

# Wakatipu hearing of submissions to the draft Queenstown Lakes Spatial Plan

Monday 3 May 2021

# Wakatipu hearing of submissions to the draft Queenstown Lakes Spatial Plan

Monday 3 May 2021 – To be held in the Council Chambers, 10 Gorge Road, Queenstown

10.00am Welcome

10.10am Presentation of the Spatial Plan

Time	Speaker/s	Organisation Represented	Page #
10.45am	Shaun Kelly	Director, Kawarau Jet Services Holdings Ltd	4
10.50am	Michael Clark		6
10.55am	Brian Sharpe		9
11.00am	David Jerram		10
11.05am	Erin Taylor	Frankton Community Association and Registered Architect	20
11.15am	Miranda Spary		22
11.20am	Kirsty Sharpe	Queenstown Grey Power Inc	25
11.25am	Kirsty Sharpe		28
11.30am	Leslie Van Gelder	Glenorchy Heritage and Museum Group	30
11.35am			
11.40am			
11.45am	Simon Spark	S.J Allen Holdings Ltd	34
11.50am	Victoria Ludemann	The Optimise Health & Wellness Trust	36
11.55am	Werner Murray	The Property Group	38
12.00pm	John Hilhorst	FlightPlan 2050	53
12.05pm			
12.10pm			
12.15pm			
12.20pm	Blair Devlin	Sipka Holdings Ltd	85
12.25pm	Rebecca Eng	Transpower New Zealand Ltd [letter]	99
12.30pm			
1.00pm			
1.05pm			
1.10pm			
1.15pm	Bruce Farmer	Sustainable Glenorchy	121
1.20pm	Brian Fitzpatrick	Remarkables Park Ltd	123
1.25pm			
1.30pm	James Gardner-Hopkins	Glenpanel LP	125
1.35pm	Roisin Giles	Appearing: Duane Te Paa and Todd Graham to speak from Darby Partners	128
1.40pm	Cath Gilmour		132
1.45pm	Cath Gilmour	We Love Wakatipu Incorporated Society	143
1.50pm	Anita Golden	Lakes Hayes Estate and Shotover Community Association	155
1.55pm			
2.00pm	Nigel Lloyd	Arthurs Point Community Association	160
2.05pm	Alan Townsend	Kelvin Peninsula Community Association	163
2.10pm	Joshua Leckie	Lane Neave on behalf of the University of Otago	169
2.15pm	Joshua Leckie	Lane Neave on behalf of HGW Trustees Limited and Remarkables Station Limited	172

## Wakatipu hearing of submissions to the draft Queenstown Lakes Spatial Plan

Monday 3 May 2021 – To be held in the Council Chambers, 10 Gorge Road, Queenstown

2.20pm			
2.25pm			
2.30pm	Gillian Macleod		179
2.35pm			
2.40pm	Ming Xi Yang		188
2.45pm	Ewan and Heather Renden		

Location: Queenstown

Date: 03/05/2021

Time: 10:45

**KELLY Shaun** Kawarau Jet

Services Holdings Ltd

Central Queenstown

Keywords: Public Transport, Tourism

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**Q. I am aged:**

19-29

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

Support

**Q. Please let us know your comments or feedback:**

KJet supports the draft Spatial Plan's goal to create a transport network that prioritizes public transport within the Wakatipu Basin.

## Q. Please describe the reasons for your position:

### Outcome 2

KJet supports the Spatial Plan's aspirations for providing inter-modal public transport choices for both the residents and the tourists within the District and is particularly in support of Map 14 which indicates a ferry service as being a regular service within the public transport network.

KJet have already obtained resource consents from QLDC to establish and operate a scheduled public ferry service on Lake Wakatipu and the Kawarau River to enable people to travel between Queenstown and various locations adjacent to Lake Wakatipu and the Kawarau River. A jetty and pontoon adjacent to Bridesdale Farm was also consented for use by the ferry vessels for loading and unloading passengers.

KJet's plans to create and operate a public ferry service are consistent with the strategies listed in Outcome 2 of the draft Spatial Plan.

### Outcome 3

KJet supports the draft Spatial Plan's aspirations for a sustainable tourism industry, however, should a Destination Management Strategy be developed we would expect the opportunity to be consulted and provide input into the content of such a strategy. KJet supports strategy 10's promotion of public transport as is shown in the discussion around Outcome 2 above.



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

### Outcome 2

We note that Map 14 only includes ferry stops between the Queenstown Town Centre to Frankton via the Frankton Arm of Lake Wakatipu. Map 14 should including further stops consented under RM181023, as follows:

? Remarkables Park

? The new jetty located on the bank and the bed of the Kawarau River, on the true left side, adjacent to Bridesdale Farm, Lake Hayes Estate.

Including these additional stops would support additional choice of transport to the residents within these areas.



Location: Queenstown

Date: 03/05/2021

Time: 10:50

# CLARK Michael

Arthurs Point

Keywords: Transport, Climate Change

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**Q. I am aged:**

60+

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

Support



## Q. Please describe the reasons for your position:

My Partner and I have traveled extensively, we have seen tourist destinations ruined by too much tourism. We have seen good examples of forward thinking by councils in holding back development until infrastructure is in place Whistler in BC Canada being an excellent example.

Our sister city of Aspen in the states, told QLDC people very early on in our relationship with Aspen, " DO NOT follow our example", sadly we did, and we have the problems we have.

This area is allowing development to go ahead of infrastructure, its time to turn that around.

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

Prepare for a colder climate. A Grand Solar Minimum, will be no joke.

Location: Queenstown

Date: 03/05/2021

Time: 10:55

## SHARPE Brian

Kelvin Heights

Keywords: Public Transport

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### Q. I am aged:

30-45

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

Neutral

### Q. Please let us know your comments or feedback:

One worry I have with the ferries is that the neighbourhood surrounding any ferry terminal inevitably becomes a carpark. An example would be the BayView marina on Kelvin Heights. Its easy to imagine a scenario where people (for example) would park along Oregon Drive and walk down past the Christian camp to the marina.

We have already seen happen in the Hilton, where they had to start charging for parking, as people from Jacks Point were parking there and taking the ferry into town.

It would be good if this issue was considered when planning for the ferries.

Thank you



### Q. Please describe the reasons for your position:

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

Location: Queenstown

Date: 03/05/2021

Time: 11:00

## JERRAM David

Jacks Point (includes Coneburn and Homestead Bay)

Keywords: Urban Growth,Transport,Queenstown Airport

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Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

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

Q. If you have a pre-prepared submission, you can upload it below. Please note that we can only accept .docx files.

Additional documents or PDF files can be emailed to [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

The spatial plan consultation 1.4.21.docx

## Submission on Draft Queenstown Lakes Spatial Plan and associated Scenario Analysis Report

I agree with much of the written analysis contained within the draft plan, in particular that concentrating on settlement patterns. I have listed some of these areas of agreement as an addendum to this submission.

Much of the content of the Draft Spatial Plan is admirable in its goals.

However, in two fundamental ways the Spatial Plan fails to provide a sustainable answer for the development of the Wakatipu Basin.

- Through the assumption that Queenstown Airport will remain in its current location, the plan fails to analyse the substantial changes to development patterns that would arise should that not be the case. The report simply makes the assumption the airport will remain in Frankton and the proposed QAC Dual Airport (including Wanaka) will proceed.

This is despite the fact that the Dual Airport model relies on increases to the Queenstown Air Noise Boundaries and the introduction of jets to Wanaka airport. Both these are very strongly opposed by their respective communities.

While the report mentions the CIAL Tarras airport proposal, it neglects to consider what impact this could have on Queenstown, or on its options for development. That QLDC/QAC desire the airport to remain in Frankton may well be irrelevant if the CIAL Tarras airport is built because ZQN could then prove to be uneconomic and ultimately close due being unable to justify its economic existence in view of land values for alternative uses. Yet the results of such a change, which would substantially negate the Spatial Plans' proposed settlement pattern in the Wakatipu basin, have not been considered.

In failing to consider an alternative airport scenario, the Spatial Plan ignores the QLDC commissioned Martin Jenkins report which concludes that, in the long term, a new greenfields airport, (such as Tarras), will produce the best economic and productivity results for the region.

Were the airport not in Frankton, the opportunities for development to cope with all Queenstown's projected growth would be completely obvious. 157Ha of flat, sunny land close to schools, businesses, recreational facilities, health facilities would enable a development that would meet all the aspirations of the Spatial Plan.

Because the removal of ZQN would completely alter the development options for the Wakatipu basin it is inconceivable that an alternative development scenario based on this scenario was not at least considered and analysed.

- The Spatial Plan has proposed a settlement pattern that relies heavily on public transport. The reason for this is, if the airport remains in Frankton there are few other options for settlement. However, simply accepting this avoids questioning whether the significant disadvantages of the proposed settlement pattern for the region caused by the airport location should in fact be the determinant of such a pattern. The airport is dictating

inefficient, non-sustainable development when there is realistic alternative, which this Plan doesn't examine.

The Spatial Plan is substantially based around development patterns that require substantial provision of/uptake of public transport systems. The plan proposes intensifying development along transport corridors on the premise that doing so will enhance viability of public transport, make public transport more available and thus remove private cars from the roading system. It is suggested that the roading system will then be able to cope with the intensification of development and growth in the Wakatipu Basin, (although the issue of the capacity of the Shotover Bridge isn't addressed).

While such intensification/transport patterns on main arterial routes are desirable in many cities, the report fails to understand that such a system will not work in the Wakatipu Basin. This is because of the particularities of the roading network and usage in the basin which are entirely different to those in cities where such systems do work. The report incorrectly assumes the solution to a problem in a typical city will also be the answer in Queenstown, when in fact Queenstown is an entirely different problem.

The principle that is applied may be realistic in normal cities. But Queenstown isn't a normal city.

Cities usually have main arterial routes as fingers which are interlinked between by webs of streets. Those streets provide alternative routes and routes for cross traffic connections between the main arterials.

Such a pattern doesn't exist in Queenstown. The roading pattern that exists is essentially solely a series of main arterials with no interlinking because interlinks are prevented by geographical features.

Therefore, even assuming locals can be persuaded out of their cars and onto public transport, these main arterials still have to cope with:-

Tourist and airport traffic (the Plan anticipates 90,000 visitors at the peak of summer 2031).

Service vehicles

Trade vehicles

Intercity transport links

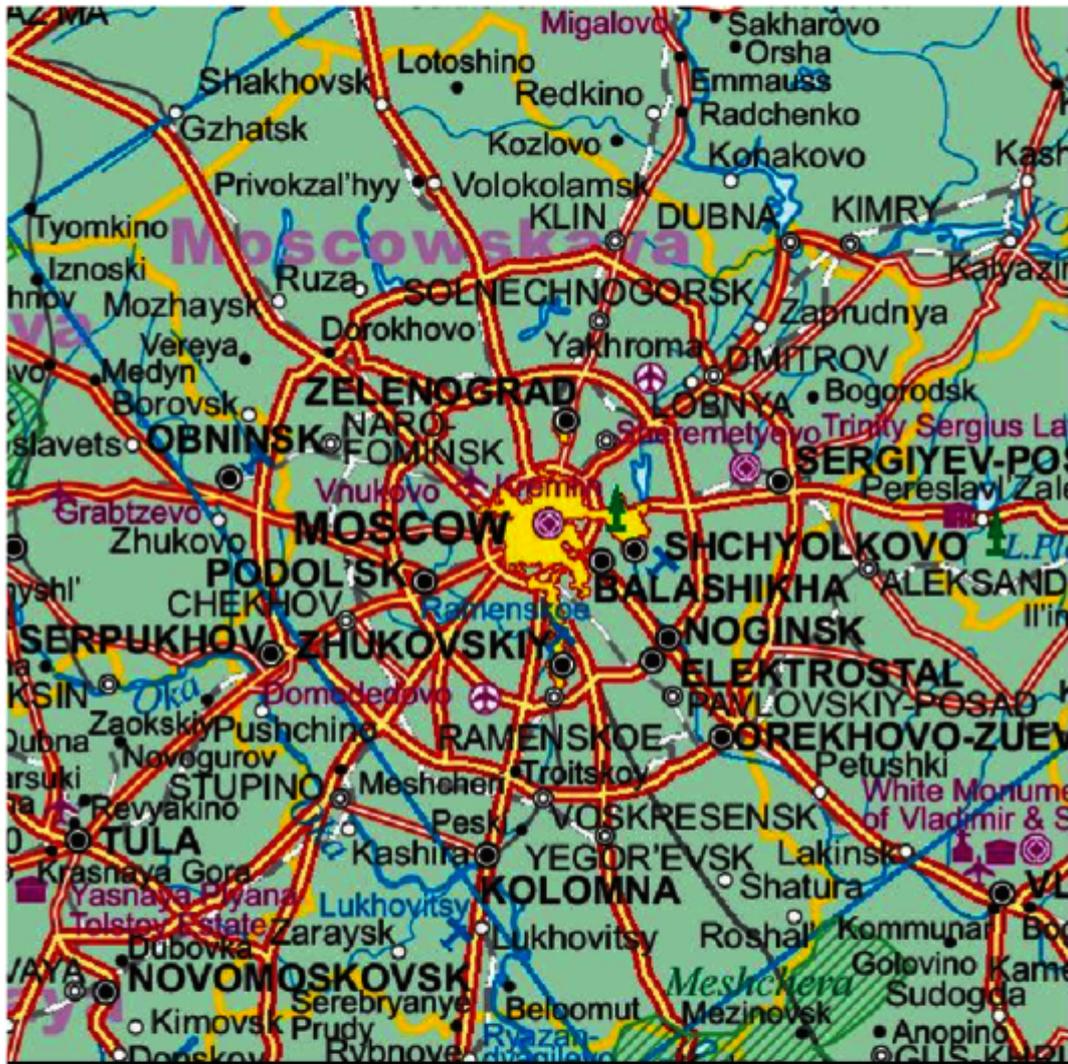
The main arterial routes around which intensification is to take place are also state highway connections from north of Queenstown through to Te Anau and Invercargill and to Glenorchy.

The problem is exacerbated by the use of Cromwell and Kingston as satellite towns. Essential car transport must travel these main arterial routes, amplifying the problem. As the Spatial plan itself points out, "Many residents travel between Cromwell, Wanaka and Queenstown for employment, and Cromwell is and increasingly important distribution hub for freight and businesses serving Queenstown Lakes."

Thus, the plan to intensify development along these main arterial routes exhibits a fundamental misunderstanding of how the particular roading/transport system will operate in the Wakatipu Basin.

While cities such as Christchurch are spending millions constructing a bypass around the city, this plan proposes the exact opposite, constriction of the main arterials and through routes by the intensification of development around them.

Further explanation of this issue is shown in the diagrams below.



Moscow. A typical city plan, with main arterials interlinked with a web of streets between them.

The importance of interlinking streets is made clear in the following excerpt from the paper by Lee, M., Barbosa, H., Youn, H. *et al.* Morphology of travel routes and the organization of cities. *Nat Commun* 8, 2229 (2017)

“The networks of streets and roads are the primary facilitators of movement in urban systems, allowing residents to navigate the different functional components of a city. Since navigability is a key ingredient of socio-economic activity, street networks represent one of the key (if not the most

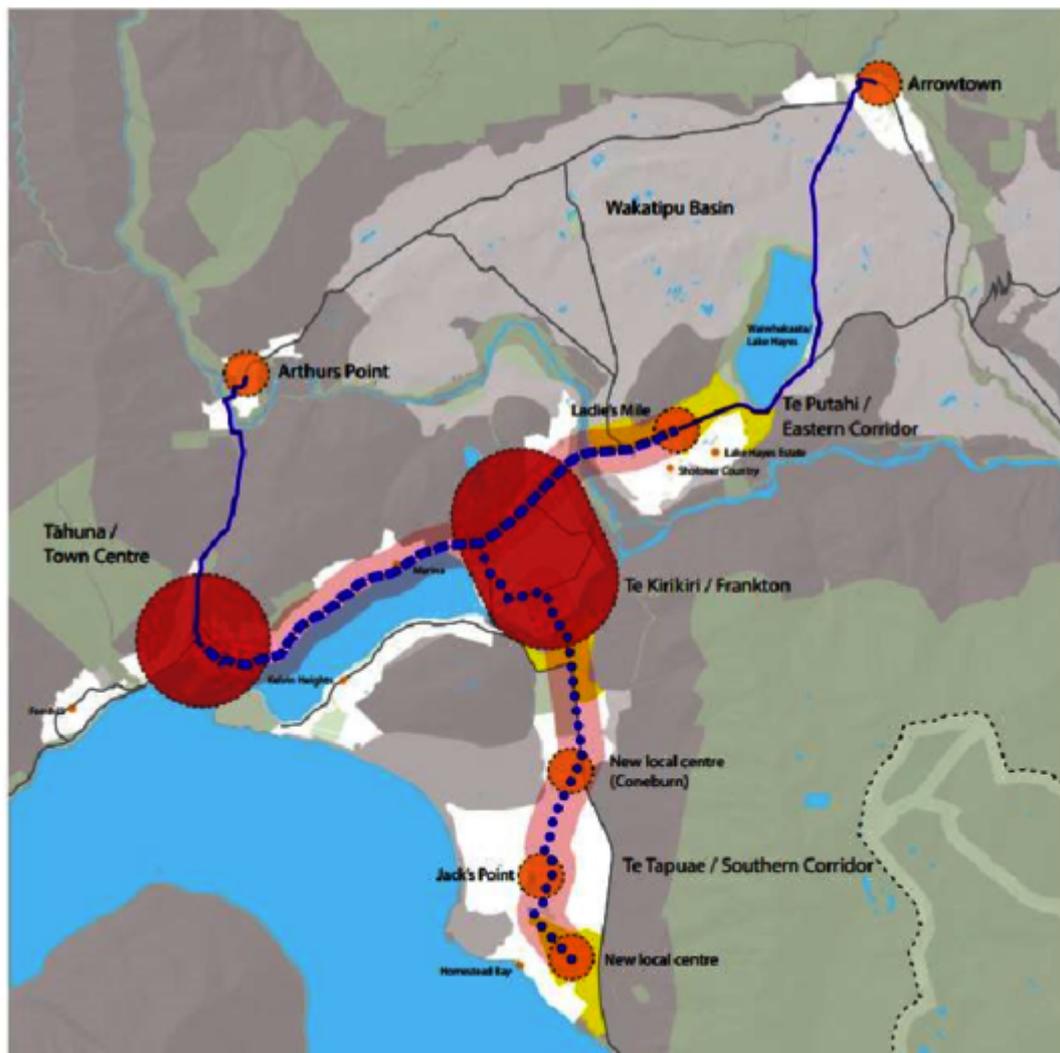
**important** infrastructural components. In particular, the utilization of street networks captures the complex interactions between people, and the flow of goods and services in urban systems. However, there is relatively limited understanding of this facet as existing macroscopic or microscopic measures are not able to fully capture its properties and associated effects.”

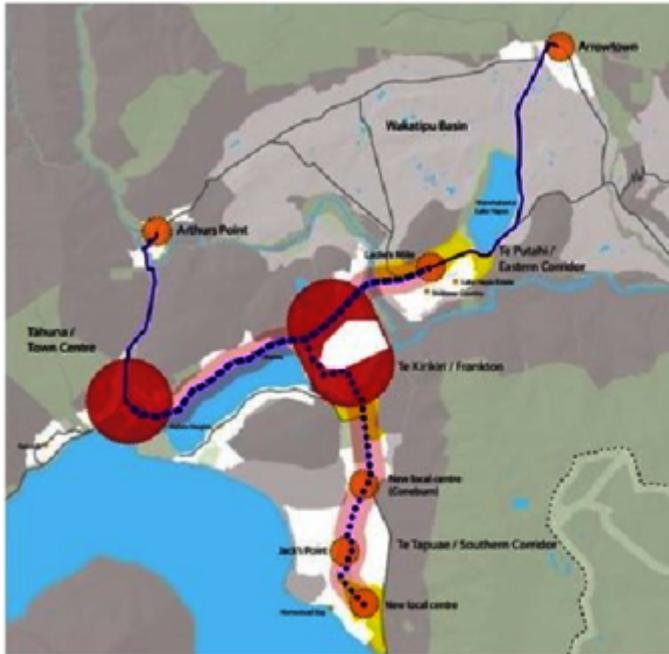
This lack of street networks in Queenstown is what makes the proposed development pattern impractical.

Refer to Draft Spatial Plan; Map 7: Wakatipu- Spatial Elements

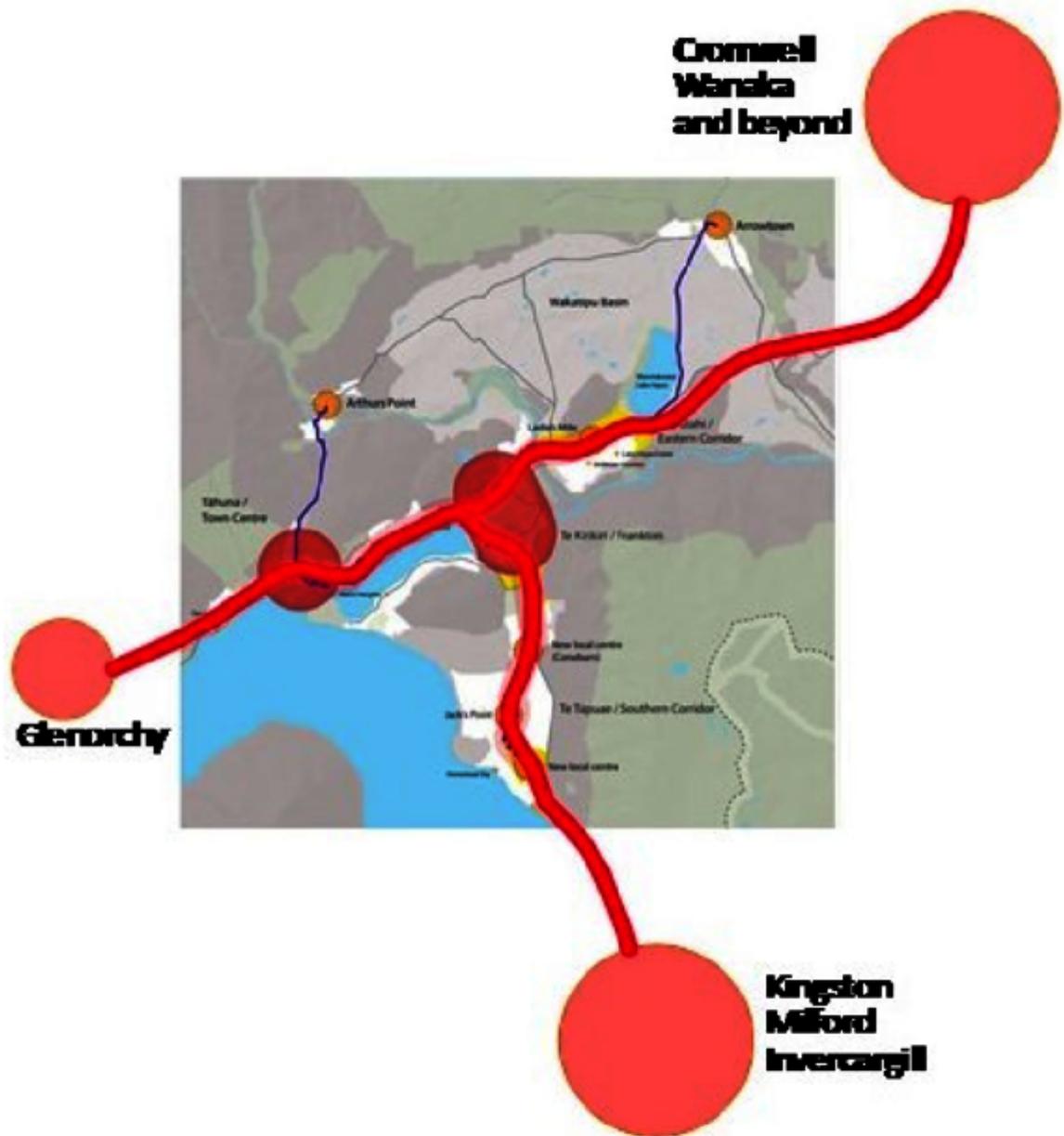
Note the difference in settlement pattern for Queenstown versus Moscow. While obviously the cities are of entirely different scale, intensification along arterial routes into Moscow will work because of the interlinking web of cross connections, but none of these exist in Queenstown.

Queenstown is being forced into this settlement pattern because there is no alternative if the airport remains in its current location.





Note; The Main Centres option map/diagram illustrates Frankton flat developed entirely as a centre despite the airport comprising the majority of the land. In the proposed scenario this centre could never exist, because the airport uses most of this land, or compromises alternative uses there through restrictive air noise boundaries.



This diagram illustrates the main arterial roads which run through the Wakatipu basin and how the proposed settlement pattern intensifies development and congestion along and around them. There are no alternative routes for cross traffic which is why densification along these routes will inevitably be problematic.

Of concern is the anticipation that by 2028, 40% (and by 2048, 60%), of all trips between Frankton and Queenstown Town Centre at peak times if the high levels of congestion and major delays are to be avoided. While this may be possible for local trips, this won't be possible for airport, services, tourist and through traffic. This makes clear the need for an alternative settlement model that will avoid loading the roading system.

As well as ignoring the issue of the airport and the constraints it imposes on the basin, the Spatial Plan also glosses over:-

The capacity constraints of the Shotover Bridge.

The need for, and location of, a new hospital (a difficult location problem with the airport in existence, left for others to resolve).

The extent of, and provision of land for, business development for a truly diversified economy.

Looking at future Urban Areas, the plan suggests that those future urban areas will provide space for business activities and employment. Given that the only new urban areas proposed are essentially 5 Mile intensification, Coneburn and Ladies Mile, this will be an inadequate provision of space for the extent of businesses needed to fully provide a diversified economy. Further, businesses thrive in a concentrated centre, rather than being dispersed amongst a number of suburbs.

### **Summary**

The faults in this Plan are as a direct result of the failure to objectively evaluate what settlement options would be available if the airport land were to become available, and whether the advantages of those would outweigh others perceived to exist by having the airport remain.

The proposed settlement pattern for the Wakatipu Basin will completely constrict the main arterial routes with no alternatives available.

In addition, the proposed Plan provides no centre large enough to support a truly diversified economy. Businesses dispersed within a strung-out lineal development pattern aren't sufficient for the extent of diversification that is needed.

### **Request for further investigation**

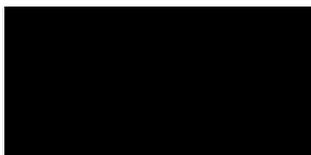
Before being locked into such an unsustainable development pattern, I ask that we be presented with an impartial assessment of all settlement alternatives. I.e. Those without arbitrarily imposed restrictions such as the current airport remaining in Frankton. Such an assessment should include an impartial evaluation of development options should the airport be relocated. Such an alternative should show Frankton as the true centre of the Wakatipu Basin, as inferred by Map 7, (but actually unachievable with the airport in its' current location).

I also ask that detailed traffic analysis be carried out by independent experts in land transport to determine whether the certain congestion caused by the proposed intensification can be sufficiently mitigated by changes to public transport. At present the entire Spatial Plan in the Wakatipu Basin depends on what is, at the moment, a guess. If this guess is wrong, then the whole plan is unworkable.

Yours faithfully

David Jerram

BSc., BArch., FNZIA



## **Addendum**

Aspects of the Spatial Plan which are important and with which I agree.

Outcomes:

Consolidated growth and more housing choice.

Well designed neighbourhoods that provide for everyday needs.

A diverse economy where everyone can thrive.

Strategies:

Increase density in appropriate locations.

Improve housing diversity and choice.

Provide more affordable housing options.

Ensure land use is concentrated, mixed and integrated with transport.

Create well connected neighbourhoods for healthy communities.

Diversify the economy.

Make spaces for business success.

Urban Growth Agenda Objectives:

Improve housing affordability, underpinned by affordable urban land.

Improve choices for the location and type of housing.

Improve access to employment, education and services

Assist emission reductions and build climate resilience

Enable quality built environments, while avoiding unnecessary urban sprawl.

Public feedback with regard to Building Communities, "highlighted the need for well-designed affordable housing options and neighbourhood spaces for the community to connect. There is a view that growth could be managed by increasing densities within urban areas. There was also strong support for communities to become more self-sufficient with schools, parks, public and active transport and improved community facilities such as healthcare, libraries and cultural spaces being prioritised."

Under "Wakatipu – implications for urban development."

Restraints to urban expansion are noted as being;-

The town centre being restrained by topography, geotechnical and heritage values.

There are topographical constraints to Frankton Road.

There are Air Noise Boundary constraints in Frankton.

(Note than none of these would be relevant if the airport did not exist).

The report correctly points out that “Much of the recent growth in Queenstown has occurred incrementally, with decisions on land use not always considered from a longer-term strategic perspective.”

“In addition, the dispersed settlement pattern is increasingly expensive to service, .... Poor road and pedestrian connections between new development and lack of scale mean some residents have poor access to local shops and social infrastructure.”

## TAYLOR Erin

Frankton Community Association and Registered Architect

Frankton & Quail Rise

Keywords: Queenstown Airport

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### Q. I am aged:

30-45

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

Oppose

### Q. Please let us know your comments or feedback:

Concerned the plan doesn't consider relocating the Airport. There is an option now to consider at Tarras - but feel this has not been given due consideration due to the commercial interests of the Queenstown Airport. Why can't QAC work together with Christchurch. Currently the airport in Queenstown impacts on the potential of dense growth in the Frankton Flats Zone. This land is central and has huge potential to develop into a sustainable town centre, to support the historic town. Due to this Ladies Mile is set to grow in a spread / dispersed model.

Could someone please consider this as an option rather than saying no due to historic, personal or commercial reasons. To complete a true plan - all options should be investigated.

Frankton Flats need to be brought under QLDC planning guidelines also, rather than a separate private entity.

We need to think laterally for the next 50 years.

It is fantastic that the Jardine family helped preserve our outstanding natural landscape by donating the base of the Remarkables.

## Q. Please describe the reasons for your position:

There is great work in this document but we need to take this opportunity to consider the airport relocation - with a genuine attempt.

What could a new airport in Tarras look like? Just a runway with augmented reality - no visual signs that create clutter. A Lindis Lodge style airport terminal? That looks like a rolling hill from above.

All car-parking below ground. Minimal carparking. You check into the airport in Frankton and rather than standing in a customs / luggage drop queues you sit on a bus with open table seating - and are offered a drink or a promotional video whilst the staff check you bags, tickets, and passports.

The conversation of noise and air quality noise pollution over Queenstown's most popular swimming spot in summer, its main town tourist centre and 5 of its inner main residential suburbs cannot be ignored.

These are the same arguments that have been voiced over the last 5 years. We need brave leadership to actually consider that there could be merit in the alternative view. Please could you consider this.

How much money has been spent on the District Plan review process over the last 10 years run by landlords and lawyers and planners for private interests - rather than developing the best liveable town in the Southern hemisphere. Please consider an alternative airport relocation as this is potentially the most bold transformational opportunity Queenstown has.

We don't want to be a thoroughfare, or an airport town. Yes I love the convenience of hopping on a plane - but whilst living in London never felt that it was inconvenient hopping on a hour long train to Gatwick or Heathrow. It was an opportunity to relax read a book and think about the trip ahead! For tourist arrivals - it is an hour long branding opportunity.

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

Location: Queenstown

Date: 03/05/2021

Time: 11:15

## SPARY Miranda

Arrowtown

Keywords: Urban Growth, Queenstown Airport

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Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

This is written in great haste so excuse me if it is a little disjointed.

I am totally against any airport expansion at Queenstown , and do not want any extra flights. It is perfectly fine the way it is. I'm a travel writer and have been up and down NZ talking to tourism operators and locals in tourist areas. None of the small operators or independent business owners want tourist numbers going back to what they were. Everyone wants tourists who stay longer, and spend more. Those mass tourism businesses that bring in huge numbers of visitors for a week in NZ do far too much damage to our infrastructure, spending the least and putting a heavy burden on our roads, water supplies, etc. QLDC were totally informed in the last survey that the vast majority of the community does not want airport expansion of any sort, anywhere in our district.

And I have no interest in the enormous planned growth of residents - why do we want that? There is no reason for it. People who want to live here have to work hard to get here. We don't want to make it easy for them - it is an absolute privilege to live in this area, not a right. I totally disagree with this huge increase in affordable housing - I have nothing against affordable housing, but I don't think tax and ratepayers should be subsidising it. It's a very grey area choosing the people who qualify for it, and why one family should get a home, and another not, just makes for a lot more angst. What is more is that so many of these big housing projects are so ugly. Alberttown near Wanaka is probably the nastiest example.

We do NOT need to ruin our beautiful part of the world and let our own enjoyment of it be spoilt by these vast numbers of visitors. I am very concerned that government has only been hearing from the biggest tourism operators - they are the ones with all the teams of lawyers and PR people who are selling their story of tourism numbers needing to be boosted. They want to keep making more and more profit, instead of thinking of the country as a whole. Surely it is better for us all if there are more small business owners showing visitors the country, rather than lumping great crowds of tourists together and giving them a plastic version of what NZ is? In the last few years, I've been very upset when friends from other countries say they aren't coming to NZ now as they heard it is so crowded - nothing like the empty , wild fabulousness they had been told about by Tourism NZ.

Let's focus on making the Queenstown Lakes really lovely for ourselves, so that the visitors who come can experience the same loveliness - not just nonstop planes, traffic, queues, rubbish, polluted tracks and a host of tacky shops selling plastic rubbish made in China, and restaurants that know that tomorrow there'll be another bunch of punters turning up for a lousy meal.

This council has done its very best to wreck the downtown area and suck its soul out. All the locals shop in the horrible Five Mile area and have let those appalling buildings be built down by the Kawarau River. Why did we have to have such an ugly library built, and how dare they demolish perfectly useable, essential buildings like the Memorial Hall and the QT library and council building and rugby clubrooms? Why does it take forever to get answers from council about anything and above all, why were the documents about the Spatial Plan so sparsely distributed? I picked up a copy from the Events Centre and when I went back to get more, there were none. I didn't see them anywhere else. Very few people I know have seen a copy. If they were trying to make sure as few people as possible saw it, it's been very successful.



## Q. Please describe the reasons for your position:

I am so upset by the many horrible decisions that have been made by this council and their planners. I went to the Ladies Mile "consultation" and not one of their options appealed to me - I asked around and everyone else said the same.

We have told QLDC we do NOT want airport expansion but they are still banging on about the same ideas. Why are they so cloth-eared?

It is a privilege to live here, not a right - stop insisting on increasing the population - find out if that is what people actually want. I'm not aware of anyone who wants the district to get much bigger.

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

I have to say QLDC are probably the most inept communicators of any department I ever have to be in contact with. Their communications with the community are fudged in corporate speak and they insist on the full 20 working days to supply you with any information you ask for (if they will supply it at all). The document this refers to was not readily available in hard copy and what they produced was waffly nonsense, and still offering only options that had already been rejected by the community.

Location: Queenstown

Date: 03/05/2021

Time: 11:20

## SHARPE Kirsty

Kelvin Heights

Keywords: Queenstown Airport,Health infrastructure,Public Transport

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Q. I am aged:

60+

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

Support

## Q. Please let us know your comments or feedback:

I feel the plan though laudable does not address the affect of the airports on our communities. It assumes at least double the growth of visitors of that pre Covid. At least half of these will arrive at our airports, mainly Queenstown. The Martin Jenkins study results was not included in the feedback gained before constructing the plan. The Queenstown community has made its feeling clear over a number of years about the continuing growth at the Queenstown airport. The master plan for Queenstown airport in 2018 proposed an expansion of air noise boundaries and this was opposed by many people. 92.5% of submitters to the plan were apposed to the expansion of ANBs. 1,500 people signed a petition also showed opposition. Excessive noise and numbers of people would be a clear threat to community well being in the future. The Spatial Plan does not address the impact that the proposed airport in Tarras would have not even in the Cromwell community and this should be addressed.

Future of our sporting facilities needs to be addressed in some way. It is unlike that the Queenstown Events Centre would be able to cater for the needs of a much bigger population. I suggest Jardine Park land at Kelvin Heights be considered for a future sporting centre that could cater for those living in the southern corridor south of the Kawarau Bridge. A road round the back of Deer Park Heights hill would need to be in place to enable this.

Its a big ask that infrastructure can cope with peak population demand. Peaks and troughs of Queenstown's tourism businesses is well know. its either a feast or a famine. Encouraging and trying to cater for much increased visitor numbers will not enhance community well being.

Housing - I support more options being available and feel that increasing density and height is the only way to go to protect our country side and to provide needed transport and other infrastructure to increased population areas. Ribbon development must be discouraged for this reason, What rural land we have needs to be protected for open space and food production.

Emissions from aircraft needs to be included along with land emissions. We need to be looking towards and planning for a low emissions and climate-resilient future.

Diversifying the economy should include the film industry and adult education to take the pressure of tourism.

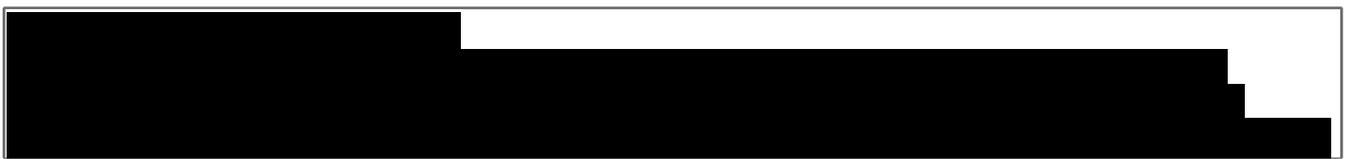
Please consider more ferry transport on the lake. If the planned subdivision goes ahead at Kingston then a fast ferry service should be available to bring people to work etc and take cars off the Kingston road to Queenstown.

## Q. Please describe the reasons for your position:

I support this generally except for the comments on the airport above.

The wording of the aim of the plan which is quoted here "The Spatial Plan aims to establish an integrated, longterm, collaborative strategy that manages growth so that it improves community wellbeing, protects the environment and maintains a world-class visitor experience" appears to be an impossible task. Increasing numbers of people both resident and visitor in a constrained geographical area does not seem practical.

The transport aim of having the population using public transport, walking and biking as their main transport is simply not feasible for young families and seniors for example. Families drive their kids to afterschool activities etc and many have too much gear to get on a bus. Seniors may not live directly beside a bus stop and cannot walk or bike great distances if at all so will be dependent on car travel.



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

Health facilities - if our population is going to increase to be the same size of Invercargill or bigger then a proper hospital is warranted and expanding birthing facilities.



## SHARPE Kirsty

Queenstown Grey Power Inc

Kelvin Heights

Keywords: Health infrastructure,Public Transport

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### Q. I am aged:

60+

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

Support

### Q. Please let us know your comments or feedback:

While we support the Spatial Plan generally we have a problem with the transport issue of "main option will be to use public transport, walking or biking in the future". Many older people will not be living adjacent to a bus stop and will be incapable of walking or biking. Allowance must be made for car use for seniors.

Hospital facilities must be upgraded and improved with the increase in population. The Wakatipu basin will have a population equalling that of Invercargill in time and with that comes social responsibilities of catering for that growth. Not so long ago many of our older folk were transferred to rest homes out of the district because secure options were not available here. We do not wish to go back to this scenario where families are separated.

We support the view that our visitors should be encouraged to use public transport to keep more cars off the roads especially at peak times when congestion is a real problem.

Airport noise is a problem for those living near our airports. Increasing tourist numbers only makes this problem worse.

Housing options - more senior citizen housing should be made available for those of limited means who cannot afford the high prices of our retirement village units.

## Q. Please describe the reasons for your position:

We feel the principles and outcomes of the Spatial Plan are admirable. Fine words for coping with future challenges of growth. I quote from the aim of the plan "The Spatial Plan aims to establish an integrated, long term, collaborative strategy that manages growth so that it improves community well being, protects the environment and maintains a world-class visitor experience." This seems on the face of it an impossible task. However we must try and bear in mind also that climate change must be at the forefront in any decision making.

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

Community "well being" must include the valuing of our senior citizens.

Location: Queenstown

Date: 03/05/2021

Time: 11:30

## VAN GELDER Leslie

Glenorchy heritage and Museum Group

Glenorchy & Kinloch

Keywords: Growth

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**Q. I am aged:**

46-59

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

Support

**Q. Please let us know your comments or feedback:**

**Q. Please describe the reasons for your position:**

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

**Q. If you have a pre-prepared submission, you can upload it below. Please note that we can only accept .docx files.**

Additional documents or PDF files can be emailed to [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

GY Museum -- Submission to Draft Queenstown Lakes Spatial Plan 18 April 2021.docx

Submission to Draft Queenstown Lakes Spatial Plan  
on behalf of the  
Glenorchy Heritage and Museum Group

Contact: Leslie Van Gelder (Chair)

Mary Turnbull (Treasurer)

*We wish to speak at the hearings*

**We write in support of the central tenets of the Draft Spatial Plan and write to signal that we will be pursuing Dark Skies Sanctuary status from the International Dark Skies Association for the Head of the Lake area and to insure alignment with the District Lighting Plan and Spatial plan.**

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

We support in principle the Spatial Plan which proposes no new development for the Glenorchy community and Head of the Lake beyond that which is already outlined in the district plan. In the next few years we will be applying to the International Dark Skies Association for Dark Skies Sanctuary status for the Head of the Lake area and Glenorchy Road to Wilson's Bay. While the full extent of the Sanctuary has not yet been determined, we have begun the process of collecting the necessary dark sky data and will continue to do so throughout 2021-2. As the International Dark Skies Association describes:

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

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

***specifically designed to increase awareness of these fragile sites and promote their long-term conservation.***

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

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

We thank you for your ongoing support of our work.

Nā māua noa, nā,  
Leslie Van Gelder (Chair) and Mary Turnbull (Treasurer) on behalf of the entire committee



Location: Queenstown

Date: 03/05/2021

Time: 11:45

## SPARK Simon

S.J Allen Holdings Ltd

Arrowtown

Keywords: Industrial/Commercial Areas

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Q. I am aged:

46-59

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

Neutral

## Q. Please let us know your comments or feedback:

I have read the Draft Queenstown Lakes Spatial Plan Summary and wonder what allowance has been made for commercial land to be developed in the Queenstown basin. Currently there is a lack of suitable commercial land for services businesses to be established let alone what will be required to service the intended population growth forecasts. Not all businesses can relocate to Cromwell to service Queenstown. My waste management business is a case in point. We are used by many local businesses including the QLDC and are the only locally based waste management business in Queenstown, but this come at a huge cost which ultimately effects our profitability and viability. Through the lack of commercial land developments my rent continues to increase. 25% was our last increase pre covid. This is simply due to a lack of commercial land supply. Similar to the residential housing challenges a lack of supply drives up prices with commercial land now at \$1000/m3. While we need to focus on houses to accommodate the projected population growth we also need to address the lack of commercial land. All we will end up with is a town with no service businesses as they will have relocated to Cromwell. S.J Allen has looked at this alternative but we are committed to Queenstown. We can not however continue to absorb rental increases Queenstown needs locally based commercial business to service the needs of a growing region and expected tourist return post covid.

A possible solution is to free up surplus QAC land to be able to be purchased or long term leasing with the ability to construct commercial premises. The commercial hub like housing needs to be kept with in existing urban areas to avoid urban sprawl. Like housing why does the land underneath have to be for sale. By taking the land value and inevitable capital appreciation of said land we can control cost and forward purchasing costs as the only cost of sale will be the building which has far less capital appreciation than land.

## Q. Please describe the reasons for your position:

Agree with the Spatial plan but need to highlight local service business challenges.

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

None

## LUDEMANN Victoria

The Optimise Health & Wellness Trust

Lake Hayes Estate & Shotover Country

Keywords: Community Facilities

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### Q. I am aged:

46-59

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

Support

### Q. Please let us know your comments or feedback:

Hi there,

I don't mind if I do speak or not at the hearing but I do want to just ask if it would be possible to entertain providing:-

a) a Community Centre and rooms for hire (at reasonable rates) ideally for the Walker House on Ladies Mile and even if possible have a designated outdoor area that could be used for community events for Shotover Estate and Lake Hayes?

b) The other query is would it be possible to alternatively have a club house/community area and rooms down at the playing field in Shotover Country Estate if the Walker premises is not available?

Many thanks for your attention,

Victoria Ludemann

---

## Q. Please describe the reasons for your position:

Happy with the plans suggested - more affordable housing for both workers and the elderly would be good and even houses/units that could be used as 'transition' zones for people who have been negatively affected/impacted in some way and can't temporarily find somewhere to stay could also potentially be useful for the wellbeing of people in need.

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

Doing a great job thanks guys!

Location: Queenstown

Date: 03/05/2021

Time: 11:55

## MURRAY Werner

The Property Group

Out of District

Keywords: Future Urban Areas,Urban Growth

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### Q. I am aged:

30-45

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

Support

### Q. Please let us know your comments or feedback:

See Attached

- Support the inclusion of land in the eastern corridor and potentially look to expand it to correspond with landscape character

### Q. Please describe the reasons for your position:

See attached

- Logical expansion of Ladies Mile

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

See attached

- Look at Infrastructure Finding and Finance Act 2020 for future funding of infrastructure and Special purpose vehicles to ensure user pays

### Q. If you have a pre-prepared submission, you can upload it below. Please note that we can only accept .docx files.

Additional documents or PDF files can be emailed to [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.



## HUTCHINSON SUBMISSION TO THE QLDC SPATIAL PLAN

### Executive Summary

1. This is a submission made to the QLDC Spatial Plan in relation to the eastern growth corridor and the mapping of land to which this submission relates. The Queenstown Lakes Spatial Plan is a vision and framework for how and where the communities of Wakatipu and Upper Clutha can Grow Well and develop to ensure our wellbeing and prosperity. It is acknowledged that the Spatial Plan process is ultimately about giving physical effect to QLDC's growth aspirations and strategic vision in the district through Land Use patterns, and Infrastructure design and provision.
2. We agree with and support the proposed Spatial Plan especially as it relates to the eastern growth corridor. It is our view that the site to which this submission relates is located within the future urban area and is also earmarked as a priority development area, and as this submission shows Council had good reason to do so. However, we suggest some changes to the extent of the area with respect to the Lower Shotover so that development in that locality falls into a concise landscape unit and creates a defensible edge where urban development ends and rural residential development begins. We have suggested this in order to discourage urban sprawl but encourage comprehensive development.
3. The subject site is located adjacent to the Ladies Mile Masterplan area that is commonly acknowledged as an area that is a sunny, easily serviceable part of the Wakatipu Basin that is not prone to hazards. The Ladies Mile is also adjacent to an existing developed area, and not far from Frankton Flats and its industrial zones. It is one of the few undeveloped areas remaining in Queenstown and can be connected up to major infrastructure relatively easily. As part of this submission we make a case for developing as part of the status quo which would result in rural residential development. Or alternatively we could develop with a longer view and develop in accordance with the direction put forward by the spatial plan as part of a future urban area. We have done this in order to present to Council the issues and options that we have looked at as part of a development strategy for the subject site.
4. As part of this submission we have also put an option forward for the future funding of infrastructure and we have given a brief overview of why we believe the Infrastructure Funding and Financing Act 2020, through Special Purpose Vehicles would be a good funding option for Development in the District.
5. Finally it is concluded that we support the Spatial Plan in its inclusion of the subject site within not only the future urban area and also a priority development area.

## Introduction

6. This submission is primarily in relation to land that is located at 63 Lower Shotover road (referred to herein as the subject site). The subject site is located to the north of State Highway 6 on the river terraces west of Slope Hill, between Lower Shotover Road and Spence Road, as shown in Figure 1 below. The subject site comprises of a number of titles with a total land area of approximately 12.4 Ha.



Figure 1: Subject site indicated in red

7. The principal purpose of this submission is to ensure that the QLDC Spatial Plan recognises the unique circumstances associated with Ladies Mile in general and specifically how the subject site integrates with development along Ladies Mile. We recognise that the Spatial Plan covers the land that makes up the subject site and will form part of the regulatory tools that will provide for its potential future development.
8. It is acknowledged that the Spatial Plan is a high-level guiding document, and detailed matters of zoning and property specific policy are the domain of a Future Development Strategy that will likely be implemented under the yet to be released Strategic Planning Act, and the District Plan and not the Spatial Plan. However, The owners of the subject site seek to ensure through this submission that the direction, language and context provided by the Spatial Plan does not directly, implicitly or inadvertently preclude future development on the subject site or fail to recognise its unique qualities.

### Current State and Challenges

9. There are currently a number of processes that are currently underway that affect the subject site, these are outlined below along with the challenges that are presented as part of the various processes occurring.
10. QLDC is in the process of completing the review of its District Plan (PDP) and has rezoned the subject site from Rural land to Wakatipu Basin Lifestyle Precinct.



Figure 2: Location of the subject site within the Wakatipu Basin Lifestyle Precinct

11. As growth continues in Queenstown the Ladies Mile area has obvious attributes that make it an important consideration in planning future development in the district. The development of a sustainable community east of the Shotover River is a unique opportunity that comes with a number of significant challenges as well as great potential.
12. Given the importance of the land to the east of the Shotover River to help Queenstown cope with future growth, QLDC are undertaking a Master planning exercise within the Ladies Mile area. The land that is subject to the Ladies Mile Masterplan area is directly adjacent to the subject site as shown in Figure 3 below.



Figure 3: Ladies Mile development area (source: Masterplan Options Diagram A), subject site shown in red (approx.)

13. While the subject site was not included in the Masterplan area it shares many of the same attributes of the land that is contained within the Ladies Mile Masterplan. The subject site is located on land that is sunny, easily serviceable (see figure 4 below for current water and wastewater locations), and not prone to significant hazards. It is also adjacent to an existing developed area, and not far from Frankton Flats and its industrial, retail and mixed use zones, employment centres and airport.
14. The subject site is one of the few relatively large undeveloped landholdings remaining near Queenstown and can be connected up to major infrastructure relatively easily. It also lies on the main transport corridor into Queenstown, which are highly conducive to connection by public transport. Noting that all the Masterplan options (see figure 3 above) include a new intersection on Lower Shotover Road in close proximity (approximately 200 metres) to the subject site which will give good access into the Ladies Mile Masterplan area.



Figure 4: Water along SH6

Sewer along SH6

15. The site has been earmarked as future urban and priority development within the eastern development corridor of the Spatial Plan. It is understood that the spatial plan is a high level document and is not intended to be accurate to the property scale but given the location, size, and uniqueness of the subject site it is considered that it was intended or should be intended to be included within the future development area. Figure 5 shows the approximate location of the subject site within the Spatial Plan.



Figure 5: Location of the subject site in the Spatial Plan (shown in green)

16. There are two development scenarios open to the owners of the subject site, namely:

- Option 1 – pursue a development that is inline with the PDP
- Option 2 – pursue a comprehensive development that is inline with the direction of the Spatial Plan which is urban development (priority development area)

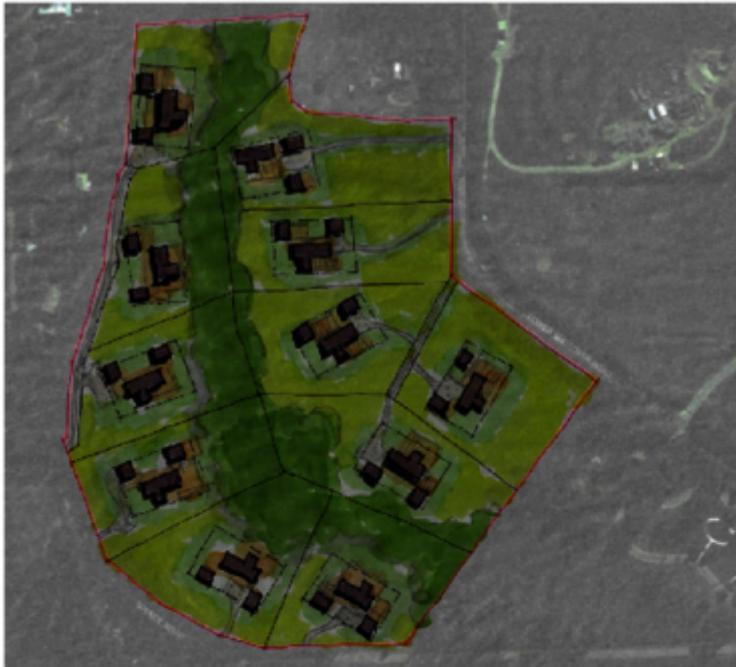
### Option 1: Develop in accordance with the District Plan PDP zoning

17. Outlined below are the anticipated results of development as an option should it be pursued as allowed for under the Proposed District Plan.

#### Development pattern

18. The subject site is zoned Wakatipu Basin Lifestyle Precinct under the QLDC Proposed District Plan. Under the current zoning, Rule 27.6.1 (Subdivision) allows for lots with a minimum area of 6000m<sup>2</sup> and an average area of 1ha, and 24.5.1.1 allows for, a maximum of one residential unit per site, within the Wakatipu Basin Lifestyle Precinct (Land use) on sites with a net site area of 1ha or less.

19. We have prepared a draft subdivision plan that would comply with these requirements. The plan would result in 11 rural lifestyle properties as shown in Figure 6 below.



*Figure 6: Development potential under the Wakatipu Lifestyle Precinct*

As the concept plans provided illustrate, whilst looking 'green', this results in:

- Residual land outside the curtilage area that is largely impractical for any 'rural activity',
- Multiple driveway crossings

- 11 individual wastewater systems
  - A water take from the Shotover River (note that applicant has access via road reserve)
20. As mentioned above, given the sites specific attributes and proximity to both the Ladies Mile Masterplan area, Quail Rise neighbourhood and existing Ladies Mile urban environs, the transition of the area from a 'rural' to an 'urban' environment is a logical and necessary change.
21. Should development be undertaken in accordance with the PDP zoning it would mean that essentially the lifestyle subdivision (figure 4 above) would result in large lot suburban subdivision which is merely a precursor to further urban infill development over time.

### Rural Character

22. The PDP recognised the subject site as being located within the Domain Road River Terrace (Land Scale Unit 7). The capability to absorb additional development within this character unit is moderate to high. It is noted that the PDP through the character units shows a desire to maintain and enhance the underlying landscape character attributes.
23. We have undertaken a high-level landscape study over the subject site. Tony Milne from Rough and Mile has prepared a Concept Diagram and this has been included within Appendices of this submission and Figure 7 below. We note the following in relation to the landscape character:

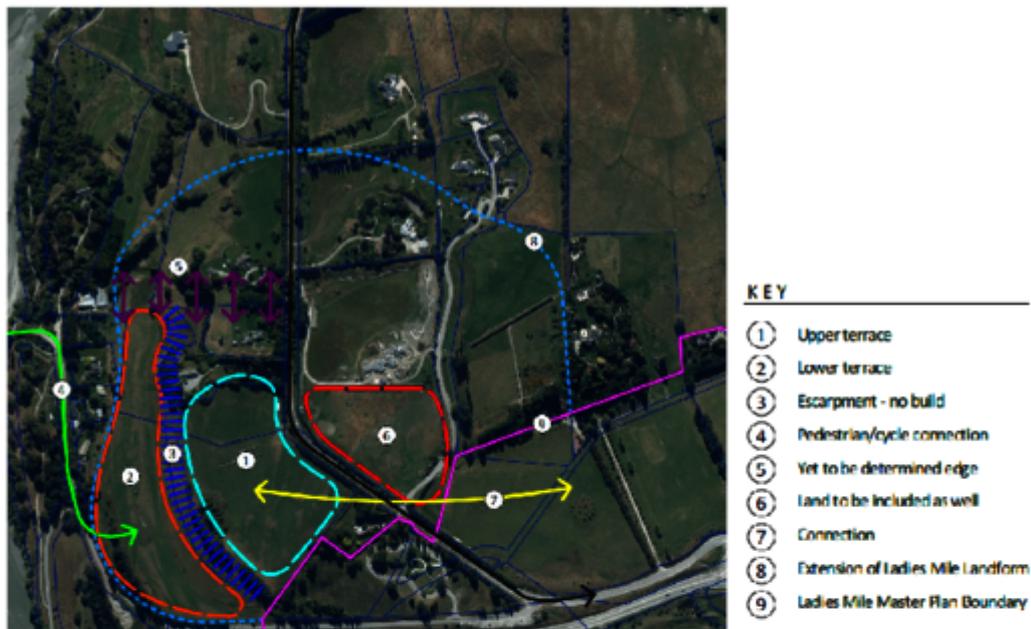


Figure 7: Landscape Concept Diagram

- Regarding landscape and landform the land seems to be a logical extension to the Ladies Mile Masterplan land.
- We consider that if the subject site was not included or considered for future development then it would appear as an anomaly, given the existing development between it and the river and the planned development of Ladies Mile.

- Currently the boundary between Ladies Mile Masterplan area and the subject site is a road, and the cemetery. In drafting the Wakatipu Basin Land Planning Study it was thought that roads in the District should be considered the lowest in the scale of defensible boundaries for a transition between rural and urban development. We believe that there is a defensible boundary to the north west of the site.
- The land has been categorised in the above study as having moderate – high capacity to absorb development. We concur with this.
- The escarpment between the two terraces should be free of development.
- The upper terrace (area 1) is more sensitive to development and would suit more open space
- In places the existing vegetation provides very good external screening so any future development should look to maintain some of this.

### **Development Feasibility**

24. We have undertaken a high-level review of the development economics and feasibility as it relates to development on the subject site under the PDP zoning. We believe that it is important to consider the development economics from a developers/landowner's perspective as at the end of the day this will be a major determining factor in any future development of not only the subject site but any site.
25. The Hutchinson property is of sufficient size (12.3ha more or less) to be relatively-easily subdivided into 1 ha (average) lots. Concept plans indicate that 11 lots could be achieved.
26. It is not uncommon for rural lifestyle sections in the Wakatipu Basin to sell for between \$1.5m-\$1.9m.
27. Should a subdivision yield 11 rural lifestyle lots as expected revenue from the sale for those lots could be in the order of \$17.6m. The approximate cost of completing the works required for the subdivision including services and access would be in the order of \$1.875m. The rateable value of the land is approximately \$7.45m. That would make the total cost of a subdivision approximately \$10.709m. That would leave a gross profit of \$6.89m. Noting that the applicants own the land that realisation would be substantially higher if the land cost were different.
28. As can be seen from the above calculation it makes good financial sense to subdivide into rural residential lots given the level of additional capital that is needed and the level of risk that would be involved.

## **Option 2: Develop in accordance with the direction set out in the Spatial Plan**

### **Case for development of a higher density on the Subject site**

29. The subject site is signalled as being a future urban area and a priority development area under the Spatial Plan. We understand that the spatial plan is a high-

level document and in this section we build the case for development in accordance with the Spatial Plan as it relates to the subject site.

30. The Ladies Mile provides the opportunity to establish dwellings at a density that can support improved community facilities and recreational areas to what will likely become the largest population centre in the Wakatipu Basin. The challenge with this area is that it needs to be properly planned to support such a large population and also to ensure that the development supports passenger transport modal shift.
31. As part of the Spatial Plan Council undertook a study focusing on the constraints that exist within the Queenstown area Figure 8 below shows that the subject site is light purple which represents fewer constraints.

#### Constraints

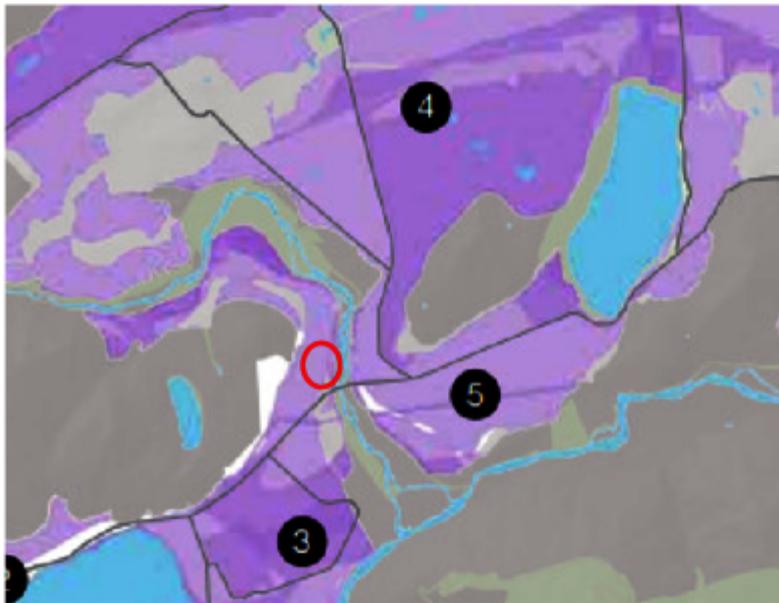


Figure 8: Constraints Map subject site (in red), light purple denotes land with fewest constraints (source: QLDC Spatial Plan Map 4)

#### Access and Services

32. Further to this the subject site has access to services that are in close proximity to the site (water and wastewater as shown in Figure 4 above. QLDC has secured funding to improve the infrastructure in Ladies Mile and these services will continue to be improved over time.
33. Access to the site is via Spence Road and Lower Shotover Road and as can be seen in Figure 3 above a new intersection which could be serviced by a bus route in the future is to be established as part of development that will be in accordance with the Ladies Mile Masterplan.
34. It is also noted that we make the case here that the pedestrian networks that are proposed under the Ladies Mile Masterplan as critical for the sustainable future development of the eastern corridor as modal shift and active transport options are the cornerstone to being able to deal with future traffic volumes. Having a pedestrian link going

from Lake Hayes to the River is an important principal of the Ladies Mile Master Plan. We consider that the subject site is an important part of that strategy as it provides for direct connection to the Old Lower Shotover Bridge and on to the river and Quail Rise. Figure 9 below illustrates the connection and compares it to the connection shown in the Ladies Mile Masterplan.



**Figure 9:** Top: pedestrian link through the subject site; bottom: Pedestrian link through the cemetery as shown in the Ladies Mile Master Plan options

#### *Hazards*

35. The subject site has largely the same status in relation to Hazards as all the land along Ladies Mile.

#### *Pressure on the Environment*

36. The Ladies Mile provides the opportunity to establish dwellings at a density that can support improved community facilities and recreational areas to what will likely become the largest population centre in the Wakatipu Basin. The challenge with this area is that it needs to be properly planned to support such a large population and also to ensure that the development supports passenger transport modal shift. It is important to note that development on the northern part of Ladies Mile will not happen overnight.

## Comprehensive approach to growth with a principled approach

37. Notwithstanding, even if the land is transitioned from rural to urban, there remains a strong economic disincentive from pursuing better development outcomes. In the example given above, the potential 11 lifestyle lots at current prices of \$1.6-1.9m+ per lot, produces a substantial profit for relatively low cost and risk. Consequently, as the marginal profit on smaller lots is greatly reduced, to achieve and incentivise better outcomes (environmental, economic, social and built form) for both landowners and the community requires a substantial increase in the potential yield.
38. We believe the only credible way to achieve this, meet the objectives and policies of the zone and deliver quality outcomes is through principle-led comprehensive development that aligns with and delivers on the 'Grow Well' or 'Whaiora' framework from the Spatial Plan.
39. We have included a first draft of the principals that could guide development should a comprehensive development approach be taken on the subject site (included in the appendices of this submission). The principals that could be developed to be sensitive to the rural character of the site at present, and also acknowledge we need to plan for growth in a comprehensive manner while setting up a defensible edge to guard against un-necessary urban sprawl.
40. Such principles should include:
- That the development footprint is less than 50% of any developable area so that landscape character attributes can be maintained and enhanced
  - Enabling sufficient density to ensure higher yields within the urban footprint
  - Optimising landscape outcomes
  - Enabling and supporting other commercially-viable non-residential activities
  - Providing affordable housing options through innovative funding models
  - Ensuring whole of life model with housing for elderly, young, families, singles etc.
  - Reducing the environmental footprint of development
41. We have prepared a draft plan of what comprehensive development could look like on the subject site and has been included in the appendices of this submission, and shown in Figure 10 below.

## Concept Plan

Total Site Area: 12.30ha

### Land/Use Areas

Land/Use Area	%	ha
Living	42%	5.16
Recreation	40%	4.92
Infrastructure	20%	2.48

### FEATURES

1. Main entry to upper village area
2. School with playing fields towards road
3. Main entrance including amenity and normal pizza area
4. Secondary entry to motor house complex and village area
5. Minor house complex
6. Main pedestrian/cycle path to Ladies Mile residential area
7. Potential northern pedestrian/cycle connection to other future developments
8. Retail area to coincide along bank edge
9. Distribution, production and community facility
10. Handy entry from Openair Road
11. Lower village core with shared space and higher density living options accessed from circular spaces Road entry
12. Co-opt urban village housing
13. Visual amenity breaks in development to accord landscape
14. Larger housing options



Figure 10: Possible comprehensive development plan for the subject site.

42. As an overview the plan that we have prepared as comprehensive development as one possible scenario which aims to achieve the following:

- Providing for appropriate non-residential activities (including visitor accommodation, commercial recreation activities and community activities, schools or medical centres), with more space around them within the upper terrace (area 1 as shown in Figure 7 above) that would aim to provide for work opportunities close to home, and in doing so:
  - Reduce transport demands and issues
  - Support local business and investment
  - Create opportunity for locals
- Comprehensive urban development enables and supports alternate infrastructure solutions that often diverge from the Code of Practice but deliver outstanding benefits to both users and the community. These include but are not limited to:
  - Alternate 3 waters infrastructure (low pressure systems) and processing
  - Local energy generation and distribution systems
- In terms of the extent of the Spatial Plan in the Lower Shotover area, we concur with our Landscape Architects (Tony Milne for Rough and Milne) that:
  - Roads are not defensible edges, and in this instance;
  - That the 'top of bank' edge on the southern side of the large depression (approximately at the 107 Lower Shotover Road entry) is a defined edge to the north. The recommended character zone edge is shown on the Landscape Context Plan attached within the Appendices of this submission. On this basis, we believe that the recommended character zone edge should be the

northern extent of the future urban land as marked in the Spatial Plan in this locale. As shown in Figure 11 below.



**Figure 11:** Proposed addition to the northern edge of the future urban zone of the Spatial Plan (shown in yellow)

43. A 'capacity of the land to absorb development' approach coupled with quality, compact urban development, we believe, will deliver the right outcomes that give effect to both the Landscape Character objectives as well as the Grow Well or 'Whaiora' aspiration of QLDC.

### Priority Initiatives (Our Approach)

#### QLDC Spatial Plan/Future Development Strategy/Plan Changes

44. A limited amount of land is expected to change from rural to urban use over the next 30 years. These locations are identified as future urban areas within the QLDC Spatial Plan. This change will be phased with the delivery of enabling infrastructure to ensure the needs of the revised land use are well met. As well as housing, the future urban areas will provide space for business activities and employment, new open spaces and community facilities. The scale of these areas present opportunities to Masterplan new neighbourhoods focused around public transport, walking and cycling and well-designed medium and high-density dwellings that will provide more housing choices for residents.
45. We have prepared a draft master plan over the subject site that we believe gives an insight into what a comprehensively designed neighbourhood that is principal led and is sensitive to The Grow well aspirations of the District could look like. We understand that the suitability of these the subject site for future development requires more detailed investigation as well as confirming how they will be serviced by public transport, which is a prerequisite for any new significant area of urban growth. However we are of the view that including the subject site within the Spatial Plan is the correct approach to providing for more comprehensive development that can meet the future needs of the community.

46. We understand that developing the subject site to the higher density put forward in option 2 above would require more time and would be dependent on:

- Review zoning and other levers to enable higher densities and more flexible use of land within the existing and new urban areas in appropriate locations identified in the Spatial Plan.
- Structure plans potentially being part of Future Development Strategy prepared under the yet to be release Strategic Planning Act.

### **Funding Infrastructure**

47. We understand that funding infrastructure needs to go through a Council Long Term Planning process and having an idea of what future development could look like aids that process. We also understand that infrastructure along Ladies Mile will partially be delivered through the Housing and Infrastructure Funding that has already been secured.

48. We believe that Council should also investigate the use of alternative funding and financing tools to accelerate infrastructure delivery. One of these tools is the Infrastructure Funding and Finance Act 2020 (IFFA), that has been used in Auckland for the development of Milldale.

49. The IFFA is a particularly powerful tool because it provides for the delivery of public infrastructure under a 'user pays' model. Under the IFFA, any person or entity can request any council or regional council, or combination of councils, to form a Special Purpose Vehicle ('SPV') for the funding and installation of infrastructure for a development. Any expenditure that will be recouped through a levy.

50. We believe that a targeted approach through IFFA would suit Queenstown District well, given the different speeds and development requirements that all the settlements in the district have.

### **Conclusion**

51. As part of this submission we have looked at the two development pathways that are currently open to the applicant. Option 1 being a rural residential development in accordance with the QLDC PDP zoning, the other being Option 2 which is a comprehensive development to a future urban density. We have demonstrated the allure of developing in accordance with the District Plan zone from a financial returns perspective. However, we do not consider that this type of development is conducive to growing our community well.

52. We consider that a principled and comprehensive approach will result in better outcomes over the long run, and we agree with the direction of the Spatial Plan that earmarks the subject site for Future Turban Development (Priority Development Area). We do also want to acknowledge that a comprehensive development strategy would take longer to complete and result in delayed financial return. It is also acknowledged that a comprehensive development approach would be best realised through a design and build process rather than selling individual sections that would allow for unknown built form outcomes. This type of development carries a higher level of investment and as such is of a higher risk. That would means that medium to hi density

development would suit a comprehensive development strategy being pursued over the long term.

53. The applicants wish to thank the Queenstown Lakes District Council for the opportunity to submit on this Spatial Plan and have our views taken into consideration. We look forward to seeing the matters contained in this submission addressed and continuing to work with Queenstown Lakes District Council in the future.

Location: Queenstown

Date: 03/05/2021

Time: 12:00

# HILHORST John

FlightPlan 2050

Kelvin Heights

Keywords: Queenstown Airport,Infrastructure

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**Q. Please let us know your comments or feedback:**

PDF attached

**Q. Please describe the reasons for your position:**

PDF attached

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

PDF attached



# Submission to the draft Spatial Plan

“Ko te kai a te Rangatira he kōrero” – the food of chiefs is dialogue.

**FlightPlan2050**

**John Hilhorst**

E: [REDACTED]

P: [REDACTED]

## 1 Introduction

Thank you for the opportunity to submit to the draft Spatial Plan.

We would first like to acknowledge the considerable amount of excellent work and expertise by many people that has delivered this draft for our consideration. It will have been a challenging task, but a worthy one, being the first opportunity for our community to develop such a broad-based, integrated and long-term vision for our district’s future urban development.

We accept the broad premise driving the need for this Spatial Plan, that the normally resident population of Queenstown Lakes District will continue to increase at a rate greater than most other regions. The growth in resident population may be faster or slower than anticipated by this plan, but the beauty of this region will continue to attract domestic and international migrants and we expect our district’s population will inevitably double and then double again. This growth will continue, in our view, independent of tourism, where the long-term effects of Covid 19 and climate change on international travel are less certain.

Overall, we agree with the broad direction and many of the priorities outlined in the draft Spatial Plan. The focus on concentrating urban development into a sensible pattern that would better support public transport, protect our outstanding natural landscape and ensure the efficient provision of publicly funded infrastructure is to be commended. As is the focus on our district’s well-being as the principal driver for the outcomes it seeks.

## 2 Summary

While an excellent start, this draft Spatial Plan has one glaring fault, a purposeful omission that if ignored would reduce the report’s credibility and undermine the capacity of this Spatial Plan to provide for the district’s best future potential.

### 2.1 High-level design failure.

It completely fails to consider alternative scenarios for the region’s airports. The Spatial Plan Scenario Analysis Report makes plain that QAC’s proposed dual airport plan is the only scenario considered (p 6).

### 2.2 Current suboptimal design.

This is a high-level design failure that will, if not rectified, lead in the near term to decisions that would lock-in sub-optimal new zoning on Frankton Flats based on the currently proposed Frankton Masterplan. That plan would:

1. Place high-density mixed-use zoning placed directly onto State Highway 6 along Five Mile. This proposed “Urban Corridor” is sub-optimal in that it risks:
  - a. creating a network chokepoint on the district’s most important arterial route, and
  - b. congesting that urban centre by forcing all those who seek to transit it to pass directly through its centre.
2. Permanently split the potential Frankton metropolitan centre into two smaller, lesser, sub-centres.
3. Fail to provide the district with a sufficient metropolitan centre that could have the substance and character necessary to support economic diversification to high-value, knowledge-based enterprise.

The need for this sub-optimal “Urban Corridor”, severed shrunken centres and thwarted economic opportunity is entirely predicated on the assumption that Queenstown Airport and its associated air noise boundaries will continue to dominate Frankton Flats and surrounding areas. But this assumption is neither necessary nor certain. A credible alternative is being actively pursued with decisions likely made within 5 to 7 years, in the near term and well within the timeframe of this Spatial Plan.

### 2.3 Alternative airport scenario

An alternative airport scenario would most likely be:

1. The establishment of CIAL’s proposed regional airport near Tarras, together with
2. the relocation of all domestic and international scheduled services to CIAL’s new airport
3. the closure of Queenstown Airport for all but vertical takeoff and landing (VTOL), and
4. relocation of fixed-wing general aviation (GA) to a new airfield on Queenstown Hill or to the existing airfield at Kingston.

This would allow for a vastly better urban plan design for Frankton Flats, which the draft Spatial Plan clearly identifies as the district’s major metropolis for the future.

### 2.4 Acknowledgement of risk enables mitigation strategies.

Simply acknowledging this alternative airport scenario presents a low-cost opportunity to obtain enormously high rewards directly favourable to the values and goals outlined for this Spatial Plan.

If it acknowledged this alternative airport scenario, the Spatial Plan could easily mitigate against the risk of permanently entrenching suboptimal development at Five Mile. An effective mitigation, for example, would be to simply delay decisions that would commit new zoning of this urban corridor. A delay of 7 to 10 years would be sufficient and would have minor adverse effects on the district’s post-Covid development.

### 2.5 Uncertainty would be temporary.

The community is right now actively debating the future of the region’s airports and a decision on the alternative scenario would most likely be resolved within the current decade. While it may take a further several decades before Queenstown Airport could be closed under the alternative scenario, the decision to relocate could be made in this near term. This would allow for the complete redesign

of Frankton Flats with a vastly better outcome than the currently proposed masterplan that has a high-density Urban Corridor located on top of State Highway 6 and its potential to become the metropolitan heart of this district skewered into two much lesser sub-centres.

## 2.6 Minor cost for potentially massive benefits

A few years delay in rezoning of the proposed Urban Corridor would be a minor cost relative to the enormous gain for all the Spatial Plan's values and goals if Frankton Flats were redesigned as a single, comprehensive, integrated metropolis. Such gains are explained in more detail in sections 8 and 9 of this submission, and more fully in the appended draft report: *Part B – Queenstown Alpine Campus*.

## 2.7 Ladies Mile also at risk.

Failing to recognise the alternative airport scenario could also lead to irreversible mistakes in the Ladies Mile master planning that is currently underway. Early plans for this area suggested removal of the current 80 m setback for buildings alongside most of the Ladies Mile section of State Highway 6. This existing setback is enough to enable the Ladies Mile roadway to be engineered as an emergency runway suitable for Hercules aircraft during civil defence emergencies, such as the anticipated AF8 earthquake. Such emergency air lift capacity would be necessary if the runway on Frankton Flats were closed.

If the Spatial Plan acknowledged the alternative airport scenario, then such important existing assets would be protected, at least for the 7 to 10 years during which the airport scenario questions will most likely be resolved.

## 2.8 Alternative airport scenario is real and credible.

The alternative airport scenario is not vague, fanciful or distant. We are in an active process of community and political debate that has been a forefront issue within the district these past three years. CIAL's purchase of 750 ha near Tarras provides a concrete basis for an alternative scenario and confirms the intent and capacity to deliver on it. The situation is likely to be resolved one way or the other within the next 7 or 10 years. With the growing debate and changing circumstances, it is increasingly credible that alternative outcomes to QAC's current dual airport plans are possible.

## 2.9 Temporary uncertainty assures best long-term outcome.

Given that the airport scenario alternative is likely to be resolved, or at least better understood, within 7 or 10 years, it is unacceptable that a 30-year vision framework for the district's urban development does not allow for this temporary uncertainty. Particularly when ignoring alternative scenarios would unnecessarily, quickly and revocably lock in what are clearly major suboptimal outcomes on what is to be the principal metropolis centre for the district, and when simple, costless mitigation of these risks is possible if the alternative airport scenarios were considered.

## 2.10 The spatial plan is a long-term vision – please don't fly blind.

For these reasons, we ask that you require this draft Spatial Plan be amended to explicitly include the potential for change in our regional airport network. It should recognise the future potential closure of Queenstown Airport for all but VTOL, together with the development of an airport near Tarras for all scheduled domestic and international air services.

This Spatial Plan need not formulate a view or take a position of support or against either airport scenario. But it cannot blankly ignore the alternative scenario when there is real potential that it may eventuate, and when this would have such significant effects on spatial planning within the district.

The proposed new airport near Tarras is clearly within the 30-year timeframe of this Spatial Plan and its opening would certainly cause reflection on the wisdom of retaining Queenstown Airport in Frankton. Regardless of whether local political leadership supported it, a Tarras airport would force far greater recognition of Queenstown Airport's opportunity costs, and the enormous potential value for its high-density urban development as a fully integrated metropolitan centre.

As such, the Spatial Plan should at the very least consider the effects of alternative scenarios to ensure that it can anticipate and adapt to such changes and mitigate the overall strategy against potential risks.

That, after all, is the purpose of long-term spatial planning.

### 3 Changes sought.

We seek the following changes to the draft Spatial Plan.

#### 3.1 Include the obvious alternative airport scenario.

We ask that the plan be amended to explicitly include the potential of two different airport scenarios that could develop over the 30-year timeframe of the Spatial Plan. The alternatives are, either:

**1. QAC's dual airport scenario**

This would have QAC continuing to provide for all scheduled flight services within the district, either with Queenstown Airport alone or with its dual airport plan using both Queenstown and Wānaka Airports, or

**2. CIAL's new regional airport.**

This would have all scheduled flight services relocated to CIAL's proposed new regional airport near Tarras, together with the closure of Queenstown Airport for all but VTOL operations, fixed wing GA operations transferred to a new airfield on Queenstown Hill or to Kingston airfield, and the development of all of Frankton Flats into a fully integrated, high-density metropolitan centre.

#### 3.2 Remove the Urban Corridor from the priority list.

In recognising the potential closure of Queenstown Airport sometime in the next two or three decades, the Spatial Plan should recommend a delay of 10 years before any new zone changes are made to facilitate the Five Mile Urban Corridor.

This would provide the most effective and almost costless mitigation against substantial suboptimal outcomes for the urban development of the Frankton area.

#### 3.3 Protect the Ladies Mile corridor

In recognising the need for alternative emergency air lift capacity in time of civil emergency, such as an AF8 earthquake, ensure the retention of existing 80 m building setback that exists along most of Ladies Mile, and have this extended for the full length of Ladies Mile.

This would ensure that the Ladies Mile stretch of State Highway 6 could be engineered to serve as an emergency runway able to service Hercules aircraft during times of civil emergency.

## 4 Risk of suboptimal outcomes

The currently proposed Frankton Masterplan highlights the risk this draft Spatial Plan is exposed to.

Because the Frankton Masterplan irrevocably assumes the presence and growth of Queenstown Airport and that its associated air noise boundaries will forever dominate Frankton Flats, the urban designers have been forced to locate new high-density commercial and residential zoning as far from the airport boundary as possible, placing it directly onto the district's most busy and important arterial route – State Highway 6 at Five Mile.

Such development would clearly be suboptimal, both compromising the district's major arterial route and congesting its planned retail/commercial centre. Notwithstanding all the aspirations for public and active transport that will hopefully reduce vehicle numbers, it will remain a major arterial for increasing numbers of people.

The proposed Frankton Masterplan runs the real risk of creating a permanent, inefficient transport chokepoint on this critical network link. This runs completely counter to all urban planning best practice throughout the country. Best practice seeks to remove through-traffic from city centres and improve mobility. Instead, this masterplan would build the district's largest metropolis directly onto its largest arterial route, compromising both.

It would also permanently split the potential metropolitan centre of Frankton into two smaller, lesser, sub- centres.

And it would fail to achieve the extraordinary potential for substantially greater positive outcomes for all 16 strategies outlined in the draft Spatial Plan. These are explained further in Section 9 of this submission.

The need for this suboptimal Frankton Masterplan is caused solely because of the current location of Queenstown Airport. If the airport were relocated, then a very much better masterplan could be developed for Frankton Flats. (For example, see Chapter 3, starting at page 26 of the appended report, *Part B – Queenstown Alpine Campus*)

By ignoring alternative airport scenarios and *prioritising* the early development of this Frankton Urban Corridor, this draft Spatial Plan runs the risk of setting these suboptimal outcomes into concrete when it may not be necessary.

Once such high-density zoning was in place, and that is certainly feasible within a few short years using Council's next 10-Year Plan cycle, it would be almost impossible to remove, even if a subsequent mayor and council chose to investigate or support the relocation of scheduled air services away from Queenstown Airport. The opportunity to develop a much more effective and coherent metropolis centre at Frankton would have been permanently lost, and an inefficient transport bottleneck and congested town centre would have been permanently locked in.

This suboptimal outcome could be easily avoided if the Spatial Plan simply acknowledged the risk of the alternative airport scenario. It could then determine appropriate mitigations that protect against such planning failures. Simply, for example, delaying the full rezoning of the Five Mile Urban corridor by 5 or 10 years would allow the airport location questions to be resolved before the Five Mile Urban Corridor zone change was locked in permanently.

## Alpine city campus design concept



THIS IMAGE SHOWS THE CONCEPTUAL ALPINE CITY DESIGN PROPOSED BY DAVID JERRAM AND GILLIAN MACLEOD. FRANKTON FLATS OFFERS A UNIQUE OPPORTUNITY FOR A FULLY INTEGRATED, HIGH-DENSITY SMART CITY.

1. CENTRAL PEDESTRIAN BOULEVARD
2. OVERBRIDGE CONNECTING TO LAKE
3. TRANSPORT HUB INTEGRATING SURFACE VEHICLES AND VTOL
4. EXISTING AIRPORT BUILDINGS REPURPOSED AS COMMUNITY FACILITIES, COUNCIL OFFICES OR CONFERENCE CENTRE
5. CONNECTIONS LINK RING ROAD TO INNER CARLESS COMMUNITY
6. INNER CIRCULAR ROUTE ENABLE EFFECTIVE CONTINUOUS PUBLIC TRANSPORT
7. NORTH-SOUTH ROUTES AND COMMERCIAL ZONE LINK ALL RETAIL/COMMERCIAL ZONES
8. SUBSTANTIAL MEDICAL/HOSPITAL PRECINCT MEETS DISTRICT'S NEEDS WELL INTO THE FUTURE

## 5 Ignoring alternative airport scenarios is a fundamental failure.

It is abundantly clear that the local political leadership under Mayor Boulton is opposed to the relocation of scheduled air services away from Frankton. The Spatial Plan, however, is more than Mr Boulton. It is a long-term vision and framework for the region that is professionally developed by QLDC in partnership with central government and Kāi Tahu.

For this 30-year vision, the question of airport growth and its location cannot be a sleepy, foregone conclusion that can be set aside and be simply assumed for this Spatial Plan. It is a hotly contested political debate that has raged in the region for three years and the outcome is far from certain. This active airport debate will not go on endlessly. We would expect some clarity of final outcomes over the next 5 to 10 years. It is both imperative and simple for this Spatial Plan to recognise this short-term uncertainty regarding the airport scenarios.

The uncertain outcome from the airport debate is also no reason for this Spatial Plan to simply run with the status quo and ignore the alternative scenario. The airport location is the single biggest spatial planning variable over which the district has control, and the outcome will have massive

effects on the district's spatial planning options. Locking into a single scenario without allowing for this alternative possibility carries the high risk of permanent suboptimal planning, zoning and network outcomes that could have otherwise been easily mitigated against.

## 6 We are currently uninformed.

There has been no professional study or work done to assess alternatives to retaining Queenstown Airport in Frankton, so there is yet no credible information available to help inform the public or decision-makers. This ignorance has been purposefully achieved. Under the district's current political leadership, all planning and strategic analysis has been directed to explicitly avoid researching or understanding the options for the opportunities different airport scenarios may present. For example:

### 6.1 Frankton Masterplan terms of reference

The terms of reference of the Frankton master planning process explicitly retained the growing airport within Frankton. Public consultation and workshops prevented an excluded any consideration or discussion of possibly designing Frankton with a relocated or reduced airport. At the public meeting presenting the draft masterplan, QLDC's general manager of property and infrastructure, advised by the CEO, refused to allow even the display of an alternative master plan with the airport relocated, despite it having been prepared independently by urban design professionals.

### 6.2 MartinJenkins social and economic impact assessment

The terms of reference for MartinJenkins social and economic impact assessment of alternative airport scenarios did include one of a new regional airport but this explicitly did not allow for the many benefits possible from the concentrated urban development of Frankton made possible by the closure of Queenstown Airport (for all but VTOL). Despite that option being central to much of the community debate on the issue, including public forums hosted by two of the most affected community associations and attended by 300 people.

Even so, the MartinJenkins assessment found that a new regional airport would provide the greatest economic benefit for the region, with the only diminishing aspect being the scenario did not have it open for operation soon enough.

Council leadership appears to have ignored or suppressed these findings, having had no public or closed workshops for counsellors to consider the report in the year since it was delivered. It has simply been received and put aside. In apparent window-dressing, QAC's statement of intent has simply noted it will "consider" the MartinJenkins report in its planning.

### 6.3 Spatial Plan consultation

#### 6.3.1 MartinJenkins findings ignored.

Public consultation workshops for the Spatial Plan have also excluded any discussion of the relocation of Frankton Airport. The Spatial Plan Community Consultation Report acknowledges concerns expressed in public workshops (p 11). The then-ongoing MartinJenkins socio-economic analysis was the reason given for not discussing the district's single biggest spatial planning variable at those workshops.

It's now more than a year since the MartinJenkins report was published, finding that a new regional

airport would deliver the greatest economic prosperity for the district (even without factoring in the substantial benefits from closing Queenstown airport and urban densification of Frankton).

Despite the Community Consultation Report claiming it would use the “fact-based assessment ... to inform the draft Spatial Plan” (p 11 of the), it clearly hasn’t. If it had, the finding on the new regional airport scenario combined with CIAL’s land purchase near Tarras would cause the draft Spatial Plan to acknowledge the greater economic prosperity possible from a new regional airport and reflect on the viability of Queenstown Airport within the plan’s 30-year timeframe.

First, the MartinJenkins work was used to deflect discussion, now its findings are simply ignored.

### 6.3.2 Workshop maps unclear

In the Spatial Plan’s Wakatipu workshops, the three maps used to choose between main centres, connected centres and dispersed options didn’t even show the airport in Frankton.

How could anyone expect participants to choose the main centres option (development concentrated on Frankton Flats) when that area is obviously consumed by the airport, meaning no one would want to live there squashed into the periphery of this high industrial noise area. This puts into serious question the validity of conclusions that can be drawn from the choices participants made.



Main Centres map used during Spatial Plan consultation

## 6.4 It’s time to get it right.

As a 30-year vision and framework for our region, the Spatial Plan must surely grapple with the big strategic questions such as airport location rather than ignore them. And in doing so, surely it must seek good quality information on which to base its conclusions.

We have headed this submission with the Māori wisdom: “Ko te kai a te Rangatira he kōrero” – the food of chiefs is dialogue. Such wisdom has not been evident in any of the airport debate, with local political leadership excluding and obstructing all opposing viewpoints and discussion. We have instead a narrow-viewed focus that places airport needs ahead of community well-being and high-

volume bums-on-seats airport proximity ahead of sensible long-term planning for a healthy and sustainable district.

By excluding any consideration of alternative airport scenarios in the Spatial Plan, we would fail to ensure that its vision would indeed deliver the best spatial, urban and infrastructure planning for our district's wellbeing.

Our communities deserve better. They have a right to expect that the development of a 30-year vision and framework intended to develop the best social, cultural, environmental and economic well-being for them would take an unbiased and honest approach using merit-based analysis rather than a narrow commercial and politically driven predetermination.

## 7 Is the alternative airport scenario credible?

If it were highly unlikely that Queenstown Airport would ever be relocated, then it would be reasonable for the Spatial Plan to ignore CIAL's Tarras proposal and its potential impact on Queenstown Airport. But this is not the case. The likelihood has increased substantially over the past two years, and the decision whether to relocate the airport is almost wholly a political one that is far from impossible, even in the near term.

### 7.1 Hanging on to the old ways

The refusal to consider or assess the relocation of Queenstown Airport results from incumbent inertia controlling the political process. As such, it is open to change at every electoral cycle, is susceptible to public opinion and influenced by new information, all of which are near-term events that fall well within the 30-year timeframe of this Spatial Plan.

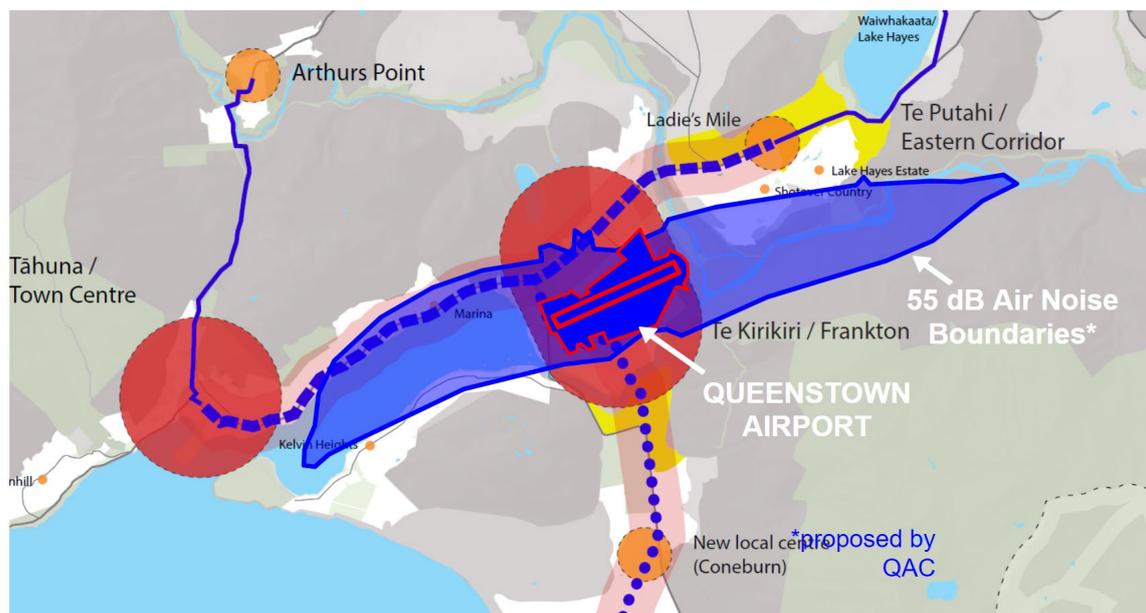
Any new idea such as relocating Queenstown Airport needs time to take hold. The first reason Mayor Boulton gave to retain the airport in Frankton in an interview with Crux (21/5/2019) was "the airport was put there for the very good and proper reason because it's close to the town." But when the airport was first gazetted in 1936 it was also a time when the steamboat Earnslaw carted sheep to the steam train Kingston Flyer, and the largely empty Frankton Flats was some distance from Queenstown and used only occasionally by small aircraft.

Our district, and indeed the world, is experiencing rapid change and such luddite thinking has little merit when we are engaged in developing a 30-year vision for our rapidly growing district.

### 7.2 Times have changed.

As the illustration below shows, we are no longer dealing with a small airport occasionally used near Queenstown, but with a large and rapidly expanding international jet airport situated in the dead centre of the district's major metropolis.

## A busy international Jet Airport in the centre of town!



Map illustration of the Wakatipu connected centres as proposed in the draft Spatial Plan (page 52) with the property boundary of Queenstown Airport and the 55 dB air noise boundaries superimposed.

It is impossible to imagine that any urban planner would ever recommend the situation illustrated above if they were planning the district from scratch. If it were absolutely necessary and there was absolutely no other way to resolve the district's need for air connectivity, then maybe such planner could reluctantly resign themselves to the airport's location.

### 7.3 We are not trapped – we have choices.

We have historical urban development and infrastructure networks that make Frankton the most logical centre for the district's largest metropolis as shown in the draft Spatial Plan.

But, as the MartinJenkins report confirms and as CIAL's land purchase enables, our district's air connectivity is not dependent on having its major international airport located in the middle of Frankton. We have choices.

### 7.4 Obstructive political leadership

Current leadership in the district refuses even to acknowledge we have a choice. Far from seeking information or analysis that could inform our choices, our leadership is obstructing any information gathering, excluding it from the terms of reference of all analysis, planning or consultation, and publicly denouncing alternative options with often ill-informed statements such as a new airport would cost more than \$2 billion (it wouldn't), that it's morally reprehensible for CIAL to undermine the commercial value of QAC (it wouldn't, QAC's value could quadruple several times over as a Frankton property developer), that it would be legally impossible to achieve, and so forth.

### 7.5 Listen to the experts.

It is far more instructive to listen to the voices of those knowledgeable professionals who have skin in the game.

Senior executives at Christchurch International Airport Ltd, with commercial experience, industry-specific expertise and resource to properly assess the situation have determined it worth putting

\$45 million up front to secure land near Tarras, a consolidated holding five times the size of Queenstown Airport. They estimate the total cost of the new airport to be \$800 million, with planning, consent and construction potentially achievable within 10 years.

Similarly, Air New Zealand has advised QAC, in its submission on the proposed expansion of air noise boundaries, that QAC would be unlikely to meet the airline's future service requirements even with its dual airport strategy and explicitly called for a new regional airport.

## 7.6 Major changes increase the likelihood of airport relocation.

Other major changes have occurred since Mr Boulton's interview with Crux where he described the notion to relocate Queenstown Airport as "the silliest thing I've heard."

### 7.6.1 QAC expansion plans rebuffed.

QAC has suffered massive public resistance to its dual airport expansion plans. Its public consultation for the expansion of its air noise boundaries in the Wakatipu saw the district's largest ever community response, with 92.5% of 1507 submissions being opposed. Its expansion plans for Wānaka Airport has seen 3 ½ thousand residents join in active opposition, with Wānaka Stakeholders Group engaging in legal action to challenge the process and plans.

### 7.6.2 MartinJenkins finds greater prosperity from new regional airport.

The MartinJenkins economic and social impact assessment identified that a new regional airport would enable greater economic prosperity than QAC's dual airport strategy. In that pre-Covid assessment, the analysis showed a new airport would be even better if operational within 10 years, rather than their 15-year presumption.

### 7.6.3 CIAL purchases 750 ha near Tarras.

Catching many by surprise, CIAL's land purchase has replaced the hypothetical with a real and credible alternative, one with the incentive and capacity to deliver. It has also expanded influence and control beyond local political leadership.

### 7.6.4 Covid 19 challenges business-as-usual tourism economy

Covid 19 has caused a seismic disruption of the district's economy, massively exposing its high dependence on international tourism. This has led to significant community reflection and calls for change. The business-as-usual model dependent on high-volume tourism is being seriously questioned, openly challenging the presumptive need for visitors to be able to access their hotels within 15 minutes of landing, instead of taking one hour if the airport were near Tarras.

It's hard to achieve fundamental structural change when the economy is barreling along as it has for the past 10 years in Queenstown Lakes District. The shock from Covid 19 gives a rare opportunity to reflect and rebuild. This increases the willingness for our community to consider fundamental structural changes such as the relocation of Queenstown Airport and densification of Frankton.

### 7.6.5 Covid 19 increases calls for economic diversification.

The major economic disruption caused by Covid 19 has also accelerated demands for economic diversification. The immediate proximity of Queenstown Airport on Frankton Flats inhibits such diversification by both fuelling tourism and undermining the potential to develop the Frankton Flats as a world-class, walkable, smart city campus specifically designed to meet the needs and aspirations of knowledge-based enterprise – a place where, as Sir Paul Callaghan extolled, talent wants to live.

(See Chapter 3, starting at page 26 of the appended report, *Part B – Queenstown Alpine Campus an example of such a design*)

#### 7.6.6 Climate change increasingly drives policy.

Public concerns regarding climate change are growing rapidly and increasingly drive public policy and commercial activity.

While climate activists have been quick to condemn the new airport proposal near Tarras, with 94% of Wānaka Stakeholders Group surveyed members citing climate change is their primary opposition to this new airport proposal, these objections could quickly change into support. A thorough emissions analysis that included the closure of Queenstown Airport (for all but VTOL) and the urban densification of Frankton would show a new Tarras airport could offer far more effective mitigation of climate change than QAC's dual airport proposal or having only Queenstown Airport operating scheduled air services.

Proper emissions analysis comparing QAC's dual airport proposal against CIAL's new airport near Tarras combined with the densification of Frankton as the district's major fully integrated metropolitan centre would soon have those concerned with climate change advocating for the redesign and densification of Frankton instead of retaining its airport. This is explained more fully in Section 8.5.

#### 7.6.7 Replacement of RMA legislation.

The proposed abolishment of the RMA and its replacement likely next year with legislation specifically intended to facilitate wise, integrated urban and network development is another major enabling change that increases the likelihood for Queenstown Airport's closure in favour of a new regional airport near Tarras.

CIAL will find the legal process easier, as a thorough and integrated network analysis will unequivocally show its advantages ahead of QAC's dual airport plans.

#### 7.6.8 National oversight of air transport network

Less certain, but also possible, is that the air transport network be considered under some government oversight, such as national roads with the NZTA. Central government is reviewing the country's national infrastructure and how best to all plan for them.

The current debacle that proposes three competing international airports within 70 km, all driven by independent, competing local interests despite mostly public ownership, is obviously not the best way to develop the most effective national air transport network. Already there are many calls to central government to take some initiative to resolve these conflicts to achieve a more effective outcome.

Any such national oversight would almost certainly favour a single regional airport together with the closure of Queenstown Airport and densification of Frankton.

### 7.7 Possible, even likely.

What may have been a fanciful idea just two years ago is now a real possibility. It is increasingly untenable to propose a 30-year, long-term vision for an urban spatial plan in the Queenstown Lakes District that flatly ignores these trends and uncertainty regarding the district's airports.

## 8 Would an alternative airport scenario be desirable?

Better for climate change mitigation. Better for economic prosperity. Better for social, cultural and environmental well-being.

## 8.1 Relocation would be hugely positive.

These positive outcomes are unequivocal. They become obvious to anyone prepared to investigate with any depth. As evidence, we have appended to this submission the draft report titled **Part B – Queenstown Alpine City Campus** and ask that you read this as part of our submission. This is the first half of an independent report that provides some of the analysis and information that has so far been absent from any political or public debate on these issues.

## 8.2 Massively increase commercial value of QAC.

Even the business case for QAC falls greatly in favour of relocation. It's 165 ha Frankton landholdings currently valued at \$220 million would more than quintuple in value if this were rezoned from its current predominantly rural general zoning to high-density mixed-use. With the company majority-owned by Council, such zoning change would be no different and less difficult than the processes being applied to Ladies Mile or proposed for the Five Mile Urban and Southern Transit corridors.

A tremendous advantage over any other options, is that most of this massive billion-dollar value gain would be captured by the district's community through Council's 75% ownership of QAC, instead of by a few lucky private individuals.

QAC's pre-Covid enterprise value of \$480 million would similarly balloon if its commercial focus changed from airport property management to developer of the Frankton metropolis.

QAC is fundamentally a property management and development company. It is not involved in aircraft management or operations, airline scheduling, flight control, customs or border protection. It's business revenue comes from developing buildings and leasing these to various retail stores, charging aircraft for landing on the runway it maintains and car parking fees. It already has the skills and competencies that would allow it to pivot and achieve far greater business value from its 165 ha Frankton land by developing a high-density metropolis than it currently can using the land as an airport.

Owning 165 ha centrally located in the developed metropolis of Frankton, QAC could become one of the largest and most profitable commercial property companies in New Zealand.

## 8.3 Better for QAC shareholders.

QAC's shareholders would also be far better recompensed. Instead of an uncertain pre-Covid \$5 million annual dividend, QLDC would be guaranteed a minimum \$16.5 million additional rates from the rezoned land. To this could be added any capital disbursement to both shareholders from land sold at much greater prices than it is currently valued, and much greater annual dividends if QAC were to focus on property development and management for rental and lease revenues.

As the 75% majority owner of QAC, our Council and therefore local community would get most of the windfall value gain from the 165 ha that would be rezoned from predominantly rural general to high-density mixed-use. This value gain would normally be lost to the community and go to the benefit of private landholders.

If the QAC property company sold long-term lease rights to develop and occupy, substantial annual dividends would be permanently assured, presenting a significant revenue for Council to offset against rates or substantially increase infrastructure investment across the district.

Under current leadership, Council is pursuing the absurd view that a CIAL owned regional airport near Tarras would threaten its financial investment in QAC. On this false premise, Council has

encouraged QAC to aggressively assert its commercial interests, to the extent of even trying to hide QAC's commercial planning from the statement of intent process.

#### 8.4 Better for communities' well-being.

Careful analysis shows that a similar quantum benefit would accrue across the district for most stakeholders and the community generally, substantially enhancing the district's social, cultural and economic well-being. As well as the significant commercial and economic prosperity, the district and its communities would have greatly improved social cultural and environmental well-being. I encourage you read the appended *Part B – Alpine City Campus* for an explanation of these.

#### 8.5 Better for climate mitigation.

Future climate mitigation would also be greatly improved if Frankton Airport were relocated, as any comprehensive analysis would quickly substantiate. Certainly, three international airports within 60 km makes no sense in the face of climate change (or for any reason). But a single regional airport near Tarras instead of two major airports within 50 km starts to make much more sense.

QAC's dual airport expansion plans proposed more emissions producing construction than the construction of CIAL's single new regional airport. While never publicly acknowledged by QAC or local political leadership, this is evident from its Queenstown Airport master plan and its public statements regarding proposals for Wānaka Airport. The 30-year plan envisaged 5.1 million passenger movements through Frankton plus 3 million in Wānaka, requiring a full rebuild of all terminals, parking and other facilities at Queenstown Airport, as well as new construction in Wānaka equivalent in size to the existing Queenstown Airport facilities. Also included was a new aircraft taxi runway in Queenstown and a newly constructed jet capable runway at Wānaka Airport. With the many duplicated facilities resulting from using two locations, this total construction would exceed any construction to achieve similar passenger volumes at a new single greenfield regional airport built by CIAL.

When coupled with the substantial reduction in per-person emissions made possible through greatly increased urban density and network centralisation on Frankton Flats, then the benefits for climate change mitigation become clearer.

A Tarras location would also reduce surface travel emissions. As much as 50% of those using Queenstown Airport currently travel in and out of the Wakatipu for their flights according to data published by QAC during the air noise boundary consultation. High-quality, electric airport express bus services from Tarras to Queenstown, Wānaka, Cromwell and Alexandra would both reduce private and rental vehicular traffic, and far more quickly increase the proportion of travellers conveyed by renewable electricity rather than carbon fuels. A full surface transport analysis would also factor in the reduction of private and rental vehicle travel by tourists who arrive through Christchurch Airport and then drive to the Queenstown Lakes District. With an international airport near Tarras, much of this surface travel could be reduced.

A major long-term benefit for climate mitigation is that it would also decrease local business dependence on tourism and so reduce their constant pressure to grow visitor volumes. With the Frankton metropolitan centre explicitly designed to suit the needs of high-value, knowledge-based enterprise, whose participants would live permanently in the district, the proportion of businesses dependent on tourism fuelled by long haul international and domestic flights would significantly decrease. Reducing the local economic dependence on tourism is one of the best long-term strategies to mitigate climate change.

## 8.6 Council misguided.

Council leadership appears misguided regarding its community governance role under the LGA.

It appears to view its ownership of QAC falsely and narrowly in the framework of private enterprise, focusing on company value and profit instead of Council's responsibility to its communities to provide for all their social, cultural, environmental and economic well-being. Even in its focus on company value, it fails to recognise the massive potential financial gain if QAC could change to be the Frankton metropolis property developer instead of a property company leasing out airport space.

Council leadership also appears to believe it crucial that QLDC should own and control the region's airport. It fails to recognise that its communities' social, cultural, economic and environmental well-being could be perfectly well served by a well-functioning regional airport regardless of who owns it. In a parallel situation, it would make no sense for the local Council to insist it should own and pay for the state highways within its district when the central government is prepared to do this.

Council leadership also refuses to engage in or promote any analysis that could inform debate on the trade-off in community well-being to be gained from the sensible development of Frankton Flats as the district's major metropolitan centre vs the effects of having the airport slightly further away from Queenstown – though closer to the greater district and region.

In this way, it has focused its response to CIAL's Tarras proposal from the perspective of private equity shareholder, rather than from its governance responsibilities to promote the much wider reaching and integrated outcomes for all its communities' social, cultural, environmental and economic well beings.

## 8.7 Should be part of the 30-year vision.

It is clear from our independent analysis presented in the appended *Part B – Queenstown Alpine Campus*, that the alternative airport scenario would provide substantially greater benefits to the region compared with QAC's dual airport plans. For this reason, the Spatial Plan should not be blind to these opportunities and should remain conceptually open to alternative airport scenarios.

There is a crucial role for the central government and Kāi Tahu, as partners in developing this spatial plan, to ensure that it will achieve the best well-being outcomes for the district.

## 9 Aligned with the Spatial Plan goals and values.

If an alternative airport scenario were detrimental to achieving the Spatial Plan's values and goals, then it could be understandable that the plan might resist acknowledging it. But this is not the case.

The CIAL Tarras proposal combined with the closure of Queenstown Airport for all but VTOL would far more effectively achieve the values and goals set out in the draft Spatial Plan.

This is made clear in the following table that compares outcomes listed in the draft Spatial Plan with those that could be achieved if Queenstown Airport were relocated and Frankton was redesigned as a fully integrated, high-density urban campus along the lines we suggest in the appended report: *Part B – Queenstown Alpine Campus*.

Enormously positive, wide reaching and long-term opportunities directly in line with the Spatial Plan values and goals would be enabled by the densification of Frankton as an integrated metropolis. This gives compelling reason for the Spatial Plan to acknowledge the potential of alternative airport

scenarios. Failing to acknowledge alternative airport scenarios would, in the near term, undermine and permanently diminish these opportunities.

It is imperative, therefore, that the Spatial Plan should acknowledge the potential for regional and international air services to be relocated to CIAL’s proposed airport near Tarras to allow Frankton flats to be developed as a fully integrated metropolitan centre.

<p><b>Outcomes and Strategies</b></p>	<p>Improved spatial plan outcome from the alternative airport scenario.</p> <p>Scenario: A new regional airport near Tarras combined with closure of Queenstown Airport (for all but VTOL) to allow development of a fully integrated metropolitan centre on Frankton Flats.</p>
<p><b>Desired Outcome: Consolidated growth and more housing choice</b></p>	
<p><b>Strategy 1</b> Increase density in appropriate locations</p>	<p><b>Frankton Flats Metropolitan Centre.</b></p> <p>Frankton Flats is the most appropriate location in the whole district for increased density. This is abundantly clear from the map provided on page 52 in the draft Spatial Plan which shows the large metropolitan centre of Te Kirikiri / Frankton. This total metropolitan densification of Frankton makes the most perfect sense of all other spatial planning elements, including the transport and other infrastructure networks.</p> <p><b>Historical Prescience</b></p> <p>This has been obvious from the outset. When the Otago Provincial Council first reviewed the Wakatipu district as part of William Rees land lease applications in 1861, the then superintendent Major John Richardson designated Frankton Flats for the future township. That’s why William Rees located his homestead in Queenstown Bay, because if he based himself more centrally on Frankton Flats, he would have forfeited the right to purchase the 80 acres surrounding his homestead. For the same reason, when moving from Queenstown Bay he relocated not onto the Flats but to the south of Kawarau Falls. It’s why the hospital that he helped build was located on the Flats, the presumed site for the township.</p> <p><b>Construction Suitability</b></p> <p>Frankton Flats is amongst the most geologically stable land in the Wakatipu, significantly reducing seismic risk for urban construction. It offers the largest concentration of flat, stable and easily used land for construction. It is one of the sunniest locations in the Wakatipu, greatly increasing its liveability, especially in winter.</p> <p><b>Existing Ring Road and Transport Network</b></p> <p>Frankton Flats already has a fully formed ring road in place that is well-connected to the suburban developments that spring from it, like spokes from the central hub of a wheel, such as Quail Rise, the eastern corridor, the southern corridor, Kelvin Heights, and Goldfield Heights through to Queenstown.</p>

	<p>This ring road would give multiple access points to the space inside while protecting it from unnecessary through traffic and congestion, creating the most fantastically liveable, virtually carless, fully integrated place to live in the district.</p> <p><b>Existing Metropolitan Facilities</b></p> <p>Frankton already has a substantial collection of retail, commercial, educational, medical, sporting, recreational and cultural facilities that would all be fully accessible using active transport for as many as 30,000 residents that would finally be accommodated within the Flats. Much of the Wakatipu’s future population could easily choose to be carless if based on Frankton Flats.</p> <p><b>Rezoning Simplicity</b></p> <p>Council, through QAC, is the 75% majority owner of the 165 ha of Queenstown Airport, which simplifies the rezoning from its current mostly rural-general to high-density mixed-use.</p> <p><b>Community Captures Value</b></p> <p>QAC ownership would also deliver 75% of the massive multi-billion-dollar gain in land value directly to Council and therefore to the district’s communities instead of to a few lucky private landowners.</p> <p>This value, together with similarly massive increases in QAC’s enterprise value and annual dividends paid to Council, as it pivots from being an airport provider to metropolis developer, would provide unprecedented resource for Council future funding of districtwide infrastructure.</p> <p>No other location could deliver such financial benefit to the district’s communities.</p> <p><b>Draft Spatial Plan Vision Is Undermined.</b></p> <p>The draft Spatial Plan’s failure to use all Frankton Flats as a fully integrated metropolis is shown on page 60 of the draft plan. Instead of a single, large centre shown on the first map on page 52, the grand vision diminishes into two smaller, lesser, disconnected centres, neither being sufficient to ever give the district a decent sized or fully integrated metropolitan centre that could help promote the regions develop beyond its tourist centric economy.</p> <p>Even worse, the diminished vision would degrade future liveability with an Urban Corridor on State Highway 6 that would both restrict a vital arterial route and congest the urban centre being created with the inevitable through traffic.</p> <p>Instead of the existing ring road becoming an effective protector and nourisher of a carless centre, the proposed split into two centres to the north and south of the Flats would force more traffic to travel back and forth.</p> <p><b>Conclusion</b></p> <p>The alternative airport scenario would much more effectively enable location of greatest urban density onto Frankton Flats, the most appropriate location.</p>
<p><b>Strategy 2</b> Deliver responsive and cost-effective infrastructure</p>	<p><b>Frankton Metropolitan Centre</b></p> <p>The full use of Frankton Flats for a fully integrated metropolitan centre would:</p> <ol style="list-style-type: none"> <li>1. Enable by far the most efficient and effective infrastructural networks for the Wakatipu Basin,</li> </ol>

2. Enable far more effective supply chain with greater cost and operational efficiencies improving their effectiveness and profitability,
3. Provide significantly more ongoing Council revenue to fund future infrastructural investment throughout the district.
4. Enable more cost-effective air connectivity.

#### **In the Wakatipu Basin**

Public, private and active transport, the three waters, energy, communications, and all such networks could be delivered much more efficiently and provide much more effective utility if the Frankton metropolitan centre included the whole of Frankton Flats. The much greater central concentration and stronger connection of that centre to the suburban spokes would ensure this.

The densification of Frankton would also enable the most cost-effective construction and operation of these networks, reducing the collective burden on ratepayers.

The draft Spatial Plan already acknowledges this, with the presence of Queenstown Airport on Frankton Flats being the principal reason not to pursue the concentrated centre strategy.

Delaying the development of the Frankton metropolitan centre for the one or two decades it will take to establish CIAL's proposed airport near Tarras will improve the outcome. New Zealand's mode shift from standalone suburban homes to higher urban concentration is accelerating, driven by the needs of climate change, transport efficiencies, cost savings and government policy. The delay will facilitate greater densification than people might currently accept, further improving the cost-effectiveness of infrastructure.

#### **More Efficient District Supply Chain**

The CIAL proposed airport near Tarras would more effectively deliver a cost-effective supply chain network for the district and the wider Otago region. The Tarras distribution hub would combine with and strengthen that already developing at Cromwell. Both Tarras and Cromwell are the state highway gateways to the district and, unlike Queenstown, are within a single day's return trip from Christchurch for commercial transport drivers.

The greater availability of land at significantly lower prices than in the Wakatipu and the ability to service both Wakatipu and Wānaka markets from a single base, have seen many distribution, construction and other light industry companies centre their operations from Cromwell. This improves their profitability by reducing overheads, duplication and employment costs. It also enables more affordable accommodation options for their employees, compared with the extreme costs they might face in the Wakatipu or Wānaka centres.

CIAL's proposed airport near Tarras would consolidate this development, allowing for greater efficiencies in scale, co-location and network effects. These would all strengthen the district supply chain and reduce the need for light industrial land use within the scarce and increasingly expensive Wakatipu and Wānaka centres.

QAC's current dual airport plans could never deliver a more cost effective or efficient supply network for the region than CIAL's proposed single regional

airport. The dual airports plan would cause far greater inefficiencies than just the inevitable and unnecessary duplication costs inherent in the construction and operation of two airports instead of one.

This same inefficiency and greater cost would also permanently undermine all ancillary businesses associated with or servicing the airports, airlines, travellers or distribution channels, and even the airlines themselves. These would all face unnecessary increased fixed, operational and employment costs from the need to operate from two geographically separate and comparatively expensive locations. QAC's dual airport plan would permanently undermine the profitability and therefore wages of all such businesses.

### **Funding Source for Districtwide Infrastructure**

As explained previously, the urban densification of QAC's 165 ha landholding on Frankton Flats would provide a massive source of funds to Council that could be used for additional infrastructure investment throughout the district.

As QAC pivoted from being an airport provider to Frankton metropolis developer, Council would benefit from 75% of:

- the massive multi-billion-dollar gain in QAC's rezoned land value,
- a massive increase in annual dividends paid from QAC, if it retained ownership of the 165 ha in the middle of metropolitan Frankton, selling long-term lease development options. Such lease revenues could last in perpetuity as QAC became the country's largest property management company,
- occasional capital return if QAC chose to sell rather than lease some land, and
- far greater rates revenue from the rezoned 165 ha.

### **More Responsive and Cost-Effective Air Connectivity**

Our district is isolated and distant, and so relies heavily on air-transport. This is currently provided by QLDC through its 75% ownership of QAC.

This comes at massive cost to the ratepayers of this district, a cost of which most people are unaware or choose to ignore.

There is, for example, enormous value, as much as \$2 billion, tied up by the airport in QAC's 165 ha of Frankton land and this land use has enormous opportunity cost given it could otherwise be used for the district's major metropolitan centre. QAC needs extensive borrowing to develop and maintain its airport infrastructure.

QAC's proposed dual airport expansion is unquestionably an inefficient and unnecessarily costly infrastructure model. Major regional and international airports benefit from scale, enabling multiple capital, operational and network efficiencies. QAC's dual airport model that would locate two major hubs within 50 km runs completely counter to this logic. The only reason prompting QAC into this model is that airport expansion at Frankton is limited. It's choice to develop an overflow second airport near Wānaka is fundamentally flawed.

	<p>With CIAL already having paid \$45 million for land near Tarras, it is clear CIAL is fully prepared to take over all scheduled air services necessary to maintain and enhance the district’s air connectivity.</p> <p>A single, centrally located regional airport would provide far more cost-effective connectivity infrastructure for the district and wider region.</p> <p>Queenstown Airport is out on a limb relative to the region’s needs. Whereas once a destination airport with most travellers destined for Queenstown, it now serves the region with more than half of travellers destined for outside the Wakatipu, mostly into central Otago, according to data published by QAC during its air noise boundary consultation. This suggests that CIAL’s location near Tarras would be more convenient for most users.</p> <p>A central airport location near Tarras would be far more responsive to the district’s changing needs. It would enable a vastly more efficient and cost-effective travel and supply chain network. It would have far less opportunity costs. It would be more resilient to a downturn in air travel.</p> <p>CIAL’s 750 ha landholding near Tarras is sufficient to provide significant expansion if necessary. But equally if demand for long haul travel were to trend downwards because of Covid 19 or climate change, then airport operations could easily decrease with little investment or opportunity costs.</p> <p>This contrasts with the QAC dual airport model which would have sunk more capital into dual facilities and, much more concerningly, have far greater opportunity costs. The cost of not having used Frankton Flats for a comprehensive metropolitan centre and instead having it committed to decreasing air services is untenable. Even today there is thousandfold difference between the opportunity cost for QAC’s Frankton land compared with CIAL’s bare, dry farmland near Tarras.</p> <p><b>Conclusion</b></p> <p>Relocation of all scheduled air services to a CIAL’s proposed airport near Tarras would release several billion dollars of land value to the benefit of ratepayers that could be used to fund other necessary infrastructure, return many times more annual revenues to QLDC through substantially increased rates and dividend revenues from QAC, which would help offset residents’ rates, provide substantially more funding for capital and operational infrastructure investment throughout the district and allow far more effective use of Frankton flats for a metropolitan centre. It would create a more efficient, cost effective supply and transport network, ensure greater resilience and responsive capacity for increase or decrease in air travel. It would ensure far more cost-effective, resilient and responsive capacity for all infrastructure networks within the Wakatipu.</p> <p>The alternative airport scenario would much more effectively deliver responsive and cost-effective infrastructure.</p>
<p><b>Strategy 3</b> Improve housing diversity and choice</p>	<p><b>Improved Housing Density.</b></p> <p>The draft Spatial Plan already recognises that the “Main Centres” option of focusing urban densification across all Frankton would achieve the greatest housing diversity.</p>

Past market-led developments have invariably resulted in an overabundance of standalone, low-rise housing primarily because these developments provide the easiest, low risk return for developers. The eastern and southern corridors proposed in the draft Spatial Plan go some way to improving housing density and therefore increasing housing diversity.

The full urbanisation of Frankton Flats, with the airport relocated, would further diversify housing by including a significant amount of even higher-density central metropolis housing.

A mode shift in housing needs to occur, like that required for transport. The increased housing densities in the proposed eastern and southern corridors begin this mode transition. Within a couple of decades, the time needed to relocate scheduled air services to Tarras, this mode transition will have accelerated, meaning even greater density will by then be acceptable for the Frankton metropolitan centre.

Relocating Queenstown Airport and the densification of Frankton, together with the proposed eastern end southern corridors, would enable far greater diversity and choice of housing than enabled by the draft Spatial Plan.

#### **Avoiding Worker Slums**

Much of the multistorey apartment opportunity zoned in the draft Spatial Plan, within the proposed Urban Corridor for example, would be best suitable for mid-range apartments that provide for worker accommodation, rentals and lower cost homes. That site, hemmed in against the hills to the north and the arterial urban corridor to the south, and impacted by aircraft noise, would be like apartments developed in Gorge Road, providing needed diversity but still within a narrow range and limited in scope.

In contrast, a fantastically liveable Frankton metropolitan centre covering sunny Frankton Flats would be a highly desirable place to live, well suited for a wide variety of high-density housing in 5 to 7 story complexes within a mixed-use zone. New developments in New Zealand, such as Wynyard Quarter in Auckland and the harbourfront apartments in Wellington, demonstrate the quality and attraction of inner-city living.

#### **Greater Council Control**

Relocation of the airport would provide Council with far more influence over the density, quality and affordability of the district's housing. It would have control of both the district plan and zone rules and be the controlling owner of 165 ha in the middle of Frankton Flats, through its ownership of QAC. This would give it enormous capacity to shape the urban design and development of the Frankton metropolitan centre. Continued QAC ownership of the land using long-term lease of development rights could greatly help mitigate the excessive cost of land, improving housing affordability and increasing diversity of ownership models.

#### **Economic Diversification and Increased Prosperity**

Creating a fantastically liveable and mostly carless metropolitan centre on Frankton Flats would do far more than intensify housing options. With the design focus on developing the world's most liveable knowledge campus, it

	<p>would provide enormous impetus to diversification of the district economy by attracting high-value, knowledge-based enterprise.</p> <p><b>Conclusion</b></p> <p>Relocation of the airport to use all of Frankton flats for a fully integrated metropolitan centre would provide the greatest diversity, affordability and choice for accommodation within the district.</p>
<p><b>Strategy 4</b> Provide more affordable housing options</p>	<p><b>Greatly Improve Housing Affordability</b></p> <p>Using the whole of Frankton Flats for the district’s largest metropolitan centre would provide massively more options for affordable housing, by:</p> <ol style="list-style-type: none"> <li>1. a quantum increase (165 ha) in land zoned high-density mixed-use,</li> <li>2. a quantum reduction in land area in the Wakatipu constrained by air noise boundary designation, further significantly increasing the land available for residential use,</li> <li>3. reducing the threat of air noise boundary designations around Wānaka Airport and the consequent restrictions on the logical residential expansion of Luggate and Albert Town,</li> <li>4. much greater densification being appropriate within the Frankton metropolitan centre consuming all of Frankton Flats than would be suitable within the draft Spatial Plan’s combined eastern and southern or urban corridors.</li> <li>5. unprecedented control of land values and the negative impacts of these on housing affordability, by Council (through QAC) able to retain ownership of 165 ha in the middle of the district’s largest metropolitan centre by selling long-term lease rights to develop rather than private ownership titles to the land,</li> <li>6. transferring significant employment options to areas with substantially more affordable housing options by relocating the airport, ancillary and supply chain business operation to Cromwell and near Tarras, and</li> <li>7. by greatly increasing the attraction of this district for high-value, knowledge-based enterprise that pays incomes much more able to afford accommodation costs in the district, by having the most fantastically liveable Alpine City Campus that would attract New Zealand and global talent.</li> </ol> <p>These combined effects would substantially improve housing affordability for future workers in our district. They are only possible through the relocation of Queenstown Airport.</p>
<p><b>Desired outcome: Public transport, walking and cycling are everyone’s first travel choice</b></p>	
<p><b>Strategy 5</b> Ensure land use is concentrated, mixed and integrated with transport</p>	<p><b>A Great Vision Destroyed</b></p> <p>The map of the Wakatipu shown on page 52 of the draft Spatial Plan makes the most sense for Wakatipu’s transport network. But the presumed continuing presence of Queenstown Airport on Frankton Flats undermines the coherency of this vision, resulting in the much less effective plan shown on page 60.</p>

	<p>The page 60 map shows a high-density urban corridor that would severely constrict State Highway 6, and two smaller, lesser, disconnected centres to the north and south of the Flats. This would:</p> <ol style="list-style-type: none"> <li>1. obstruct those seeking to transit through North Frankton,</li> <li>2. congest that proposed commercial centre by having no suitable bypass route,</li> <li>3. split Frankton’s two centres apart and so undermine the potential for single central transport node,</li> <li>4. increase the need for non-active transport between the sub- centres,</li> <li>5. reduce the viability of active transport options within Frankton, and</li> <li>6. reduce the central urban density that is so essential for the efficient operation and successful adoption of public transport.</li> </ol> <p>These outcomes would be substantially inferior to one where the whole of Frankton Flats was designed as a fully integrated, comprehensive, mixed-use metropolitan centre.</p> <p><b>A Better Alternative</b></p> <p>Using the whole of the Flats to create a single, large metropolitan centre would keep the State Highway arterial routes intact, avoiding the constriction risk of the proposed urban corridor and separating the motorised transport away from intense retail and public walking zones.</p> <p>The existing ring road would provide excellent access between the metropolitan centre, its encircling facilities and the suburban spokes radiating outwards.</p> <p>The ring road would define and protect the metropolitan centre as a virtually carless zone eminently suitable for safe, active transport within and well connected with active transport routes to the suburban spokes.</p> <p>This protected, carless centre could aspire to be the world’s most wonderfully liveable metropolitan centre, a magnet for Kiwi and global talent with as many as 30,000 people able to live healthy lives independent of car ownership.</p> <p>Relocating Queenstown Airport to allow sensible development of a single, integrated metropolitan centre on Frankton Flats would far more effectively ensure land use is concentrated, mixed and integrated with transport.</p>
<p><b>Strategy 6</b> Coordinate a programme of travel demand initiatives</p>	<p>Any such program would achieve much better results if it were clear from the outset that the whole of Frankton flats was to become a single, fully integrated metropolitan centre as I have described in Strategy 5 above.</p>
<p><b>Strategy 7</b> Prioritise investment in public transport and active mode networks</p>	<p>Again, any such program would achieve much better results if it were clear from the outset that the whole of Frankton flats was to become a single, fully integrated metropolitan centre as I have described in Strategy 5 above.</p>
<p>Desired outcome: A sustainable tourism system</p>	

**Strategy 8**  
Improve  
coordination  
across the  
tourism system

### **A Tourism Reset Is Needed**

The proximity of landing 15 minutes instead of one hour from hotel accommodation is not in the best interests of local tourism.

For decades we have heard of Queenstown tourism’s aspiration to move up the value chain, while local economic data continues to show trends of declining productivity. Similarly, we hear of strategies to increase the time visitors stay with little progress made, and to better disperse visitor numbers to the region but we continue to find them heavily concentrated into Queenstown.

Despite the long-running failings of all three strategies, we have local leadership obstructing any discussion of the possible relocation of Queenstown Airport to allow you to use of the Frankton land.

Yet, Queenstown Airport’s immediate proximity in the middle of town is likely the biggest impediment to achieving the three strategies identified above. The immediate proximity of the airport enables and amplifies the high-volume bums on seats demand profile aligned with short-stay, opportunistic travel.

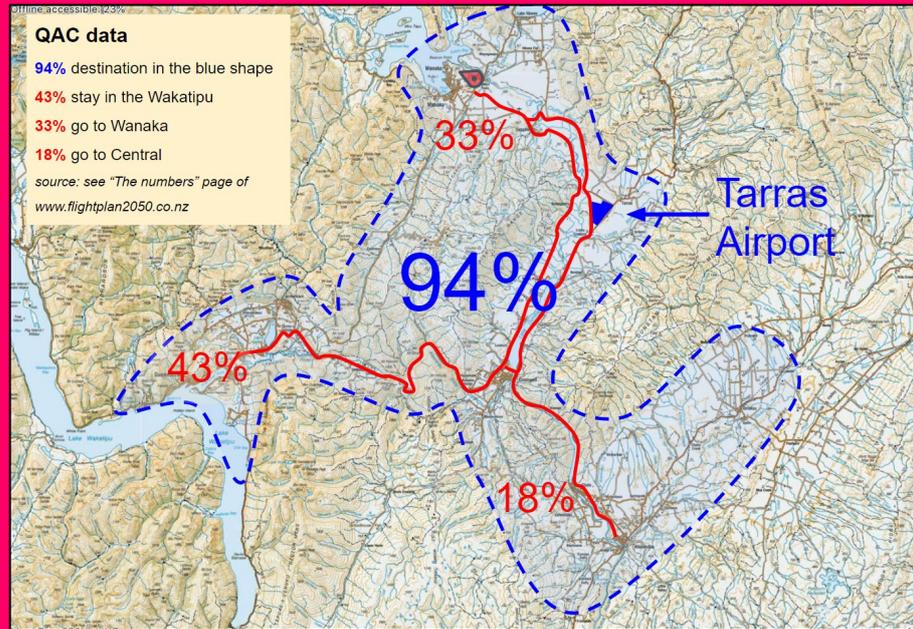
### **Appropriate Distance for the Region**

Tourist destinations the world over show that a one-hour drive from the airport to the hotel is perfectly acceptable. Most of the famous destinations we have researched, whether Whistler, Phuket, Gold Coast, Chamonix and many others, are significantly more than an hour’s drive from the nearest airport.

Google maps confirms CIAL’s Tarras property is under one hour’s drive from Frankton. We recently confirmed this with a 7.5 m campervan, not a sports car. From CIAL’s land near Tarras we reached Cromwell in 13 minutes and the BP roundabout in Frankton in 54 minutes.

More than half the Wakatipu population lives to the east of this BP roundabout and so less than one hour’s drive to the proposed airport. For the travellers from Central Otago, including Wānaka, Cromwell and Alexandra who, according to QAC data make up about half of the airport users, the Tarras location would be far closer and more convenient than Queenstown Airport’s location in Frankton.

### Map showing traveller destinations



DESTINATION CATCHMENT FOR TRAVELLERS USING QUEENSTOWN AIRPORT  
SOURCE: QAC DATA ANALYSED BY FLIGHTPLAN2050

Those in the Wakatipu who are affluent or too time precious to bare an additional 40 minute's travel for a domestic or international flight, new electric drone taxis will likely be available to speed the trip.

### Zephyr Airworks' autonomous flying taxi



GOOGLE FOUNDER LARRY PAGE'S COMPANY ZEPHYR AIRWORKS HAS PARTNERED WITH AIR NEW ZEALAND TO BRING THESE ELECTRIC, AUTONOMOUS FLYING TAXIS TO NEW ZEALAND. THEY AIM TO LAUNCH A COMMERCIAL NETWORK IN NEW ZEALAND BY 2024.

### Destination Management

A high-quality destination such as Queenstown Lakes does not need an international airport in the middle of its Main Street.

Indeed, the evidence of the failing three strategies would suggest the opposite, Queenstown is too accessible, too easy to flit in and out of on low-cost flights

	<p>enabled by high-volume packages. A destination strategy with the airport located in hour away could well be more successful in developing a demand profile for longer-staying, high-value visitors.</p> <p>CIAL’s Tarras location would far more likely succeed in delivering the benefits of tourism more widely across the region than Queenstown Airport ever could, or than could QAC’s dual airport model.</p> <p>Queenstown airport’s location in the centre of the Wakatipu has increasing detrimental effects on the value and quality of the destination and of visitors’ experience of it. Jet aircraft noise negatively impacts the lived experience of both residents and tourists well beyond the designated arbitrary air noise boundary limits.</p> <p>Retaining and growing Queenstown Airport in Frankton would permanently degrade the environment and destination qualities that visitors value.</p> <p>The industrialised Frankton Flats dominated by Queenstown Airport further erodes the quality of this destination. It could never aspire to the outstanding, world leading Alpine city campus that Frankton Flats could become – an inspirational magnet for both visitors and talented enterprise looking for a permanent home.</p> <p><b>Conclusion</b></p> <p>Queenstown-based tourism would be better off in the long-term if the airport were relocated to CIAL’s site near Tarras. Regional tourism businesses would also benefit more from having the airport located centrally in Otago.</p>
<p><b>Strategy 9</b> Ensure infrastructure supports a great visitor experience</p>	<p>An airport that delivers visitors into the middle of town does not support a great visitor experience. For the visitor, there is little to be gained from shaving off half an hour in travel time if that causes the destination they value to become an overcooked industrial zone degraded by the constant howl of jet aircraft taking off and landing.</p> <p>Transport infrastructure would far more surely support a great visitor experience if it first protected and enhanced the destination qualities most valued by those visitors.</p> <p>Removing the constant jet aircraft noise and the industrial zone from the middle of the Wakatipu Basin would be a great first step. Facilitating the development of an outstanding Alpine city campus that is a delight to visit and live in would be another.</p> <p>Developing a modern new regional airport centrally for the region would be a third. A single, central airport that could enable the most effective scheduling by airlines for timing and destinations, suffer the least disruption from adverse weather, and provide the most safe operation.</p> <p>Ensure that the region’s airport would have sufficient land and space at affordable prices to enable efficient and profitable operation of all ancillary businesses, such as airline support and maintenance, rental vehicle parking, supply chain logistics and so forth. Ensure that this is available at a single location, so all these businesses are not forced to operate unnecessarily from two separate locations, and therefore not forced to endure additional capital, operational and employment costs. Two airport locations would increase these costs without commensurate increase in market access or revenues.</p>

	<p>Providing a high-quality, fully electric, express airport bus service, with on-board power and Wi-Fi for passengers, to connect with transport nodes and Queenstown, Wānaka, Cromwell and Alexandra.</p> <p>Ensuring that primary destinations such as the Wakatipu and Wānaka areas have high quality public and active transport options connecting walkable centres.</p> <p>Other infrastructure may also support a great visitor experience. But without question, Queenstown Airport located in Central Frankton does not, and nor would the dual airport network.</p> <p>Transport infrastructure would more surely support future visitor experience if Queenstown airport were relocated in favour of CIAL’s proposed new regional airport near Tarras.</p>
<p><b>Strategy 10</b> Promote a car free destination</p>	<p>In Strategy 5 above I outlined how the relocation of Queenstown airport away from Frankton with all scheduled services moved to CIAL’s proposed new airport near Tarras would far more effectively enable public and active transport than would retaining Queenstown Airport in the middle of Frankton.</p> <p>If Frankton were instead designed as a fully integrated metropolitan centre as I have suggested, some 30,000 people could live and stay there without using cars. The concentrated urban density would maximise the potential and effectiveness of public transport connections to other areas within the Basin, such as Queenstown Bay, Arrowtown, the eastern corridor, the southern corridor and Kelvin Heights.</p> <p>The airport express, fully electric bus service outlined in Strategy 9 above would then deliver visitors from CIAL’s new central regional airport to transport nodes in Queenstown, Wānaka, Cromwell and Alexandra. The greatly enhanced public and active transport network centred on the metropolitan centre of Frankton would enable visitors to reach their accommodation and to use these systems for the duration of their stay. Queenstown and Frankton would each provide excellent carless environments.</p> <p>The visitor and residential concentration into the main centres will better facilitate public transport options to activities such as the ski fields, golf and so on.</p>
<p><b>Desired outcome: Well-designed neighbourhoods that provide for everyday needs</b></p>	
<p><b>Strategy 11</b> Create well-connected neighbourhoods for healthy communities</p>	<p>Relocating the airport away from Frankton would far more effectively enable development of well-connected neighbourhoods for healthy communities.</p> <p>Designing one of the world’s most fantastically liveable Alpine city campuses on Frankton flats would be the total focus of this strategy. To be the magnet for Kiwi and international talent it needs to be a great community in which to live and work. Planning to accommodate as many as 30,000 people within the Frankton metropolitan centre would ensure it was large enough to attract a wide selection of knowledge-based enterprise that would provide the pounds vitality and districts economic diversification.</p> <p>A fully integrated metropolitan centre covering all of Frankton flats would enable a vital, prosperous and safe carless environment with all facilities within easy, safe active transport reach.</p>

	<p>The perimeter boundaries, being geographic boundaries of rivers and mountains and the existing ring road, provide effective containment to help avoid urban sprawl and ensure that a comprehensive and cohesive plan can be developed.</p> <p>It would be exceptionally well-connected to the existing suburban areas that span out from it, including the proposed eastern end southern corridors.</p> <p>Significantly, it would ensure the existing urban boundaries currently within the Basin would remain intact for many decades, well beyond the 30-year vision of this spatial plan. This concentration would more easily enable quality facilities and infrastructure to support healthy communities and mobility to be funded and continue to protect the Wakatipu’s open spaces and outstanding natural environment.</p> <p>CIAL’s new airport near Tarras would provide additional sustainable employment for people in the smaller settlements of Cromwell, Pisa Moorings, Hawea and Luggate, increasing the viability of existing and new community facilities for these areas.</p>
<p><b>Strategy 12</b> Design to grow well</p>	<p>The sequenced development of focusing first on the eastern and southern corridors before designing and developing the full Frankton metropolitan centre supports the grow well principal by:</p> <ol style="list-style-type: none"> <li>1. Meeting near term demand by giving early access to new areas for high density suburban development in a way that supports public and active transport and integrates well with the future Frankton metropolitan centre,</li> <li>2. Providing the time needed to rigorously evaluate the alternative airport scenarios and, if chosen, to construct CIAL’s proposed new airport near Tarras, an alternative fixed wing GA airfield on Queenstown Hill or at Kingston and to relocate all scheduled airline services to Tarras to enable the closure of Queenstown Airport for all but VTOL.</li> <li>3. Providing the time for further mode shift by our community regarding urban density, so that the fully integrated Frankton metropolitan centre can achieve the district’s highest density, able to accommodate 30,000.</li> </ol> <p>This sequence provides the best long-term outcome for all the Spatial Plan’s strategic goals from the urban development of the Wakatipu Basin and the district’s transport networks.</p>
<p><b>Strategy 13</b> Enhance and protect the blue-green network</p>	<p>The future densification of Frankton Flats as a single, fully integrated metropolitan centre is the most effective way our district could protect its blue-green network for future generations in the long-term.</p> <p>Good design and densification of the eastern end southern corridors provides a first step to accommodating growth future residential population. This would be sufficient for the next two or so decades. Progressing from there onto the development of a fully integrated Frankton metropolitan centre, after the airport scheduled services were relocated to CIAL’s new airport near Tarras, would ensure the outer urban boundaries could be contained for considerable time beyond the 30-year vision of this current Spatial Plan.</p>
<p><b>Desired outcome: A diverse economy where everyone can thrive</b></p>	
<p><b>Strategy 14</b></p>	<p>Create a Magnet for Talent</p>

<p><b>Diversify the economy</b></p>	<p>A beautifully designed, fantastically liveable, environmentally friendly and fully integrated metropolitan centre based on Frankton could become the world’s most attractive centre for New Zealand and global talent to live. A magnet to attract precisely the high-value, knowledge-based enterprise most suited for our district’s economic diversification.</p> <p>Creative talent requires urban intensity. Face-to-face relationships are essential. Multiple enterprises, serendipitous networking, co-location and community scale are crucial elements for a centre of knowledge-based enterprise. Accommodating 30,000 in a beautiful urban campus bounded by our mighty rivers, lakes and mountains would provide the necessary scale.</p> <p>We could develop such a centre on Frankton Flats. We could aspire to be the world best living campus for talent enterprise just as we have always sought to be amongst the world’s best tourism destinations.</p> <p><b>Non-delivery</b></p> <p>The draft Spatial Plan would fail to deliver on this opportunity. By prioritising the airport ahead of community and good urban design, it would fail to provide an attractive urban Centre of the scale and character needed.</p> <p>Environmental grandeur alone is not sufficient to attract knowledge-based enterprise, as should be well evident by now.</p> <p>Simply attracting people able to work remotely also falls massively short of the opportunity we would otherwise have to become a high-value creative knowledge centre.</p> <p>Knowledge enterprise does need good air connectivity, and a full-service airport near Tarras within one hour’s drive or 10 minutes flight by drone taxi would amply provide this. An expanding international airport delivering screaming jets into the middle of their work and living space would not.</p>
<p><b>Strategy 15</b> Make spaces for business success</p>	<p><b>Optimise for Business Success</b></p> <p>Relocation of all scheduled air services to CIAL’s proposed airport near Tarras together with a fully integrated metropolitan centre on Frankton Flats would provide the best opportunity for our district’s business success, by:</p> <ol style="list-style-type: none"> <li>1. avoiding the extra capital, operational and employment costs and inefficiencies for the airport, airlines, all ancillary and associated businesses and any other supply chain businesses, by avoiding the need to duplicate services and operate from two separate locations,</li> <li>2. allowing all such businesses to locate in areas with substantially more space and cheaper lease, land and build costs compared with the excessive costs and confined premises in the Wakatipu,</li> <li>3. enabling all such business to attract employment at wage rates more aligned with the businesses’ local accommodation and housing costs,</li> <li>4. attracting significant numbers of high-value knowledge-based business to the area by providing a fantastically liveable, high-density metropolitan campus at the scale they need,</li> <li>5. supporting the development of all tourism, agriculture, wine production and other businesses throughout the district and greater region by</li> </ol>

	<p>having a full range of domestic and international services centrally located at a single base central in the region,</p> <ol style="list-style-type: none"> <li>6. increasing local tourism resilience by helping reset away from the current high-volume, low value visitor profile that is caused by excessive proximity of the airport,</li> <li>7. ensuring local tourism businesses' sustainable long-term future by protecting its golden goose, the environment, from the degradation caused by excessively frequent jet aircraft noise and from future suburban sprawl,</li> <li>8. supporting fixed wing GA tourism by providing a dedicated, fit for purpose airfield, either on Queenstown Hill or at the existing Kingston airfield,</li> <li>9. supporting helicopter and other VTOL operators (including electric taxi drones) by integrating their Wakatipu operations with a surface transport hub on Frankton Flats within the Frankton metropolitan centre,</li> <li>10. increasing the resilience and productivity of the hospitality industry by increasing local custom through increasing the proportion of residents employed within high income knowledge-based businesses,</li> <li>11. increasing the districts economic resilience through significantly decreasing the proportion of its GDP based on tourism relative to high-value, knowledge-based business located in the Frankton Alpine City Campus,</li> <li>12. protecting businesses' long-term ability to attract staff by better managing the district's housing affordability as explained previously in Strategy 4,</li> <li>13. providing greater concentration of commercial activity to enable more efficient supply and B2B operations, and</li> <li>14. providing more cost-efficient transport and other infrastructure networks that reduce congestion and other operational costs.</li> </ol>
<p><b>Strategy 16</b> Establish efficient and resilient connections</p>	<p>It should by now be clear that a far more resilient and efficient transport and infrastructure network would be established if all scheduled air services were relocated to CIAL's proposed airport near Tarras, fixed wing GA relocated to a new airfield on Queenstown Hill or to Kingston aerodrome, all VTOL integrated with a surface transport hub on Frankton flats and all of Frankton Flats was developed as a fully integrated, evenly dense, fantastically liveable metropolitan centre.</p> <p>CIAL's proposed airport near Tarras has far more seismically stable geological characteristics than Queenstown or Wānaka Airports and its state highway surface connections are more substantial, resilient and provide more alternative connections. It's open airspace and meteorological profile ensure far less weather disruption of delays, redirections or cancellations of flights. A single airport with the region's scheduled air services ensures economies of scale and more comprehensive flight schedules for destination choices and travel times. CIAL is a significantly more substantial business than QAC and better able to fund ongoing investment the airport's capacity and facilities.</p>

The concentration of transport and other network infrastructures centred on the Frankton metropolitan centre ensures far greater efficiency and enable more concentrated investment to ensure resilience than would be provided by the draft Spatial Plan.

Retaining the existing 80 m building setback on State Highway 6 At Ladies Mile would ensure that roadway could be engineered to enable use by Hercules aircraft in the event of a civil emergency, such as the AF8.

Frankton Flats is some of the most seismically stable ground in the Wakatipu Basin, ensuring that the substantial investment in infrastructure networks and urban construction would be best able to survive major earthquakes, substantially reducing the potential of functional damage, financial loss and human injury.

The above table shows that a fully integrated and comprehensive metropolitan centre covering the whole of Frankton Flats, enabled by the relocation of scheduled air services from Queenstown Airport to near Tarras, would far more effectively achieve the goals and values of the Spatial Plan.

Opening the door to such aspiration requires just an exceedingly small step. It simply requires that the Spatial Plan should acknowledge the possibility that CIAL's proposed airport near Tarras provides an alternative to QAC's current airport plans.

Such acknowledgement would then prompt the removal of the Five Mile Urban Corridor from the Plan's priority list and a requirement to retain the existing 80 m building setback from State Highway 6 along Ladies Mile.

Thank you for taking the time to read and consider our submission.

Yours sincerely,

John Hilhorst  
FlightPlan2050

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For your further information, we include in the following pages as an appendix the draft report: **Part B – Queenstown Alpine City Campus**. This report is being prepared independently by FlightPlan2050 and will be published later this year.

Location: Queenstown

Date: 03/05/2021

Time: 12:20

## DEVLIN Blair

Sipka Holdings Ltd

Frankton & Quail Rise

Keywords: Urban Growth

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Q. I am aged:

30-45

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

Oppose

Q. Please let us know your comments or feedback:

PDF attachments



Q. Please describe the reasons for your position:

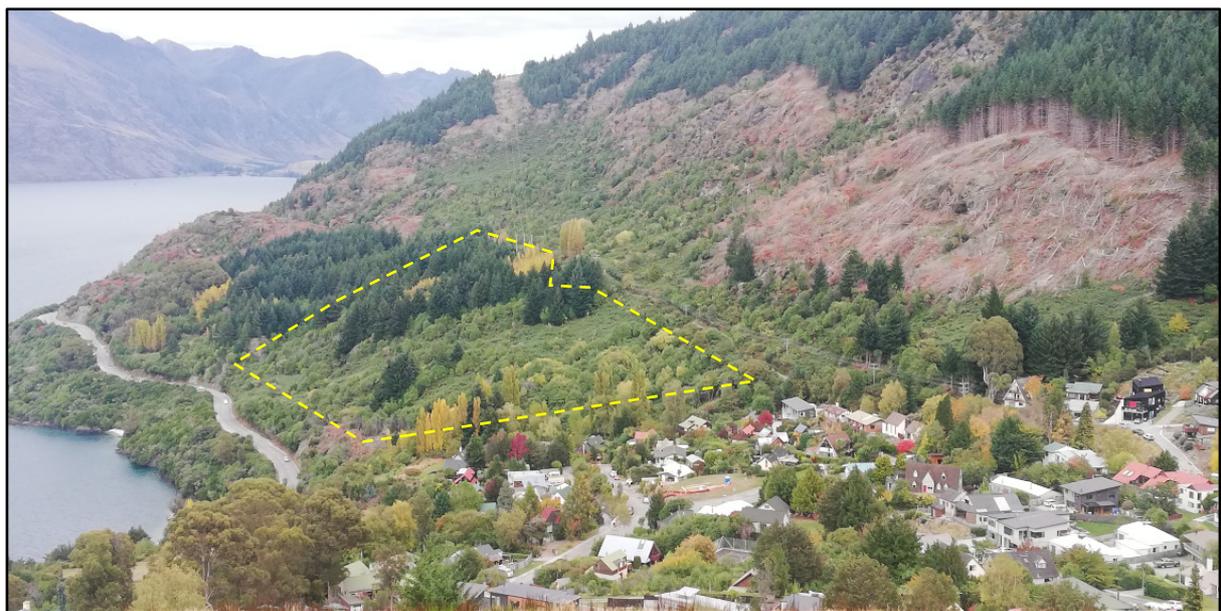
PDF attachments

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

PDF attachments

# Submission on the Draft Queenstown Lakes Spatial Plan

**Sipka Holdings Limited**



13 April 2021



**Sipka Group**

**vivian+espie**

resource management and landscape planning



## 1. Introduction

Sipka Holdings Ltd are the owners of a 6.47-hectare block of land directly adjacent to the urban area of Sunshine Bay, Queenstown. We are pleased to provide this submission and supporting material for consideration by the Spatial Plan Hearings Panel.

In addition to this Overview Report, we have completed and attach the following reports for the Panel consideration:

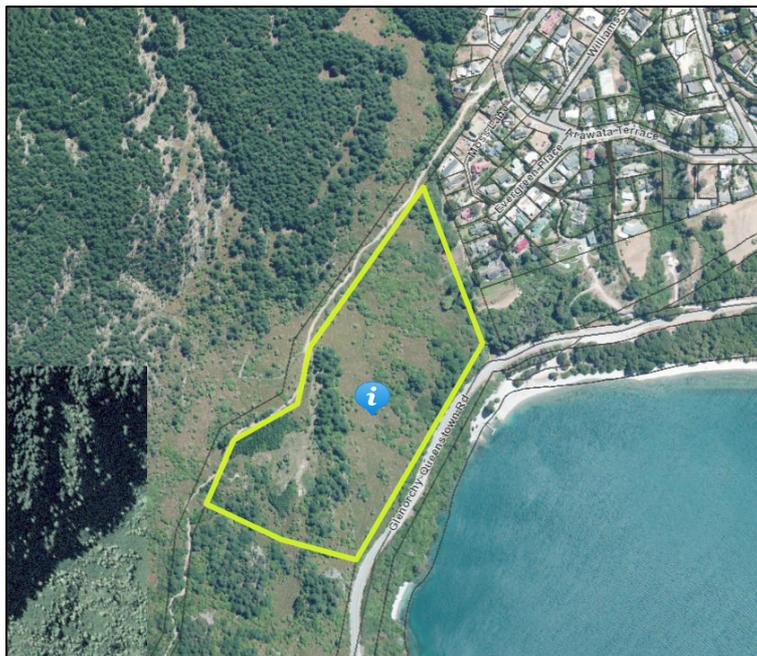
- Indicative master plan and development concept package – Boffa Miskell Ltd
- Geotechnical and hazard assessment – Geoconsulting Ltd (August 2019)
- Geotechnical and hazard assessment (specific rockfall focus) – Geoconsulting Ltd (May 2020)
- Infrastructure / Servicing report – Civilised Ltd including:
  - modelling of potable water by QLDC contractor Mott McDonald
  - modelling of wastewater by QLDC contractor Hydraulic Analysis Ltd and
  - road alignments achieving Council standards
- Transportation assessment – Stantec
- Landscape and visual effects assessment – Vivian+Espie Ltd
- Ecological assessment – Wildlands Consulting Ltd
- Ecological mitigation and offsetting options - Wildlands Consulting Ltd

In summary, these reports confirm the land is suitable for urban development, and provide a meaningful contribution to housing supply in the Queenstown Lakes district.

In particular, the Panel can include the land with confidence as a ‘Future Urban’ area for Queenstown on Map 7 of the Spatial Plan. The site is an ideal location to be identified as ‘Future Urban’ as it addresses the three principles and five spatial outcomes of the draft Spatial Plan.

## 2. Overview – The Site

For several years now Sipka Holdings Ltd and previous landowners have been undertaking work on a residential development concept for the block of land directly adjacent to the urban area of Sunshine Bay. The land is legally described as Lot 1 DP 397058 (the Record of Title is in Attachment **[A]**). The land measures 6.47 hectares.



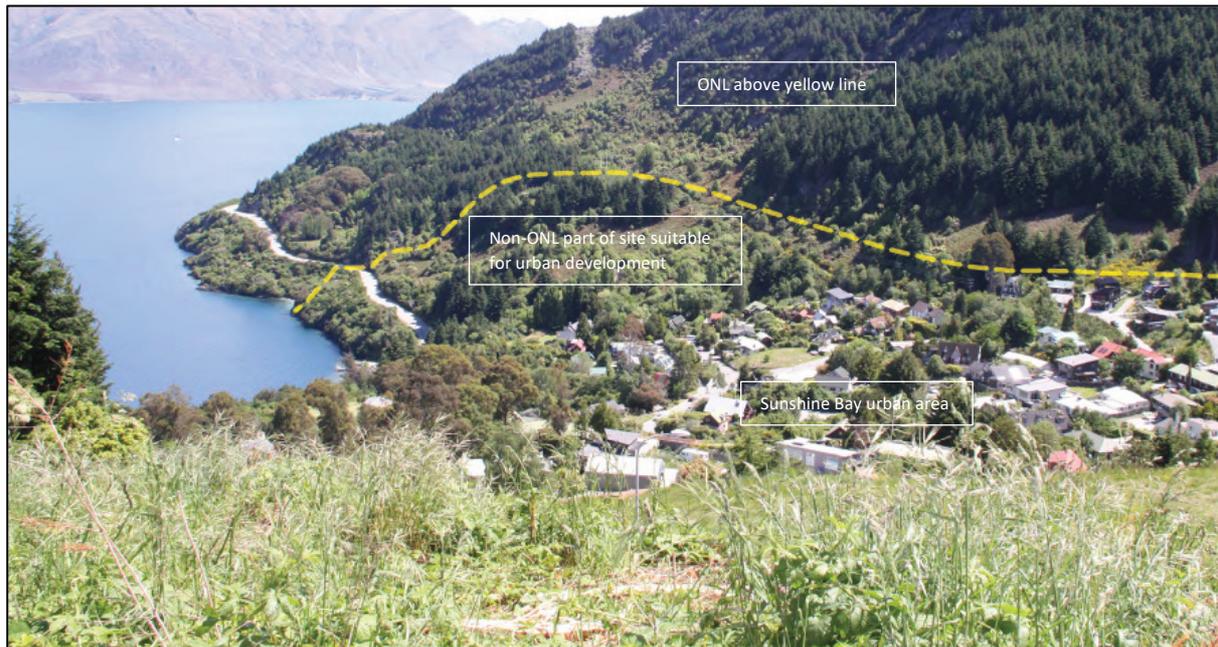
**Figure 1: Site location**

To the north-west of the site, an unformed legal road is present, which contains the Arawata Track. This is QLDC owned unformed legal road, and is not a Department of Conservation reserve. Power lines supplying Glenorchy are also present in this location. Ben Lomond station comprises the elevated slopes above the site.

To the north-east of the site, another unformed legal road separates the site from the existing low-density residential development of Sunshine Bay.

The Glenorchy-Queenstown Road runs topographically below the site, with a QLDC reserve located between the road and Lake Wakatipu.

Like the adjoining urban area of Sunshine Bay, the area slopes steeply towards Lake Wakatipu. The site features three flatter areas suitable for more intensive development, and provides amazing views towards Lake Wakatipu.



**Figure 2: View of site (showing ONL line) from Broadview Rise**

### **3. Background to Landscape Category**

The maps in the Scenario Analysis Report (page 33) *incorrectly* show the Sunshine Bay site as ONL. This is an error that has resulted in the omission of the land from consideration as 'Future Urban'.

The majority of the site is not Outstanding Natural Landscape (ONL), and is classified as a Rural Character Landscape (RCL).

A Consent Order from the Environment Court was issued in September 2019 (ENV-2018-CHC-56 – Attachment **[B]**) redefining the ONL line as agreed by independent landscape experts on behalf of QLDC and the owner of the Sunshine bay site. The resulting ONL landscape line is shown in Figure 3 below:

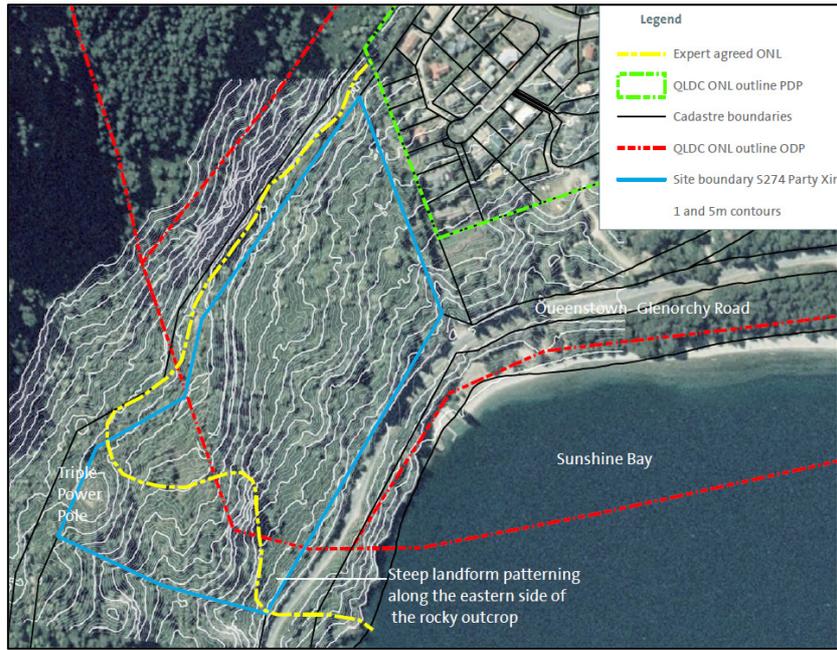


Figure 3: ONL line (yellow) from Environment Court Consent Order

## 4. Urban Development Concept

### 4.1 Overview

Urban designers, in collaboration with planning, transport and engineering experts, have led the preparation of an indicative master plan for the site for a low and medium density residential development. Queenstown has traditionally had some of the most unaffordable housing in the country, a product of its popularity, growth and topography which makes increasing the supply of land for housing challenging. The proposal is able to provide a meaningful contribution towards housing supply directly adjacent to the existing Queenstown urban area. The indicative master plan is Attachment [C], and is shown in Figure 4 below.



**Figure 4: Indicative Master Plan**

As Figure 4 illustrates, the indicative master plan preserves the ONL line and also accommodates substantial revegetation in the balance area.

The site is accessed from Arawata Terrace via the existing legal road corridor and a new T intersection with Arawata Terrace. Provision is made for pedestrian access to be maintained to access the Arawata Track. The development concept sleeves the existing Sunshine Bay urban area with a single row of detached dwelling typologies, before moving towards finer grained unit and terrace style development, and a few areas that could accommodate low rise apartment buildings. The proposed layout enables use of the site gradient for under-croft parking while maximising views across the lake toward The Remarkables.

The through route connection provides an opportunity to extend the public transport route to access the new development and ultimately serve more residential units with public transport.

The estimated yield is approximately 150 residential units. This is an indicative concept only, but recognises the need for density to make use of scarce land available for urban development, and the need for density to facilitate public transport.

#### **4.2 Parks and Reserves**

One key benefit of the design is the ability to connect the Sunshine Bay track to the Arawata Track through the site, as shown in Figure 5 below:



**Figure 5: Proposed Trail Connection to Facilitate Walking and Cycling to Queenstown Town Centre**

Currently the Arawata and Sunshine Bay tracks are not connected, and a track user wishing to continue from Queenstown towards Glenorchy currently needs to take a lengthy and steep detour via the public road network to travel from one to the other. The proposal provides the ability to create an attractive trail connecting the two tracks via an adjoining Council reserve at a more modest gradient. This trail connection would be vested into public ownership as a Local Purpose Reserve – Connectivity.

In accordance with the Draft Spatial Plan and the Parks and Open Space Strategy 2017, the owner intends incorporating further reserve spaces at the detailed design stage. The opportunity exists for a 3000m<sup>2</sup> Local Park.

At this stage of submitting on the Draft Spatial Plan, a detailed subdivision layