesses. What has been shared is in a very simplistic form, an understanding of the detail around different types of payment methods etc would be required. Despite the hotels having been supportive of a visitor levy, what was presented puts a disproportionate burden on accommodation providers instead of including activity providers, restaurants etc. The argument of not double taxing locals, these would all be considered luxury items and therefor should not need to be a consideration. QLDC should be more transparent around this matter and provide some clarity where they are in the process.

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:

SHARPE Kirsty Sharpe

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Climate change must be the over riding principle to consider before any capital works are under taken. It is the top priority. I see that the 2031 projections for tourism growth predict a doubling of numbers. if we cannot get on top of what climate change is demanding, we should be deterring this growth. This includes limiting flights arriving and departing from our airports.

International flights contribute to global emissions. We need to prepare for a post carbon and low emissions world. Council adopting electric vehicles would be a good first move. How we dispose of our rubbish and recycling needs to be constantly monitored and improvements made. Education of the community is paramount in this.

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

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

Please tell us more about your response:

It is essential to our community's health to have safe, potable water supplies. there should be no compromise to this and we must meet the costs required.

Storm water should not be discharged into the lake without prior treatment.

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

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

Please tell us more about your response:

I support the council getting on with much needed traffic improvements. Much of this has been delayed over the years and now is the time to proceed and complete what can be practically done.

I live south of the Kawarau bridge and there is much subdivision there with more to come. The roads must be kept up to standard and widened if need be, like Peninsula Road. If all the subdivisible land is developed this road would be quite inadequate to meet demand.

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 CBD has suffered financially from Covid with many businesses scaling back or closing. They are not in a position to meet this extra rate. It should be spread over the entire Wakatipu basin. Some of the proposals in the CBD would benefit the whole district so it makes sense to spread the costs.

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

Fees and charges should be met by the user

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

I support the plan generally and feel council is making a big effort to meet the challenges of climate change and of growth. Holding rates to a 4.3% rise is admirable with so many demands.

There is no mention that I could find, of the future of the Frankton library. This is located in a RP building for a lease of three years which will be finished soon. This has proved to be a very popular and much used facility. There is room for it to be located in the new Community Hub planned for location in the Remarkables Park area. This should be planned for and addressed.

Existing services of water, waste water and transport infrastructure - Adequate maintenance of these is essential and this should be considered before any new capital works are undertaken - eg replacement of old water pipes. The lead issue in water supplies in the Karitane area north of Dunedin is a case in point.

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:

SHARPE Kirsty

Queenstown Grey Power 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:

We think that responding well to Climate Change with sensible changes is a priority. Positive steps to achieving zero carbon emissions is essential. Transitioning council vehicles to be electricity powered would be a good move in this direction.

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 support this option because it is essential to have a safe, potable water supply. Government has set the standards for this and council must meet this. Spreading the cost over 10 years means that the population could be at risk from unsafe water supplies in the meantime.

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 Roding Rates

Please tell us more about your response:

we feel that this is an unfair imposition on CBD ratepayers, many of whom are suffering extreme hardship because of Covid-19, and it makes sense to spread this cost over the whole Wakatipu.

Some of the proposals in the CBD would benefit the whole district so it is fairer to all to spread the costs.

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:

members feel that some charges are already high enough as it is therefore supports the wider rate paying base to subsidise some of this.

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

We support the control of the senior citizens housing in both Arrowtown and Wanaka to be transferred to the Queenstown Lakes community Housing Trust providing that this resource is permanently designated as senior citizen housing.

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:

SHEARER Joanne

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:

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:

SHERSON Arthur Glenn

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

Submission - Glenn Sherson.docx

Submission for Glenn Sherson

These comments have been drafted by the Mount Barker Residents Association but I could not have made a submission of my own which more succinctly and completely aligns with my own thoughts. I am horrified at the lack of spending allocated to the Upper Clutha Basin in comparison with the plans outline for the Wakatipu Basin. I fully concur with everything below.

QLDC 2021 Ten Year Plan 2021-2031

Executive Summary

1. Given all that has passed in the last 2 to 3 years it is very surprising that there appears to be **No Reset** in forecasts regarding growth in: visitor numbers, new residents and airport traffic – this institutional blindness towards the wider community's wishes is staggering.
2. Whilst **carbon neutrality** is liberally and laudably expressed throughout the narrative it is difficult to find supporting line items that will go any meaningful way to minimize or mitigate emissions – this is a fundamental shortcoming of the plan.
3. There appears to be a **significant imbalance** of planned investments between the Whakatipu and Upper Clutha basins – this requires detailed analysis and explanation.
4. More residents, an unchanged tourism model, more flights and more emissions imply, in spite of higher rates, continued underperformance of infrastructure leading more importantly to a **lower quality of life** for our members and all current residents of the region.

Commentary.

1. It would appear to us that some combination of the: Covid 19 saga; the visceral reaction to the unrelenting campaign QLDC/QAC has waged with regards their Wanaka Airport plans; and the growing awareness the young people of the world have bought to bear on the climate emergency has stimulated an overwhelmingly clear and mutually supportive response that this community has no desire whatsoever to return to the unsustainable growth model of pre-Covid. Whilst this plan discusses "sustainable tourism" in numerous places it neither defines what that means nor, most critically adjusts the forecast visitor numbers, in other words for the QLDC it's "tourism business as usual". That is contrary to the work of the Parliamentary Commissioner for the Environment and the Minister of Tourism who has established a Tourism Futures Taskforce charged with advising government on how the new tourism model "enriches Aotearoa **and the wellbeing** of New Zealanders". QLDC needs a sustainable tourism plan which gains social license, and which addresses in detail many of the objectives expressed, but seemingly given a low priority in the draft 10 Year Plan including: sustainability, reversing environmental degradation, addressing climate change and above all our resident's wellbeing.
2. "Taking Climate Action" – Page 39 of the QLDC offers some helpful discussion on intent; on the deferral of some emissions reducing initiatives; and discusses QLDC's own emissions. However, it offers little else: no detail of Upper Clutha investments, no commitment to measure & monitor emissions, no plan to restrict or limit

development, visitor numbers or transport movement (inc. jet aircraft). The council has declared a climate emergency, yet it appears to us that in its plans and actions it seems that little has changed; more concrete poured, more roads built, higher transport flows supporting more visitors and residents, the former forecast to outnumber the latter by 2:1 by 2031. This lack of definitive plans and actions gives some credibility to the accusation that this region is only paying lip service to its self-declared emergency.

3. We believe that it is unreasonable to expect this region wide budgeting process, in any single time period, to always be equitable across subregions or on a per head basis. However, we are left astonished by some of the differentials between subregions presented in this plan.

Take **Community Services and Facilities** capital works (pg 65-72), as an example:

Total 10yr Budget	\$268m
Whakatipu	\$204m (77%)
Upper Clutha	\$64m (23%)
<i>(inc. District Wide)</i>	<i>\$6.4m (2.4%)</i>

Whakatipu's spend includes:

A Performing Arts Centre	\$51m (19%)
New Lake Hayes Pavilion	\$4.8m (1.8%)
New Ladies Mile Hall (3kms away)	\$4.5m (1.7%)
New Southern Corridor Hall	\$6.6m (2.5%)
Lakeview Plaza	\$4.6m (1.7%)
Open Spaces Plaza	\$6.4m (2.4%)
Q. Events Centre (various)	\$45m (17%)
+ New Courts to Stadium	\$16m (6%)

Vs Total Spend – Makarora	\$.021m
Hawea	\$.253m
Luggate	\$.427m

Or **Transport** capital works (pg 119-123):

Total 10yr Budget	\$500m
Whakatipu	\$389m (78%)
Crown Range	\$11m (2.2%)
Upper Clutha	\$99m (20%)

Whakatipu's spend includes:

Arterial routing	\$79m (16%)
Street Improvements	\$46m (9.2%)
A parking building	\$32m (6.4%)
A public transport i/change	\$25m (5.0%)
Lakeview - various	\$20m (4.0%)

Vs Wanaka's highlight is:

Cycle Network (finally but 2025+)	\$18m (3.6%)
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We choose to make only two points on this:

- a) These are the numbers, not the narrative with their well-intentioned laudable claims. This is not the budget of an impoverished council. It is obvious to any rational observer that there are sufficient funds accessible to be able to prioritise projects, it is equally obvious that the prioritisation process has already occurred. Where is the spend on items such as: climate change, the diversification of the regional economy, the development of sustainable business practices, or the expansion of social housing. Where is the “wellness” budget for the existing residents? The **Economy** capital works budget (pg137) is just \$3m, of which \$1.9m is allocated to the already generously funded, and unsurprisingly Queenstown located, Lakeview Development.
- b) This council, as currently led, has a meaningful credibility crisis on its hands as bluntly exhibited in the first three lines of the table on Page 154 of Volume One of the QLDC Ten Year Plan. Only 37% of the electorate is “satisfied” with council performance, less than half the KPI target of 80%. We don’t know if anyone has analysed the data further, but it would seem improbable that the Upper Clutha community’s satisfaction levels would exceed the dismal 37% overall. This Ten-Year Plan and its optically subregional bias cannot, without meaningful and honest explanation, do anything but cause further deterioration in confidence.

In conclusion, we are disappointed that this Draft Ten Year Plan has not taken the opportunity circumstances present to reset expectations and develop a model fresh for the Post Covid world. A model based on sustainability, on climate change action and most importantly on meeting the needs and the wellbeing of the current residents of this extraordinary place. The residents that pay the rates and the council salaries, that choose to raise their families or retire here, the residents that vote in elections.

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 works for us, we the people. It doesn’t work for: out of region investors, property developers, the tourism industry or the Chamber of Commerce. All of them are welcome, as long as their plans do not degrade the quality of life of the residents of our community.

SHERSON Mandy

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:

Cannot see how the TYP lives up to Council's stated commitment to climate emergency and a carbon neutral economy. There appears to be no investment planned for reducing carbon emissions in the Upper Clutha. With the level of growth described, both in terms of increased residents and visitors emissions in Upper Clutha will be worse rather than improved.

Why are we not rethinking the whole tourism strategy. Should be dropping the dual jet idea completely as encouraging more visitors into the UC area will only increase emission levels.

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:

Our water system is fundamentally a mess which is only just coping just.... Proposed growth figures will stretch to breaking point - need action NOW. (Should have been improved way before now but negligence).

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:

What about the Upper Clutha? How about investment in a public transport system outside of the Wakatipu basin? Buses to and from Lake Hawea and Hawea Flat to Wanaka. Buses to and from Luggate and Cardrona to Wanaka. Even one in either direction at the beginning and end of the working day would be a start.

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

Neither / Neutral

Please tell us more about your response:

A big issue but Nothing to do with the Upper Clutha district which has been ignored.

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:

Speaking as a Wanaka resident, what our Upper Clutha community wants and deserves is well-designed and well managed carbon neutral townships which put residents' well-being first, retain their "special character" and protect our unique environment. The needs of the residents should be paramount and more important than promoting tourist growth over solid infrastructure for those living permanently in this area. Clearly finances are in a mess but we have to be fair in the apportionment on projects within the whole district. It appears that the bias is still strongly on Wakatipu spending at the expense of the Upper Clutha District. I would urge council to reconsider the apportionment of funding for projects which will enhance well-being in the Upper Clutha - investment to redress the imbalance in active transport, transport roading networks, recreation and community facilities. All of these appear to be planned for in the TYP for the Wakatipu. How are the scales balanced for the Upper Clutha?????

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

Neither / Neutral

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

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

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

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

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

Please note that we can only accept .docx files.

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

Wakatipu Islands Reforestation Trust 2021-2031 Submission.docx

WAKATIPU ISLANDS



Queenstown 9300

SUBMISSION ON THE DRAFT 2021-2031 LONG TERM PLAN

PIDEON and PIG ISLANDS – WAWAHI WAKA and MATAU

Summary

This submission is a request for annual funding of **\$2000** from the QLDC 2021-2031 10 Year Plan for operating expenses for the ongoing maintenance and management of Pig and Pigeon Islands. The work of the Wakatipu Islands Reforestation Trust contributes to Vision Beyond 2050 by aiding Zero Carbon Emissions, A Deafening Dawn Chorus and Opportunities for All.

Background

Pig and Pigeon Islands are Scenic Reserves under the control of QLDC. Pigeon Island is a GEM (and Pig Island to a lesser degree) and not fully appreciated by many including Council. Its special values include:-

- It is free of predators (no rodents, mustilids, possums or cats) so the bird song at times can be almost deafening.
- It contains remnants of some of the original lake shore vegetation that is no longer found in the Wakatipu basin including kahikatea, miro and pokaka all tall forest trees and important food sources for keruru. Matai is also common here.
- There is the potential to introduce other rare and endangered fauna to the islands increasing the biodiversity of the district

That these values still existed after 100 years of intermittent farming and fire is amazing. Pigeon Island has been a good place to have a party with a fire on the beach, if you had a boat. It was only after one of these fires burnt a large area of the island including patches of kahikatea, that action was taken to preserve the remaining forest.

The Wakatipu Islands Reforestation Trust (WIRT) was set up by John Wilson (then QLDC Councillor) in 2001. Since 2001 WIRT has organised public planting days planting about 40,000 trees and shrubs on Pigeon Island with volunteer days totalling over 800. QLDC committed up to \$10,000 per year for this.

From 2005, WIRT has organised an annual volunteer week (with up to 15 persons) to carry out track maintenance, weed control, hut maintenance, mowing of the grass paddock to assist in

fire control. Volunteer hours since 2005 continue to be in the vicinity of 560 per annum equating to \$11,200 per year @ \$20/hr.

Present Trust members are Neill Simpson (chair), Hans Arnedstedt, Tom McPhail, Peter de la Mare and Greg Thompson.

Trust members have specialist skills including, building, certified Grow Safe and chainsaw certificates, tractor maintenance, track building and an ecologist. As well as spending an annual 5 day period the trust tries to visit the Islands each quarter for 1 or 2 days.

Planting of specialist plants such as rata, kahikatea, matai, pokaka and red beech is still carried out from seed and seedlings collected from the islands and grown on at the WRT nursery. Maintenance of the tracks on both islands and planting on Pig Island can now be carried out now that we have a private boat available. WIRT maintains the Smith hut, mows grassed areas, removes rubbish and provides all hand tools used by volunteers. (Only qualified persons use the power tools).

Weeds are now the major focus of our efforts particularly around the foreshore and track edges. Wild conifers keep appearing, grey willow is a major problem and spreading, gorse and broom will eventually be over-topped by native regeneration so is only of concern where they occur along edges such along the lake shore. **Wilding Pines** have from time to time occurred in different areas of the Pigeon Island. Fortunately not in big numbers but it has taken a considerable time to get to the trees and remove them due to the dense bracken and native regeneration. Spanish heath has spread and it is not sure whether this weed will disappear once overtopped. Other lesser weeds include blackberry, Himalayan honeysuckle, cotoneaster, poplar (minor regrowth), cork oak, robinia and lupins.

Funding is required for herbicide, tractor and equipment maintenance, fuel for scrub bars and tractor, growing on of plants collected from the islands, hut maintenance, boat hire and transport.

Our Vision is to restore the fauna and flora of the islands to as original a state as possible, to remove all woody weeds and to allow the introduction of threatened native species when suitable habitat is available. WIRT would like to continue working on this vision.

These islands are special and their values underappreciated partly due to the fact that they are not readily visible. These values include their plants, several of which have vanished from the surrounding district, the lack of animal pests and abundant bird life. In the future the islands could well become an island sanctuary and a place to bring some of our endangered birds and animals. A place for ecotourists to visit.

Neill Simpson QSM, Ecologist
Chairman, WIRT

17 April 2021

WAKATIPU ISLANDS REFORESTATION TRUST – Pigeon and Pig Islands, Wawahi Waka and Matau.

A Synopsis

- Islands once heavily wooded (Rees comment) but much of the timber used for building, including boat building and for mining props, etc.
- Probably a camping place for Maori on the way to collect Greenstone from the head of the lake. Remnants of a Maori oven found during archaeological survey in 1980's.
- Later leased for farming and farmed intermittently until 1983. Fortunately some areas of original forest remained and once animals removed then good regeneration took place.
- The Islands were invested in the Queenstown Borough Council in 1875 as an endowment from the crown (Queen Victoria).
- NZ Forest Service survey report on vegetation (Wigley & Cuddihy 1981).
- Lands & Survey Reserves Report 1985
- The above reports, plus reporting by the newly appointed Dept of Lands and Survey Ranger led to the Islands being recommended by QLDC for Scenic Reserve and they were Gazetted Scenic Reserve in 1986.
- Pigeon Island is 168 ha in area; 2.5 km long by 1.2 km wide and rises to 115 m above the lake. It is about 1.5 km from the nearest lakeshore on the mainland. Pig Island a few hundred meters south is 2.8 km by 0.6 km.
- Special features include - 4 species of podocarps found on the Islands (kahikatea, matai, miro, Halls totara) with kahikatea and miro no longer found elsewhere in the Wakatipu area; has several other rare and endangered species of plants (including 3 mistletoes) and other species that are not found or are rare locally but relatively common on Pigeon Islands including 13 species of Coprosmas.
- No animal pests on the Islands. No rats, mice, possums, cats or mustilids
- Trapping around the Island carried out by DOC Wanaka (who have a boat)
- Have the potential for use as a refuge for rare and endangered species of birds, plants and invertebrates. Seven Mohua released on Pigeon Island in 1994 and nested (nest boxes put up high in red beech trees) but the last birds were seen was 2007/8. Wekas released by DoC in 2005, now plentiful. Crested Grebes appeared in 2013 in Hut Bay. Tuis and bellbirds plentiful, keruru visit, many small birds including brown creeper. Karearea nested on the ground in 2017 and 2018 (2 eggs).
- Intermittent planting to aid restoration of the forest after sheep and goats removed, was begun in 1984. Fire during 1996 burnt about 25 ha (c. 15% of Pigeon Island). The fire started in an old derelict hut, in Hut Bay that had a concrete fire place, since removed.
- Serious restoration planting started in 1996 and became more organised in 2001 with the formation of the Islands Trust to raise funds and involve the community in this activity. Trust started by John Wilson who was a QLDC Councillor at the time.
- The Trusts Vision is to restore all Islands to something like their original state for the enjoyment and education of the public and to encourage public participation in this project; to keep the Islands free of animal and plant pests; and to allow the use of the Islands for the introduction of native rare and endangered plants and animals.
- 2000 to 5000 native plants per year were planted involving more than 200 individual volunteers and more than 800 man days. Total about 40,000 plants planted by 2012 when public planting days ceased.
- Further fire in 2003 burning an estimated 40 ha (c. 20% of Pigeon Island) including nearly 50% of earlier plantings. Started from a picnic fire on the North Bay beach.
- Trust was supported by QLDC (committed \$10,000/yr while planting taking place) Central Lakes Trust, Project Crimson, Naylor Love Ltd. Dart River Safaris and Dart Wilderness Adventures provide free transport, Kiwi Discovery - Vance Boyd has helicoptered plants to the island.
- Groups involved with planting include, Arrowtown Lions, Buddy Programme, Arrowtown Scouts, Queenstown Youth Hostel, Wakatipu Botanical Group, Wakatipu Tramping Club and numerous individuals. Estimated 3500 hrs since 2001.

- In 2005 and every year since as part of the DoC Southland annual Conservation Volunteer programme up to 15 volunteers have spent a week assisting with planting and maintenance work on the two islands. 2020 will be the 16th year.
- Public hut (Smiths Hut) was restored by Wakatipu Tramping Club, 8 to 10 bunk platform type with mattresses. An open fire was replaced with a wood burner in 2015 by QLDC and the hut was re-roofed in 2016 by the Trust but paid for by QLDC via (APL Properties). Good tent sites are all around with an extensive flattish grass area. DOC long drop toilet. Storage shed for mower provided by QLDC 2008.
- Also a locked private hut (Douglas/Robinson hut) nearby and replaced after burning down in 2003. Private use continues while original owners alive.
- Both islands are tracked, Pigeon with a circuit that takes in the high point and the eastern side plus several other walks; Pig Is. with a track down the centre end to end.
- The main track around Pigeon Island was financed jointly by QLDC and WIRT in 2006 (WIRT providing \$30,000) and across Pig Island the following year. All other tracks formed by volunteers or the trustees.
- QLDC provided a storage container and tractor for mowing the cricket pitch and main track in 2007. All maintenance to date has been carried out by WIRT and other volunteers.
- WIRT was the Supreme winner of Trustpower QLDC Community Awards 2007.
- Last year, 2019 finance became an issue with no QLDC allocation for the Islands maintenance and WIRT funds exhausted.

Neill Simpson
 Chairman WIRT
 2020

SINCLAIR Mark

Wanaka Stakeholders Group Inc.

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 submissions 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:



Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Submission emailed to letstalk@qldc.govt.nz (subject: Ten Year Plan submission)

Thursday 15th April 2021

QLDC Ten Year Plan 2021-2031

Submission from Wanaka Stakeholders Group Inc.

15 April 2021

Submitter's details

Wanaka Stakeholders Group Inc. ("WSG")

Email: [REDACTED]

Postal: [REDACTED]

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

Introduction

WSG is a community based organisation focused on challenging Council's plans for the redevelopment of Wanaka Airport as a jet capable airport. The group has grown to a current membership of some 3500 members - equivalent to almost 49% of the adult population of the Upper Clutha. We work closely with the various Residents Associations in the area as well as other community groups.

In preparing to make this submission on the Draft Ten Year Plan ("TYP") we read the documents and spoke with our local elected representatives. We have also listened to our members and our communities including via surveys we have conducted to be sure that we understand and are representing their views. We have studied Council's own surveys e.g. Quality of Life Surveys since 2018 - which clearly outline what the views of our communities are. These surveys also reflect the results of third party surveys (including those commissioned by government agencies and independent media outlets) which have been widely published.

As you know, we are awaiting the release from the High Court of the judicial review decision focussing on the legality of decisions to grant the QAC lease over Wanaka Airport. We are therefore participating in this submission process on a without-prejudice basis.

Summary

In the limited time available to us, members of WSG have reviewed the many hundreds of pages of documentation from Council, and make our submissions and recommendations in five key areas. These are outlined in detail below, but in summary they are:

1. **Listen to your communities. QLDC must start genuinely putting its people first: the views and wishes of the communities you serve are paramount, and should be at the heart of council strategy.**
2. **Re-set for sustainable growth.** QLDC must urgently address the fundamental disconnect between Council's stated aspirations and the actual investments and growth strategies planned.
3. **Establish and plan for realistic population growth rates. The community needs to see a clear set of data:** historical figures (and sources), current figures and sources, and projected figures and sources. Data should separate resident numbers from visitor numbers, peak as well as average visitor figures and predicted growth rates for each. The same data should also be available specifically for the Wanaka Ward.
4. **Show real commitment to your climate emergency declaration and the urgent need for climate action.** Council's declaration of a Climate Emergency and the well documented and unequivocal concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration of all planning and budgeting.
5. **Airport strategy Plan B.** Council must abandon its dual airport strategy to accelerate growth, especially tourism growth, in the Upper Clutha and request that QAC develop a Plan B to manage growth sustainably within existing airport constraints.
6. **Specific recommendations relating to pages 161-171 of the TYP.** We make specific recommendations in the final section of this document.

Listen to your communities

One of the most important and overriding statements we need to make is this: **It's time the Council started to put its people first.**

We, the communities of ratepayers and residents who live, work and play here are the people you are here to serve. The views and wishes of our communities are paramount and as a local government organisation you have a duty to engage in active listening: this includes real and effective consultation and a willingness to take feedback from the community and act on it in good faith.

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

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

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

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

The section on Local Democracy in the TYP pages 147-156 is chiefly limited to describing our existing council structure. We note that the representation review process is currently underway and assume that the Upper Clutha is close to or at the threshold for being allocated another councillor. We support the addition of a fourth Wanaka Ward councillor.

WSG Recommendations:

1. Council should review its consultation methods and how it treats community input and input from community organisations into planning. This will be absolutely necessary for QLDC to move from 48% of respondents in 2020 who "are satisfied with the opportunities to have their say" to their target of 80% in all following years.

2. The Local Democracy section of the TYP should reflect the representation review process currently underway. Given population growth in the Upper Clutha, a fourth Wanaka Ward councillor seat should be confirmed prior to the next election.

Re-set for sustainable growth

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

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

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

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

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

WSG Recommendations:

3. The priorities and budgets in the TYP should be seriously and significantly reworked to ensure that Council's stated aspirations and the actual investments and growth strategies are aligned.
4. The proposed funding of Upper Clutha projects should be revisited to ensure that long overdue infrastructure needs are met, expenditure is appropriate to the real growth of the area and climate mitigation investment is fairly allocated.
5. The QAC/Council strategy to expand Queenstown Airport and develop a jet capable airport at Wanaka Airport should be replaced by a new strategy which reflects the significant pressures our district faces, and also reflects the very clearly documented concerns of the community.
6. Council should confirm that it is following the clear advice from both our Minister of Tourism and the Parliamentary Commissioner for the Environment, and then reflect that in its policies, plans, budgets and decision making.

Establish and plan for realistic population growth rates

There is a need for clarity and historical consistency in the rates of growth underlying both the draft plans. Both the TYP and the Draft Spatial Plan mention a variety of growth rates as their basis for planning. The TYP offers 5.4% per annum as the combined growth in both visitor and resident numbers for the district, predicting an average day population of 85,372 by 2031. By 2031 the TYP predicts a peak day population of 144,782 visitors and residents, representing a combined growth rate of 3.5% per annum.

The TYP Consultation Document (page 13) states "Over the past 30 years, the Queenstown Lakes has grown steadily from 15,000 residents to its current population of approximately 42,000". In fact it is not quite 30 years that StatsNZ has the figures for, from 14,800 residents in 1996 to 47,400 in 2020. But this represents an average growth rate of 5% per annum. Yet again QLDC don't accept the figure of 47,400 - choosing DataVentures 43,377 instead, which makes historical bench-marking difficult.

The community needs clearly defined figures and sources, produced separately for resident and visitor populations, as well as separate and clearly defined population data for the Upper Clutha.

Any comparison we can see between StatsNZ published growth rates since 1996 and the future population and tourism numbers assumed in the both the draft plans suggests that the figures used for both the Draft TYP and the Draft Spatial Plan are unrealistically low, - unless there is a fundamental shift by council in how it facilitates growth. Serious underestimation and under-provisioning for growth have been a historic feature of QLDC long term plans for decades and are a key underlying reason for the

wide range of well documented problems that the region now faces with infrastructure, housing, debt etc.

WSG Recommendations:

7. Council should publish clearly defined population data and sources, produced separately for resident and visitor populations across the district, as well as separate and clearly defined population data for the Wanaka Ward.. These should include sources.
8. Projected future growth rates, both for residents and visitors, should include sources and reflect published historical figures and growth rates for the district, and should also be broken out to show Wanaka Ward numbers in all cases.
9. Growth projections for QLDC strategy, planning and budgeting are critical and therefore their basis should be fully transparent.

Where is the commitment to actioning climate emergency in the Upper Clutha?

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

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

Transport accounts for our greatest source of carbon emissions in the district. Yet there is no holistic plan to develop active transport in the Upper Clutha, and a network operating plan is clearly needed. Transport is funded to \$367,119,894 in the Wakatipu Ward versus \$98,828,523 in the Wanaka Ward. We fully support the submission made by Bike Wanaka on the draft Ten Year Plan.

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

funding strategies present in both draft plans represent a failure to live up to Council's stated commitment to climate emergency and a carbon neutral economy.

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

WSG Recommendations:

10. Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the TYP as a **core underlying principal** and key consideration in all planning and budgeting.
11. There should be far greater investment (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.
12. There should be clear and objective evaluation and reporting on the carbon emissions profile of all planned infrastructure projects and activities flowing from those projects.
13. Assuming it has been finalised, as suggested, the emissions road map should be published and should be fully referenced in both the TYP and Draft Spatial Plan.
14. The Climate Action Plan needs to be brought forward and given priority.

Airport strategy plan B

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

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

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

Page 88 of the Spatial Plan states that the QAC has a “conceptual” dual airport vision for “the provision of capacity for connectivity into the region via both Wānaka and Queenstown Airports.” This strategy is not mentioned at all in the QAC section of the Draft TYP. Instead it simply includes the establishment of “a parallel noise committee for Wānaka Airport, in conjunction with QLDC” and a statement that “QAC will not plan for the introduction of wide-body jets at either Queenstown or Wānaka airports.”

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

WSG Recommendations:

15. Council must abandon its current dual airport strategy to substantially accelerate growth, especially tourism growth, in the Upper Clutha.
16. All decisions relating to both Queenstown and Wanaka Airports should represent the results of real and genuine consultation with the community. They should also take into account our local and national climate obligations.
17. Council and QAC should develop a Plan B to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports. For the Upper Clutha, this would be a strategy which makes the most of existing resources at Wanaka Airport, focusses on air transport links which do not involve building jet capability or jet infrastructure at Wanaka Airport, less than 60 kilometers from existing Queenstown Airport, and factors in the impact of carbon emissions.

Recommendations: pages 161-171 Draft Ten Year Plan

Page	Ten Year Plan	Recommended Changes
167-172	QAC Council Controlled Trading Organisation	
168-9	<p>Purpose and Objectives</p> <p>QAC’s purpose is to create long- term value and benefits for its shareholders, business partners and the communities of the Queenstown Lakes District, assessed against the four ‘wellbeing’ measures under the Local Government Act: social, environmental, economic and cultural.</p> <p>The company’s objectives are to:</p> <ul style="list-style-type: none"> > Facilitate a safe, efficient and friendly airport experience. > Provide valued and innovative customer-focused services. > Make sustainable use of our land and respect our unique environment. > Deliver sustainable returns and balanced outcomes for our team, community and stakeholders. <p>The company recognises the importance for the community on balancing aeronautical growth with both the capacity of regional infrastructure and an overarching desire to preserve what makes the region a special place to live, work and visit. Consulting with QLDC and the community on these points will be the cornerstone of QAC’s future planning philosophy, as we consider the role that air travel plays in supporting the region, and the scale and nature of any future airport investments...</p> <p>Aviation Capacity – QAC’s long- term forecasts (pre-COVID), and the results of the recent independent socio-economic impact assessment of airport infrastructure in the district, indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services. As a result, QAC will not plan for the introduction of wide- body jets at</p>	<p>Purpose and Objectives</p> <p>QAC’s purpose is to create long- term value and benefits for its shareholders, business partners and the communities of the Queenstown Lakes District, assessed against the four ‘wellbeing’ measures under the Local Government Act: social, environmental, economic and cultural. In addition, QAC has new national and local Government carbon reduction and climate obligations.</p> <p>The company’s objectives are to:</p> <ul style="list-style-type: none"> > Demonstrate accountability to its major stakeholder, the Queenstown Lakes community and its Council representatives. > Facilitate a safe, efficient and friendly airport experience. > Provide valued and innovative customer-focused services. > Make sustainable use of our land and respect our unique environment. > Deliver sustainable returns and balanced outcomes for our team, community and stakeholders. <p>Aviation Capacity – QAC’s long-term forecasts (pre-COVID), and the results of the recent independent socio-economic impact assessment of airport infrastructure in the district, indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services. As a result, QAC will not plan for the introduction of wide-body jets at either Queenstown or Wanaka airports. The same recent independent socio-economic impact assessment of airport infrastructure in the district, indicates that there is no community appetite for jet services at Wanaka Airport. As a result of these studies, our climate obligations and the demand for carbon neutrality, QAC will not plan for the introduction of jet</p>



	<p>either Queenstown or Wānaka airports.</p> <p>Air Noise Boundaries – QAC will not seek any expansion of the air noise boundaries at Queenstown Airport over this 50+ period. Note: Any expansion of the Queenstown Airport air noise boundaries would require an application process and formal stakeholder consultation under the Resource Management Act.</p>	<p>services at Wānaka Airport.</p> <p>In place of the dual jet airport expansion strategy QAC will develop a Plan B program to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports.</p> <p>Air Noise Boundaries – QAC will not seek any expansion of the air noise boundaries at Queenstown or Wanaka Airports.</p>
170	<p>Performance Targets for QAC</p>	<p>Climate Emission Targets - There are no actions included towards the goal of carbon neutrality by 2050, no reference to the supposedly completed carbon emission road map or climate action plan. We can only infer that these may be included in the master plan.</p> <p>The carbon emissions road map should be informing the performance targets for the QAC and these should be specified in the Ten Year Plan.</p> <p>Community Accountability Targets - Given the history of the last 3 years we think these should be included in the QACs performance targets. Take steps to improve transparency in QAC strategy and decision-making and ensure accountability and local community involvement in the management of strategic local assets.</p>
171	<p>Passenger & Aircraft Movements</p>	<p>Previously QAC has consistently reported passenger activity in terms of passenger movements (PAX movements). In the TYP the activity refers simply to passengers thus halving the numbers. In the interests of consistency and to reflect the actual level of activity we suggest that this report, like others previously, should talk in terms of PAX movements.</p>

Updated 15/04/21

* WSG membership as at 22:00 Thursday 15th April 2021 stands at 3,488 people.

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:

Please accept my LTP submission.

I own a residential house and have no commercial business interests in QLDC.

We need to learn the lessons from Covid. Queenstown is seen as too expensive, please don't ramp more costs on business:

Stop the bed tax plan

Stop all targeted rates on the CBD

Have one level rate on all properties regardless of use, a \$1m asset should be rated the same regardless of where it is (excluding 3 water's and waste charges). Not a vote winner but be brave and fair.

House prices are only high because we live in a beautiful place with world class privately owned facilities. We all enjoy the facilities (restaurants, bars, activities) that are only viable due to tourism. Don't heap more costs on business or we will continue to be perceived as expensive.

Spread rates over everyone and seek to minimise increases. Seek a GST rebate from central government - worth pushing- we got nothing back in our hour of need. Seek internal efficiencies- restructure your staff like businesses have done and stop doing activities completely- close and centralise libraries, pools and compliance functions.

Finally I oppose any form of freedom camping in the district- if they can't pay for a camp ground or dorm bed they are not the visitors we need.

Regards/ Nga mihi

Logan Skinner

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:

SKUDDER Michael

Queenstown/Wakatipu

Q. Responding to Climate Change

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

QLDC moving towards an electric fleet is admirable.

My understanding the gas produced at the landfill is presently insufficient to be commercially viable.

People are likely to still depend on using personal vehicles over public transport in the short to medium future. Our residential areas (particularly the newer developments) are often a significant distance from our cultural and commercial centres. More public transport options would be desirable e.g. a water ferry service across the narrows between Kelvin Heights and the Park St area.

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:

Would appear to be the more achievable option.

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:

A central bus hub fine, but a bus lane from Frankton to Queenstown would seem to be a huge ask. We just may need to accept that SH6A will often be congested.

If arterial project Stage two does go ahead it is wanton vandalism to demolish the Queenstown Memorial Centre. There is an option for the roading to go around the QMC, and this should be the only option. Our population is predicted to double over the next 30 years - we need more community facilities - not the demolition of them, notwithstanding the planned Performing Arts Centre.

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

The sale of any Event Centre land would not be desirable.

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

Q. Responding to Climate Change

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

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

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

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

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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

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

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

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

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

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

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

investment.

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

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

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

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

2022, not 2026

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

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

continue through to 2030

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

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

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

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

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:

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 10-YEAR BUDGET 2021 – 2031

19 April 2021.

QUEENSTOWN LAKES DISTRICT COUNCIL

BACKGROUND

1. Scenic Hotel Group Limited (“Scenic”) owns and operates 17 hotels in New Zealand. Scenic is New Zealand’s largest locally owned chain of hotels and has operated in New Zealand for 40 years.

Scenic operates two hotels in Queenstown CBD. It owns and operates the Heartland Hotel Queenstown at 27 Stanley Street and it manages the Scenic Suites Queenstown at 21 Stanley Queenstown.

We refer to the Queenstown Lakes District Council (**QLDC**) Ten Year Plan 2021 – 2031 (the **Draft Plan**) and the accompanying consultation document (the **Consultation Document**). The Consultation Document calls for submissions on the Draft Plan to be received before 5:00 pm on Monday 19 April 2021 (the **Deadline**).

2. Purpose and Scope

This submission is Scenic’s response to Queenstown Lakes District Council’s 10-Year Budget 2021-2031 (**10-Year Budget**), with focus on the **Visitor Levy**.

QLDC states it has been working with Central Government officials to prepare and introduce a local bill to parliament. The local bill appears to support the introduction of a visitor levy/bed tax. Due to COVID-19 and the uncertainty around when international tourism will return, the visitor levy was put on hold.

QLDC assumption is that work will recommence on various projects and the visitor levy/bed tax will be introduced from year four (2024 – 2025).

For the QLDC to rely on a non-binding referendum completed during 2019 as the basis to revisit and include the visitor levy/bed tax through the new Draft Plan is an unacceptable attempt to introduce what is essentially a bed tax on the Queenstown Accommodation providers.

Now is not the time for bed taxes or for any regional visitor levies.

Scenic’s believes work on or introduction of a visitor levy/bed tax should be cancelled or suspended indefinitely due to the global COVID pandemic and actions taken by central Government to safeguard the health and wellbeing of all New Zealanders which forced the closure of NZ borders financially bringing tourism to its knees.

3. Submission

Scenic is a member of the Hotel Council Aotearoa (“HCA”). The Chairperson of Scenic, Mrs Lani Hagaman, is also the Chairperson of HCA.

Scenic was involved in the preparation of the detailed submission that HCA filed with Council. The HCA submission is attached to this submission (“HCA Submission”).

Scenic adopts and supports the HCA Submission in full. Scenic also wishes to make the following submission.



IMPACT OF COVID

4. The border restrictions and closures introduced by government from 19/20 March 2020 saw an immediate decline in arrivals to New Zealand. The drop was significant and as a result the New Zealand hotel sector struggled financially. Hotels suffered significant and immediate drops in revenue. Some collapsed financially and others were forced to lay off staff, restructure, close parts of their businesses and borrow to try to stay afloat in the hope that the borders will reopen.
5. Post COVID domestic tourism has not benefitted the hotel sector. New Zealand domestic travellers and families favour motels, motor camps, motor homes and Airbnb type accommodation ahead of hotels. Locals see hotels as too expensive. Attempts by Tourism NZ and RTOs to stimulate additional domestic travel have not really assisted the hotel sector. It takes 11 domestic tourists to generate the spend of 1 international tourist daily. New Zealand's relatively small domestic market will never be able to close out the shortfall because of NZ borders remaining closed to the wider international visitors. Even with the introduction of the Trans-Tasman Bubble it will take years to recover to anywhere near previous business flows.
6. Throughout COVID, the Heartland Hotel Queenstown and Scenic Suites Queenstown had much lower occupancy and yield levels. The unsold and unused hotel rooms are lost. Unlike other businesses they cannot be stockpiled for future use. Yesterdays unused rooms are gone forever.
7. While hotels have restructured and implemented various cost control measures, fixed costs cannot be avoided and have not decreased in line with decreased revenues. Certain other costs have increased because of COVID lockdown and increased government requirements. Those include new COVID-related protocols around cleaning and contract tracing and now the newly introduced increased minimum wage, a new public holiday and increases in sick leave entitlements.
8. In common with similarly-affected hotels around the world, Queenstown's hotels have responded to COVID by doing some, or all, the following to control costs:
 - Closing food and beverage outlets or reducing operating hours
 - Closing accommodation floors
 - Reducing service levels generally
 - Going dark on broadly-targeted brand advertising programmes
 - Suspending international marketing
 - Freezing all new hires, unless mission-critical
 - Reducing staff hours
 - Being forced to make redundancies
 - Halting capital investment and maintenance programmes.



9. The cost-saving measures have not been enough. Hotels are capital intensive businesses and cannot easily repivot or be used for other activities. The high level of fixed costs makes even putting a hotel into hibernation expensive with ongoing costs for security, maintenance, rates, insurance and debt servicing.
10. Hotels are simply not profitable at low occupancy levels. The low levels generated in Queenstown since the border closure in March 2020 have resulted in massive financial losses, which accumulate daily. Those losses are unsustainable.
11. Any attempt by Council to introduce a visitor levy/bed tax at any time in the foreseeable future could well be the “final straw that breaks the camel’s back” for struggling Queenstown hotels. Additional costs of that type will result in larger financial losses and push more hotels to the wall, with more job losses.

CANCELLATION OF VISITOR LEVY AND ITS REPLACEMENT

12. The Draft Plan and Consultation Document does not attempt to explain how the visitor levy/bed tax works. There is no detail within the documents where anyone can gain further information about the visitor levy/bed tax and the implication on hotel businesses. Council appear to believe a visitor levy/bed tax can simply be added to a guest account without implication on the hotel business or chance to attract future business. It cannot!
13. References to the visitor levy within the Draft Plan and Consultation Document include confirmation it will require central government support and legislation to be passed. It is confusing as there is also a statement that “Council has temporarily halted the process for drafting the necessary legislation”. What does this mean? How long is this process halted and what conversations have been had with central Government about the introduction of a visitor levy/bed tax? This information should form part of this submission.
14. It is reported only 41.45% of the eligible voters participated in the past referendum asking if a visitor levy/bed tax should be introduced. Although 81.37% supported an introduction of a visitor levy the Draft Plan has been written to suggest 81% of rate payers are in favour of the levy, which simply is not correct.

What should be reported is only 41.45% of rate payers supported the introduction of a visitor levy. This is misleading to media and the public.
15. What little information available to the rate payer regarding the introduction of a visitor levy/bed tax is highly inadequate. Further detailed information is required.
16. The current unprecedented COVID situation provides Council with an opportunity and grounds to cancel the visitor levy for good and if necessary (which Scenic does not believe to be the case) look at wider, fairer charges. Those charges should fall fairly on all providers (such as the airport, transport operators, hotels, all types of accommodation providers, hospitality, the retailers, activity operators etc) who all benefit from Council’s infrastructure and promotion of Queenstown as a destination for local and future international visitors. Should the new charges be necessary then they should be structured in such a way that they can be passed on directly to the user of the various services provided in a clear and precise manner and this would be at all levels of tourism spend within the community.
17. We would encourage QLDC to suspend the consultation process immediately, re-issue new documentation containing more detailed information about the visitor levy/bed tax and how



it will be collected and what it will be spent on and extend its deadline for submissions so all interested rate payers can be given more time for proper consideration to this important matter.

18. In the words of Mayor Jim Boulton, he quoted in the Otago Daily Times 14 April 2020.

"The last thing in the world the accommodation sector needs is another cost".

"The reality is now we're in a different world than we were three, six, twelve months ago, when it made perfect sense."

STATUTORY CRITERIA

19. The factual and legal analysis set out in the HCA Submission is adopted.

NEXT STEPS

20. Scenic supports Council solving the problems relating its funding of infrastructure for the township but does not accept what is set out in the Draft Plan and believes that detail is inadequate.

21. Scenic strongly supports Council pushing for better funding of infrastructure by central Government. Scenic supports the hotel and other sectors working collaboratively with Council on this.

22. Furthermore, Scenic supports the evolution of central Government funding to local Government such as the Queenstown District Council. This includes solutions such as;

Government passing back GST to Queenstown District Council,

Government contribution to Queenstown District Council based on the valuation of State assets based within Queenstown District Council territory.

Government increasing the national Tourism Levy currently collected at the borders and apportioning a percentage to Local Councils to assist with capital costs to improve infrastructure.

Scenic would encourage Council to investigate the work headed by Chris Adams the Global Head of Research & Insights GM – South Pacific Miles Partnership into various funding models. Particularly the concept of Tourism Improvement Districts or Special Recovery Districts used globally.

23. Scenic also supports a full and fair review of other funding options as set out above.

SUMMARY

24. Council should be thinking ahead and taking steps that will ensure the fastest possible recovery of all tourism, including hotels, after COVID. Hotels in Queenstown and around the country are currently in "survival mode" until normal inflows of wider international tourists resume. This could take many years and many hotels will not survive financially.



25. Hotels are key tourism infrastructure. Without them the wider international tourism industry will not flourish. Queenstown is a key national gateway. Airlines, airports, domestic transport networks and hotels are all capital-intensive assets which together create “tourism backbone” which feeds visitors into the Queenstown economy, with flow on economic benefits for many other businesses (bars, restaurants, transport etc) in both Queenstown and the wider New Zealand economy. Hotels support Queenstown’s prosperity.
26. Council has not demonstrated in the Draft Plan or Consultation Document to satisfy s101(3) of the Local Government Act 2002. “A local authority must manage its revenues, expenses, assets, liabilities, investments and general financial dealings prudently and in a manner, that promotes the current and future interests of the community”.
27. The reference to Visitor Levy set out in Council’s Draft Plan and Consultation Document contains several assertions without any supporting evidence. The documents fail to adequately consider the current ability of hotels to financially survive in comparison to circumstances that existed pre COVID and pre-border closures. There is inadequate consideration of accumulated hotel losses during the last 12 months. Council’s analysis of affordability appears inconsistent with similar analysis carried out with respect to individual ratepayers.

Scenic considers that the impact of COVID has shown the Visitor Levy/bed tax to be fatally flawed in execution and intent. Council should now use this opportunity to shelve it entirely and instead work collaboratively with all sectors who benefit from tourists and visitors coming to Queenstown, including the hotel sector, other accommodation businesses, the wider tourism industry and businesses such as airports, hospitality, restaurants, bars, transport etc on a wider, fairer, fit-for-purpose alternative funding mechanism. Such an alternative mechanism should be the subject of wide meaningful consultation and should only be introduced within a reasonable time frame after the country generally (and the hotel sector) have properly recovered from COVID. This should be done as part of a consistent, nationwide approach to the problems identified by Council and include meaningful buy-in and funding from central government.

Dated 19th April 2021

L M Hagaman

Chairwoman

Scenic Hotel Group Limited



Submission on 10-year Budget 2021-2031

16 April 2021

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Introduction

1. Hotel Council Aotearoa (**HCA**) is New Zealand's dedicated industry body for hotels and hoteliers. We represent over 140 hotels (15,600 guest rooms), including hotels located in the District.
2. We refer to the QLDC Ten Year Plan 2021-31 (the **Draft Plan**) and the accompanying consultation document (the **Consultation Document**). The Consultation Document calls for submissions on the Draft Plan to be received before 5:00 pm on Monday 19 April 2021 (the **Deadline**).

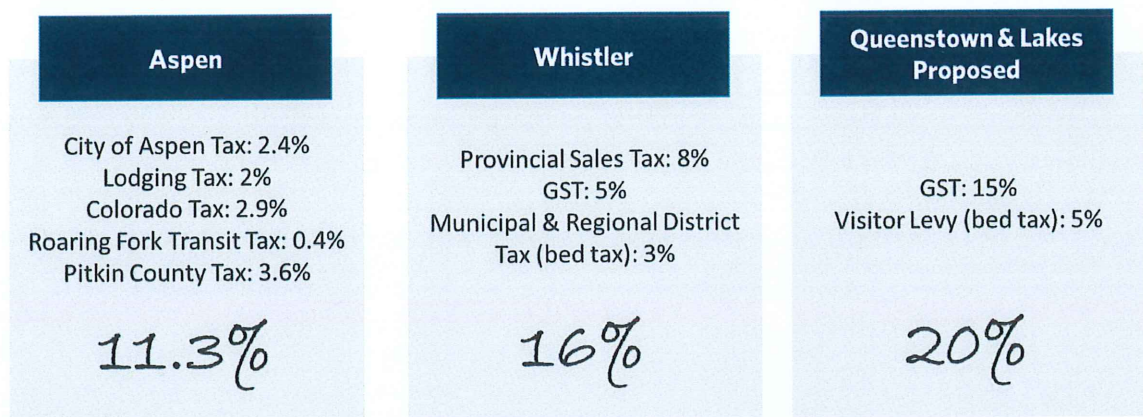
Summary

3. QLDC should accept that its visitor levy proposal is the wrong solution for the wrong problem at the wrong time. Now is not the time for bed taxes – and despite the “visitor levy” terminology chosen by QLDC, a bed tax is what this is.
4. QLDC's Mayor and Councillors are urged to show visionary leadership and abandon the visitor levy/bed tax experiment completely so that the District's tourism businesses can concentrate on rebuilding after COVID.
5. HCA has sympathy for QLDC's core problem – systemic underfunding by central government of tourism-related infrastructure. QLDC and HCA should work collaboratively and with other key stakeholders on agreeing principles for a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research. Solving this long-standing problem through genuine consultation and collaboration on reasonable timeframes would be the most important and enduring application of “reimaging tourism” after COVID.
6. The Consultation Document and Draft Plan contain no detail whatsoever about the visitor levy. This is hard to reconcile with it being an entirely new revenue source for QLDC and forecast to generate an amount equal to almost 10% of current annual QLDC revenues.
7. The lack of basic information about the proposed new visitor levy – such as: how it works, risks to implementation, market risks and alternative funding mechanisms – suggests these omissions may have been intentional.
8. It is surprising to us that QLDC looks to rely on a non-binding referendum completed during June 2019 (**June 2019 referendum**) as the basis for pushing through the Draft Plan now, some 22 months later and after the District's tourist economy has been devastated by COVID, border closures and the resulting collapse in international travel. It is hard to imagine how tourism could look more different today than it was in June 2019.
9. Queenstown is already expensive. A bed tax of 5% would increase total tax on commercial accommodation to 20% and decrease the region's price-competitiveness at the very time we need to rebuild demand after a global pandemic. Almost no other comparable destination globally imposes taxes of 20% on the cost of overnight accommodation. A regional bed tax is not the right response to the funding problem in the District and is not the right approach for New Zealand as a whole.
10. Bed taxes place a disproportionate burden on accommodation providers, while ignoring the impact on infrastructure from day-trippers, campervans and visitors who stay with friends and relatives, rather than in paid accommodation. Bed taxes also ignore the revenues earned by many non-accommodation, but tourism-focused businesses, such as businesses which specialise in offering tours.

11. QLDC's plans for use of monies raised through the visitor levy are opaque, unstructured and make no provision for industry involvement in decision-making, which is accepted best-practice for taxes of this type. QLDC has not addressed the market risk to future revenues that rely on the commercial performance of accommodation providers.
12. The consultation process should be halted and the Deadline extended so that deficiencies in the Consultation Document and Draft Plan can be remedied. Otherwise, ratepayers can have no confidence that QLDC has adequately discharged its legal responsibilities under the Local Government Act 2002. Ratepayers making submissions on the Consultation Document and Draft Plan are doing so on the basis on incomplete information.

What, exactly, is the "visitor levy"?

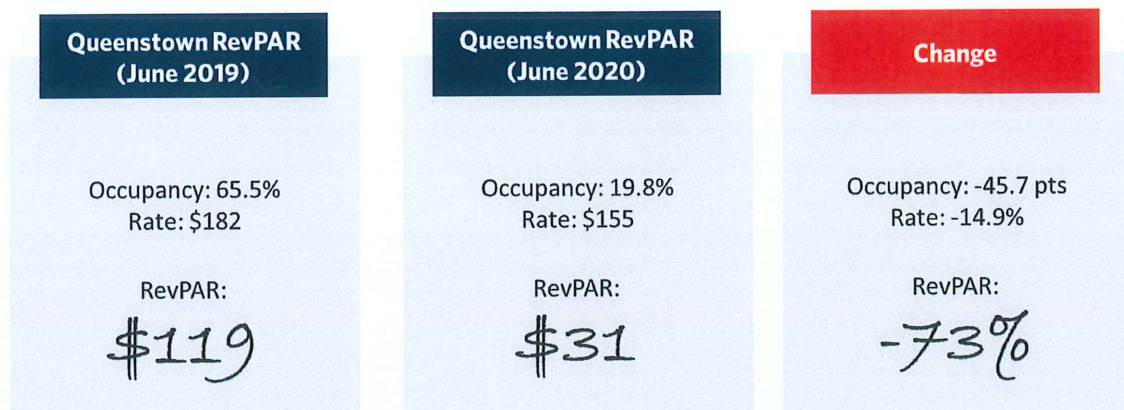
13. The Draft Plan and Consultation Document together contain 36 separate references to a "visitor levy". Anyone reading the Draft Plan and Consultation Document is simply assumed to know and understand what the visitor levy is. There is no explanation of how the visitor levy works and there is no reference in either the Consultation Document or Draft Plan to where further information about the visitor levy can be found.
14. The visitor levy is nevertheless forecast to raise a fairly precise \$162,857,000 in total over the final seven years of the period covered by the Draft Plan.
15. On average, the visitor levy is forecast to generate \$23,265,290 in each year of operation, which is the equivalent of 9.8% of all revenue forecast to be collected by QLDC for 2021/22. The visitor levy is obviously a critical component of QDLC's future revenue and fundraising strategy.
16. Of the 36 references to "visitor levy", five of them are statements to the effect that if the visitor levy is not introduced, general rates would need to increase by an additional 2.3% for the last seven years of the plan. The politicised messaging is overt – *accept this levy on "outsiders" or else prepare for your own rates to rise.*
17. Remaining references to the visitor levy include confirmation it requires central government "support" and legislation to be passed. However, there is also a statement that "Council has temporarily halted the process for drafting the necessary legislation".
18. We are left to assume the visitor levy referred to in the Draft Plan is the same visitor levy described on QLDC's website at: <https://www.qldc.govt.nz/your-council/major-projects/proposed-visitor-levy>.
19. What little information there is about the visitor levy on the QLDC website is also unsatisfactory. By way of example, the complicated issue of whether increasing the cost of overnight accommodation might decrease demand is dismissed in fewer than fifty words: *"We don't anticipate a levy of 5% on top of the accommodation cost would have a significant effect on the majority of people choosing to visit and stay in the district – it's not an unusual model and doesn't deter people from visiting international destinations such as Whistler or Aspen."* For completeness, set out below is the proposed Queenstown Lakes District tax on accommodation alongside current levels of tax that apply to overnight accommodation in each of Whistler and Aspen:



20. QLDC should be properly analysing (and sharing with ratepayers) levels of tax on accommodation in a number of competitor markets, including alternative holiday destinations in the Asia Pacific region and summertime destinations. QLDC should investigate whether bed taxes are going up, or down, in the aftermath of COVID. Basing fundamental policy change on what you “anticipate” rather than comprehensive research and analysis of international best-practice is certainly an unusual way of doing things. Do we aspire to be an internationally renowned destination, or will we shortcut our way to prosperity?
21. It is impossible for us to give a complete and reasoned response to the visitor levy proposal, and therefore to the Plan as a whole, because of the plain and obvious deficiencies of the Consultation Document. We reserve the right to make further comment after the Deadline.
22. We respectfully request that QLDC suspends the consultation process immediately, re-issues a new consultation document containing more comprehensive information about the visitor levy, and extends the Deadline so that all interested parties can give proper consideration to the nationally-important issues at stake.
23. Better yet, drop the visitor levy completely and work with industry and central government on something that’s fair and reasonable, instead.

June 2019 referendum

24. On page 9 of the Consultation Document, reference is made to a non-binding referendum in June 2019 about the visitor levy (**June 2019 referendum**). Surely QDLC is not contending that the June 2019 referendum and supporting materials are somehow incorporated as part of its legally-mandated consultation on the Draft Plan?
25. In any event, the June 2019 referendum and supporting materials are a wholly inadequate foundation upon which to build the case for a new bed tax on accommodation. It is highly doubtful that the June 2019 referendum would comply with QLDC’s own significance and engagement policy as at 2021: <https://www.qldc.govt.nz/media/vjce04tv/d-qldc-significance-and-engagement-policy.pdf>.
26. The June 2019 referendum is simply out-of-date and of questionable relevance post-COVID. It was carried out in “boom times” nine months *before* New Zealand’s borders were closed in response to COVID, which had a devastating effect on numerous Queenstown Lakes District businesses and ratepayers. Comparison of Queenstown’s hotel performance at, and 12 months after, the June 2019 referendum is startling:



27. Introducing a new bed tax at the bottom of the cycle following a global pandemic is a totally different proposition to introducing a bed tax during boom times. Funding models under consideration before the pandemic should be re-assessed by QLDC in light of new conditions.
28. It would be an extraordinary coincidence if the perfect funding solution during boom times also happened to be the perfect funding solution at the absolute bottom of the cycle, too.

COVID and other events subsequent to the June 2019 referendum

29. As part of central government's health response to the COVID pandemic, New Zealand's borders were effectively closed to international tourists on 19 March 2020.
30. On 14 April 2020, Mayor Boulton was quoted in the *Otago Daily Times* as saying:

"The last thing in the world the accommodation sector needs is another cost".

"The reality is now we're in a different world than we were three, six, 12 months ago, when it made perfect sense."
31. Since Mayor Bolt made these astute and correct observations in April 2020, the situation *deteriorated even further* and borders have remained closed much longer than anyone originally anticipated. Businesses have experienced another 12 months of catastrophic trading conditions. Many tourism sector workers have sadly lost their jobs as a result.
32. On 17 October 2020, a new Labour government was elected. Labour's election manifesto included an explicit promise that there would be "no new taxes" in the next term (the **No New Taxes Promise**). This promise was made repeatedly throughout the election campaign, including in writing by Minister of Finance, Hon Grant Robertson: <https://www.labour.org.nz/release-revenue-policy>
33. Subsequent to the October 2020 election, Hon Stuart Nash was appointed as new Minister of Tourism. On 24 December 2020, the *Otago Daily Times* reported Mayor Boulton as having met with the Minister of Tourism in November 2020, and with regards to the visitor levy:

The pair agreed to "keep talking about it", but both understood there would be "no intention of introducing it until normal trading conditions returned", Mr Boulton said.

"By 'normal' I mean we're back where everybody is making good money and we're seeing good flows of tourists through and accommodation providers are getting good occupancy rates."

34. The COVID pandemic is by no means over. New Zealand's bubble with Australia is set to open on 19 April 2021, but there is no clear timeline for when borders will open to other countries. Our domestic vaccination programme has only just started. A lot of uncertainty remains.
35. If QLDC considers the recovery will be complete by 2024/25, then it should share its reasoning, assumptions and models with ratepayers as part of this consultation process. Presumably models exist in *some* form, since the Draft Plan anticipates the visitor levy generating \$14,500,000 in 2024/25 and \$22,935,000 in 2025/26.
36. Hotels and other accommodation providers have been *accumulating losses* since New Zealand's borders closed. Some have spent their accumulated renovation reserves staying open and servicing fixed costs and debt. Surely QLDC accepts that a return to "normal" includes allowing accommodation providers sufficient time to recover fully from COVID-related accumulated losses? "Good flows of tourists" is not the point at which the sector has recovered, it's simply the *start* of the recovery for commercial accommodation providers.
37. What grounds does QLDC have for being confident that central government will continue to support the visitor levy, notwithstanding it directly contradicts the No New Taxes Promise? On what grounds does QLDC consider the visitor levy would survive any change of government that may occur during the 10-year period covered by the Draft Plan? These are sensible and fair questions for QLDC to answer properly if it proposes to base a 10-year budget around this brand new source of revenue.

Bed taxes and Queenstown Lakes District

38. Bed taxes are not a new funding mechanism, internationally. However, there are multiple issues that should be carefully considered before a bed tax is introduced. Historically, bed taxes came about in the United States because neighbouring districts sought out novel ways to raise revenue from travelling salespeople conducting business in their region.
39. Many of the practical and theoretical issues around implementing successful "tourism taxes" (note: not necessarily bed taxes) have been highlighted by research published well after the June 2019 referendum, including the research recently cited by the United Nations World Trade Organisation (<https://www.unwto.org/covid-19-oneplanet-responsible-recovery-initiatives/funding-for-a-regenerative-future-could-tourism-taxes-be-part-of-the-answer>) and by Tourism Industry Aotearoa (<https://www.tia.org.nz/news-and-updates/industry-news/tourism-taxes-the-global-context-for-a-nz-discussion/>).
40. Nothing in the Consultation Document, Draft Plan or June 2019 referendum gives ratepayers any confidence that the complicated issues surrounding tourism taxes generally, or bed taxes in particular, have been fully considered by QLDC in the wake of COVID.
41. Ratepayers have only ever been provided with one solution – the solution now presented as a *fait accompli* by QLDC in the Draft Plan.
42. Given the paucity of consultation material provided about the proposed visitor levy, at this stage we will limit our comments on the visitor levy itself to the following key observations:
 - 42.1. Queenstown is already expensive. A bed tax of 5% would increase total tax on commercial accommodation to 20% and decrease the region's price-competitiveness at the very time we need to rebuild demand after a global pandemic. Very few comparable destinations globally

impose taxes of 20% or more on the cost of overnight accommodation. When we already have 15% GST, a regional bed tax of 5% is not the right response to the QLDC funding problem and is not the right approach for New Zealand as a whole.

- 42.2. Bed taxes place a disproportionate burden on accommodation providers, while ignoring the impact of day-trippers, campervans and visitors who stay with friends and relatives. Bed taxes also ignore the revenues earned by many non-accommodation, but tourism-focused businesses, such as businesses which specialise in offering tours. A tourism funding solution imposed on all businesses and consumers in the tourism economy – rather than just commercial accommodation – would share the burden more evenly amongst all end-users of QLDC infrastructure.
- 42.3. A bed tax calculated as a percentage of rooms revenue is not fair for end-users and distorts future development. If a bed tax is the only solution, a set dollar amount per room-night (rather than a percentage of the room rate charged) is a more transparent and fair way to collect it. All overnight tourists use infrastructure in the same way, irrespective of whether they stay in high-end or budget accommodation. QLDC should not be imposing policies that effectively tilt the playing field in favour of low-cost accommodation types. The unintended consequence of percentage-based bed taxes is to incentivise more low-cost accommodation and dis-incentivise high-end accommodation development, which is a perverse outcome and bad for Queenstown and Lakes.
- 42.4. QLDC's plans for using monies raised through the visitor levy are opaque, unstructured and make no provision for industry involvement in decision-making. Industry participation in spending decisions is accepted best-practice for modern tourism taxes. It is unclear exactly what the terms "tourism-related infrastructure", "visitor related operational expenditure" and "visitor relation portion" mean. QLDC has designed the visitor levy so that it has wide discretion on how the moneys raised are spent – this is not how bed taxes work elsewhere and ratepayers should be concerned.
- 42.5. Revenue generated from the visitor levy is likely to vary dramatically from forecasts depending on the actual achieved performance of commercial accommodation businesses. Even assuming the visitor levy passes into legislation, there is no discussion anywhere in the Consultation Document or Draft Plan about this *market risk* to QLDC's future financial position. Surely taxes on variable, sector-specific, third-party revenue streams require more comprehensive analysis (and risk disclosure) than traditional local body rates imposed on comparatively static property valuations? What happens to visitor levy income and QLDC revenues *next* time we have an international pandemic, major terrorist incident, natural disaster affecting Queenstown Lakes District or global financial crisis? Will we simply stop servicing debt? The Consultation Document appears to assume the return of boom times from 2024/25 and an uninterrupted period of prosperity for the following seven years.

The funding problem we must all solve together

43. HCA has sympathy for QLDC's core problem – the ongoing failure by central government to adequately "share" the massive contributions already made directly and indirectly by tourism to central government coffers. Tourists already contribute through GST receipts on tourist expenditure, and through profits tax and PAYE generated by tourism-focused businesses. Successive central governments have systemically underinvested in tourism infrastructure – they have been happy to *receive* the financial benefits of tourism throughout New Zealand, but they have all failed to

adequately reinvest in under-strain infrastructure, leaving local authorities and ratepayers to fund the shortfall.

44. The problem is particularly severe in Queenstown Lakes District given the relatively low ratepayer population in comparison with the number of transient visitors. But the problem is in no way unique to the District.
45. It is misleading and wrong to suggest that tourists have been underpaying or under-contributing to the costs they impose on the District or New Zealand as a whole. The problem is not tourists and how much they pay. The problem is the flow of funds between central government and local authorities such as QLDC.
46. New Zealand either already has, or is considering proposals for, the following taxes and levies imposed on tourists or tourism: (a) border levies for costs of border processing on arrival and departure; (b) international visitor levy for tourism-related and conservation projects; (c) 15% GST on all purchases (without any tourist rebates) for general government purposes; (d) for self-drivers, national and regional fuels excise taxes; (e) accommodation provider targeted rate in Auckland for marketing and promotion of tourism and events by local authority; (f) visitor levy in Queenstown Lakes District for tourism-related infrastructure and operating expenses by local authority; and (g) proposed departure tax for aviation fuels research. New access charges for our conservation estate are understood to be under active consideration. Without a national solution to the tourism funding problem, it seems inevitable that different central government departments, local authorities and private sector interest groups will continue to insist that taxing non-voting tourists is the best solution to their particular problem.
47. In the context of all tourist destinations around the world planning to soon re-open borders and welcome back international travellers, it would be hugely unfortunate if New Zealand's central and local authority politicians continued to repeat the fiction that tourists in Aotearoa "do not pay their way". It is also the wrong time to raise prices without improving the overall experience. Tourists already pay more in tax to stay in Queenstown Lakes District than in many comparable destinations worldwide – it is not the tourists' fault that most of their tax is paid through a 15% GST, which is not partially remitted to QLDC. It is not the tourists' fault that successive QLDC administrations have chosen not to raise general rates and/or underinvested in infrastructure.
48. Let's stop bashing foreign tourists for domestic political gain.

HCA's call to action – true collaboration and reasonable timeframes

49. HCA considers solving the long-standing funding problem for all of New Zealand – not just the Queenstown Lakes District – would be the most important and enduring application of "reimagining tourism" after COVID. However, the solution must be properly researched, fairly applied and introduced *at the right time*, not in a manner that could slow the recovery after COVID. Local and central government should take up Hotel Council Aotearoa's call for all stakeholders to work collaboratively on an enduring solution to the funding problem.
50. HCA supports a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research. Our members have made substantial long-term investments in New Zealand's visitor economy and we have deep expertise in the matters under consideration. We want what's best for Aotearoa New Zealand. QLDC should join HCA in genuine collaboration to achieve the best possible response to the infrastructure funding shortfall, rather than forcing through its wrong solution to the wrong problem at the wrong time.

About Hotel Council Aotearoa

Hotel Council Aotearoa (HCA) is an advocacy-focused organisation with a mission to educate and influence key decision-makers on matters of importance to the New Zealand hotel industry. HCA's target membership encompasses hotel owners, general managers, operators/brand companies, consultants, academics, advisors and other organisations and individuals having a close professional connection with the hotel industry. HCA currently represents over 140 New Zealand hotels, comprising over 15,600 guest rooms or 5.6 million available room-nights per annum.

To learn more about HCA or to become a member, please visit www.hotelcouncilaotearoa.com or email [REDACTED]

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.

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.

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, as well as providing low carbon or zero carbon public transport (e.g. electric buses).

I would like to see QLDC truly mitigate (rather than just adapt to) climate change by prioritising 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 a vision for a network of protected cycleways across the Whakatipu basin that will allow me and my family to safely bike between home, school, work, shop and play. These should be prioritised as transport projects much earlier than the current plan.

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

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION TWO: Fees and Charges not increased

Please tell us more about your response:

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

I think it is essential that the ten year draft plan takes seriously the impending impacts of climate change and a zero carbon future, including mitigation not just adaption. Our region needs to provide carbon neutral transport options including walking, cycling AND public transport, with disincentivisation of private motor vehicle use - fewer roads, not more. Any new subdivisions must have walking and cycling paths connected to a joined up network AND public transport infrastructure. More broadly, we need to end our reliance on tourism and stop trying to make things the way they were pre-COVID. There should be no consideration of any further increased airport capacity, and indeed we need to look at winding this back. Development plans for the region need to look at sustainable development including supporting a diversified sustainable economy - not one entirely dependant on tourism and building!

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:

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:

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:

SMOOTHY Ellen

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:

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 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.

Wanaka requires a public transport option as well.

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:

SPEARING Vicki

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:

Disappointing. Climate resilience should be overarching on every decision made. More funds need to be allocated for QLDC to respond to climate change. We need to people in climate leadership, carbon accounting, and climate education.

There is no commitment to the Upper Clutha active transport plan. Active travel planning and implementation is an easy win and urgently needed priority. Aside from the climate perspective, safety of citizens using active transport should be a priority. Many daily commuter routes in the district are dangerous for kids and adults wanting to cycle or walk to school or work.

Don't agree to QLDC moving forward with Dual airport strategy. This is not committing to climate priorities.

There does not seem to be much if any commitment to QLDC's Climate emergency declaration

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

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

Please tell us more about your response:

Safe, reliable water should be actioned immediately not over the next 10 years, it should not be either QT or Wanaka, both centres should get it.

Contamination could be costly.

Upper Clutha residents should have this subsidised further based on the lower number of residents contributing to the upgrades required

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:

Voting for reconsidering the prioritisation of transport projects.

Funding required for active transport particularly in the Upper Clutha district - not mentioned in either option.

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:

Option 2 seems fairer as everyone benefits from the CBD thriving

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:

NZ Green Building Council can demonstrate that 20% of NZ's green house gas emissions come from the built environment. While you cannot over-ride the building code, QLDC could incentivise better building practices. We have so many new homes being built to poor standards even efficiency - even very expensive homes, and by continuing to build homes that are not energy efficient (weep in winter and overheat in summer), we lock in the emissions of our building stock for the life time of the buildings. (aside from emissions, the cost of heating, use of resources to heat, health of inhabitants are all considerations.... as well as energy efficient homes would help minimise demand and therefore reduce the need for infrastructure upgrades such as that proposed by Aurora.

I would like to see an incentive where every proposed new build was modelled by a PHPP or equivalent energy modeller as then the conversation would be around performance of homes rather than just price per square metre, which would overnight change the quality of our stock. By modelling at concept stage, changes/modifications to plans can easily be made before money is spent.

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 am not a disciple of the CC "religion" or belief system if you will, and therefore I do want QLDC acting on my behalf towards promoting a CC response, and certainly not in declaring a "climate emergency".

Having said that, I am all for reducing waste and energy where possible, for environmental action in other areas, and for the strategic planting of trees.

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

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

Please tell us more about your response:

It is appalling that councils have been slow to react to the Havelock North incident in 2017. Has taken far too long already to move toward safeguarding water supply, and this should be done with all haste.

New facilities for water and wastewater for new exburbs/towns such as Cardrona should largely be self-funded by those developments and not a burden on existing ratepayers.

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 live in Wanaka, so not particularly affected by what happens in Queenstown.

The \$2 bus was a good initiative (although I have only used it twice).

About lighting for roads/footpaths. I find this quite a waste of energy (even with LED lighting). For quiet streets there is less need for lighting and people walking at night can use their phones or torch to see where they are going. Where street lighting is provided it should be low level like in Takapo (correct spelling/pronunciation) so that light pollution is minimised and we can see the stars.

A comment about "shovel ready" projects. They are not shovel ready, are they, unless all the design and consultation is complete and awaits only the award of the contract!

What is \$15.9M being spent on for Wanaka Primary Cycle Network? The road speed limit has already been reduced to 40 km/h in the urban areas specifically to make it safer/friendlier for cyclist to cycle on the roads, and that is where they should be cycling. Why is a separate cycle network necessary? If there are to be shared cycle/foot paths then they must be given the proper legal status and the correct signage used, otherwise it is illegal to cycle on footpaths that are not designated as cycle/foot paths.

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

Neither / Neutral

Please tell us more about your response:

I live in Wanaka (Oanaka possibly), not Queenstown, so this is not for me to comment on.

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:

Waste minimisation needs to be given some focus, although some of this really needs to be set at a national level. Plastic packaging is too extensive and a lot of it is not recyclable. Landfill cannot continue to be our main form of disposal (not really disposal is it!). Disposal of dry cell batteries is not readily available (in UK there are collection drums in libraries, supermarkets). Hazardous waste such as engine coolant probably needs to be free to drop off otherwise people will (continue) to dump to ground/drains (it is toxic to the aquatic environment). Collecting of food waste would be good.

To me the 10 year plan is too short a time frame. Long term might be 1000 years, but we can't really plan for that. At least we should be looking forward a generation or two, which means 25-50 years in our planning please.

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:

SPIRES Karen

Queenstown/Wakatipu

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

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

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:

I live in the CBD and I don't want to pay more than anyone else living in the Wakatipu Basin. It simply isn't fair to expect the CBD owners to pay more than any other citizen.

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:

STALEY Jacqueline

Luggate

Q. Responding to Climate Change

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

The delay in stormwater response to 2024 is too long. Action is need immediately, because of the large developments being undertaken now in the town of Wanaka. There is land owned by Fish and Game accessed off Stone Street in Wanaka that could be purchased to provide both better stormwater treatment and more open space for the residents of Wanaka. These two things will needed gong forward in view of the new developments being actioned in the Alpha and West Meadowstone area, where there appears to be insufficient and beneficial open space provided to the town by the Developer.

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:

See above

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 bus timetable to and from Queenstown airport and Queenstown town from Wanaka needs to be far more frequent. And then it will be used.

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 progress an increase in resident numbers, without the appropriate infrastructure in place to protect the magnificent jewel of the Wanaka area and surrounding National Parks.

This includes having sustainable tourism and a mind set that does not include "growth at any cost".

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:

STARK C J

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

QLDC must continue to remain realistic on the present and future assessment

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:

Financial constraints and realistic plans necessary

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

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

Please tell us more about your response:

Queenstown/Arrowtown areas are top priority

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:

CBD already under pressure

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:

Revenue will need to increase in a logical way

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

Transport/roading at present are the number 1 priority

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:

Growth factors in Wanaka also need to be a major issue to realistically assess

STEPHENSON David

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

I support OPTION 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:

STEPHENSON Sarah

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:

Declaring a climate emergency means nothing if long term plans are to introduce commercial jet services at Wanaka Airport and increased road transport for the region.

Our environment that we treasure so dearly would be irreversibly impacted. The very reasons for people wanting to visit Wanaka would diminish. Comparable towns now struggle to cling to any trace of authenticity, community nor sustainability.

Wanaka will never be a 'city' nor want to be a 'city' able to cope with jet services and increased road transport. First and foremost, this should be rejected in the face of the climate emergency.

Then, we need to see sufficient funding actually directed to Wanaka (as well as Queenstown) to provide much needed infrastructure and cycleway networks to enable people to reduce emissions.

Make QLDC the leading district on waste reduction. Ban re-usable cups, ban plastic bottles, introduce the glass bottle buy-back schemes that so many countries operate successfully.

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

Neither / Neutral

Please tell us more about your response:

Safe drinking water should be a basic human right funded by government and income tax. Not an optional luxury to be paid for by increased rates.

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

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

Please tell us more about your response:

The \$16m investment in Wanaka's Primary Cycle Network must be prioritised to 2021-2023.

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

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

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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

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

Q. Responding to Climate Change

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

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:

STOCKDALE Sally

Queenstown/Wakatipu

Q. Responding to Climate Change

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

Council does not walk the talk on Climate Change. They declare an emergency and do nothing of substance. This plan is no plan at all. We live in one of the most beautiful locations in the entire world, but it won't be for long if we are not good stewards.

How can Council be committed to a dual airport strategy (with excessive spending on infrastructure in both Wanaka and Queenstown) when we have to rethink our entire tourism industry? If not now, when?

We need a sustainable, environmentally friendly economy - one that is not one dependent on tourism. The community has spoken, but Council has deaf ears, if any ears at all.

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

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

Please tell us more about your response:

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

Neither / Neutral

Please tell us more about your response:

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:

As in all the community consultations to date, QLDC has structured this Spatial Plan so the community cannot have a say on the true issues we are facing. This plan has no room for making best use of the land, no room for creative thinking, but instead focuses on sustained growth at all costs, and forces the community to be dependent on a non-sustainable tourism industry. Business as usual, but on steroids - this is utter madness.

Think beyond the limited mindset of special interests.

Listen to your constituents.

Go back to the basic principles for community well-being, because without them, there is no way we will have "the best possible future" Council says they will deliver.

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:

STOKES Ann-Louise

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 find your response to Prioritisation and Funding to Climate Change minimal.

I fully support the Wanaka Stakeholders Submission.

Please tell us more about your response:

I fully support the Wanaka Stakeholders Submission.

Please tell us more about your response:

Abysmal

I fully support the Wanaka Stakeholders Submission.

Please tell us more about your response:

I fully support the Wanaka Stakeholders Submission.

Please tell us more about your response:

I fully support the Wanaka Stakeholders Submission.

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

Why is flood mitigation of Wanaka Township not included. Last December the town centre was flooded, streets were closed and it was on the national news for days saying we were closed. This was resolved relatively quickly once members of the community brought in their own pumps and started clearing the water out. The financial damage to businesses was immense and could have been avoided altogether if there was a flood mitigation plan in place. To date I believe this has not happened - what are you waiting for.

I fully support the Wanaka Stakeholders Submission.

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

I fully support the Wanaka Stakeholders Submission.

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

This has been so frustrating - we are continually being asked to give our feedback on issues but no notice is being taken of the communities wishes.

I fully support the Wanaka Stakeholders Submission.

Q. Responding to Climate Change

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

The chamber considers council could take a greater role in leading a step-change in the management of climate impacts, with progress to date being incremental.

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 chamber considers all businesses and residents should have access to safe, reliable water supplies and wastewater treatment that protects and enhances the district.

The chamber encourages council to identify and communicate early any risks or issues relevant to businesses in the future costs for these services, given they will be levied by a third party in time.

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 Queenstown chamber of commerce encourages council to recognise its business community's interests in parallel with those of residents and ratepayers. Access to key employment areas and mode choice must be prioritised, and completing networks is necessary to ensure ongoing access and supporting choice. For example, the Henry Street to Man Street section of the bypass is critical in delivering access, amenity and safety benefits to CBD and provides a platform for the delivery of enhanced community facilities as well as an improved business operating environment. This section of work provides the opportunity to consider the development of an outdoor amphitheatre, complementing the proposed arts centre and providing greater diversification of offerings in the town centre.

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

Neither / Neutral

Please tell us more about your response:

The Queenstown chamber of commerce encourages council to recognise its business community's interests in parallel with those of residents and ratepayers. Improving access, amenity, activation and safety of the town centre underpins ongoing economic performance that contributes substantially to the district's health, wealth and wellbeing. The introduction of a targeted rate needs to deliver holistically for the key businesses affected, the rate needs to support a range of outcomes rather than be infrastructure only focused.

The chamber recommends that any targeted rate should take into account the governance and management necessary to oversee and support the delivery of both physical works, including amenity and safety improvements, as well as activations, such that a successful, thriving commercial centre is ensured into the future. The chamber recommends the establishment of a Queenstown centre advisory board to assist and advise on centre issues and achieving the vision and strategic outcomes of the town centre masterplan. Further, the chamber recommends the establishment of a business improvement district to directly plan, promote and deliver amenity, activation and safety initiatives as well as representing the central business interests directly to council.

The chamber also recommends reconsidering the area of benefit in contributing to the targeted rate, particularly if it were to be extended to include delivering a range of outcomes to underpin the town centre's future success.

Q. Big Issue 4: Increasing User Fees and Charges

Neither / Neutral

Please tell us more about your response:

The chamber encourages council to consider its service delivery on the basis of value for money, as well direct cost.

Consenting timeframes and fees, as well as other regulatory services need to be underpinned by a customer service ethos, with time as well as charges being equally recognised as a cost to those using these services. Greater support for people accessing regulatory processes to navigate requirements in a timely and cost-effective manner is encouraged.

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

Visitor levy

The chamber agrees the additional costs associated in delivering infrastructure and services to support a visitor population needs to be recovered through a mechanism over and above rates imposed on businesses and residents. The chamber encourages further work to be done on mechanistic options available given the substantial contribution made by the region to the national tax take.

The chamber also strongly advocates that prior to any final decisions, that a clear plan on what would be funded and how it would directly benefit businesses be presented for consultation and engagement.

Resourcing and delivery

The chamber strongly encourages council to communicate more clearly to businesses and residents on how it plans to deliver the significantly increased programme contained within the draft Long Term Plan, to provide assurance given the profile of achieved spend in prior years.

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 am disappointed with the priority placed on climate. The funding cuts to the active transport network is particularly important in reducing our emissions.

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:

Continue to focus on active transport networks in Wanaka please.

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

Neither / Neutral

Please tell us more about your response:

Q. Big Issue 4: Increasing User Fees and Charges

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

Please tell us more about your response:

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

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:

SUTHERLAND Peter

Lakes District Accommodation Sector

Wanaka/Upper Clutha area

Q. Responding to Climate Change

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

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

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

Please tell us more about your response:

No reason to unnecessarily rush this work - we have great water quality already

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:

I have no financial interest in the Queenstown CBD, it is not for me to decide.

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 way to go.

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

See attachment

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

See attachment

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 on QLDC 10 Year Plan and Policy on Development Contributions.docx

Submission on QLDC 10 Year Plan and Policy on Development Contributions

Demand and Population Assumptions

The Demand and Population Growth assumptions used in the 10 Year Plan are from work done prior to the arrival of Covid-19. There has been no effort to reconsider the long-term effects Covid will have on infrastructure and services demand and population growth.

Some changes brought about by Covid-19 are:

- Increased cost of international air travel
- Increased awareness of the negative environmental effects of international travel
- Increased ability to work remotely accelerating demand for residential development in the Lakes District. Both Kiwis returning from overseas and migrating from other parts of New Zealand.
- Recognition that NZ may have reached “Peak Overseas Tourist” and a reset to a lower level of international visitors is required

These factors will change the daily population mix (increased residents and reduced visitors) and the services demanded.

Assumption Government will Support a Bed Tax

The Council makes the assumption “all revenue streams will return to 100% Pre Covid by 2023-24”. The Lakes District economy’s disproportionate reliance on overseas visitors compared to the rest of New Zealand makes a return to “business as usual” in two years a very unlikely outcome.

In fact the mass tourism experienced by the Lakes District in the 12 months prior to Covid 19 may not ever return.

The Council’s budget for the 10 Year Plan includes \$162 million collected from a bed tax on commercial accommodation, commencing 2024-25. The commentary states if this tax is not able to be levied rates will need to be increased 2.3% or the capital programme will need to be reduced significantly.

The Council's Auditors identify the Council's inclusion of money raised by a proposed bed tax as a significant risk to the 10 Year Plan.

The Council states over 80% of voters supported the introduction of a bed tax. Hardly surprising when over 80% of ratepayers would not be financially impacted by the bed tax.

The Council referendum stated visitors would not object to paying more for accommodation and that accommodation business would not be harmed by the introduction of a bed tax. The Council provided zero evidence to support its statements. Recent social media commentary from Kiwis consistently says they cannot afford to visit Queenstown because accommodation is too expensive.

The Government will require evidence to back the Council's claims when it considers the request to introduce a bed tax.

The Council has a long way to go before it can be confident the Govt will support the introduction of a bed tax.

Policy on Development Contributions

Comment on Amendment 10

I believe that development contributions should cover the actual capital cost to the Council of providing the required infrastructure to the development.

In particular, it seems unfair to existing ratepayers they should be required to fund capital infrastructure that is required only because of increased demand from new development. A good example is the Lakes Hawea wastewater project. If the current new residential developments were not present, the existing wastewater facility would have sufficient capacity and existing ratepayers would not be required to fund the expansion.

Setting development contributions at a level below the real cost of providing the necessary infrastructure to a property development results in the ratepayer subsidising the property developer.

SWAIN Theresa

Wakatipu Conservatoire of Classical Ballet

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

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:

I have been resident of the Queenstown area since 1992 and have been teaching dance and involved in the performing Arts Since 1993.

I am a member of QPACT and am deeply concerned that this council will demolish the buildings on Ballarat and Henry Streets without providing a suitable venue to house all the groups that use the current facilities. I personally teach over 100 students ages 3 to adults and I know there are over 25 user groups using the QPACT facility and I am very worried for their mental health if the activities that they are involved in have to stop. The user groups are not in a position to lease premises within the commercial sector and this is alarming.

I am seriously concerned for the welfare of the Arts Community in this town. There is no way any of the groups can accommodate the average rent of 300 a square metre in Frankton. If we lose these groups we will lose the heart of this community. We have all supported each other through thick and thin and we all need serious help right now!

The performing arts was something that got this community through the pandemic and is the real heart of our community. Taking their facilities away from them is detrimental to their mental health and to the mental and social welfare of the families. Everything you have listed in regards to this draft plan is a proposal and I have seen in the past that proposals dont seem to happen. Case in point was the 2 storied school building that was demolished with the promise of something being built on the space (note it is still an empty and unkempt lot).

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: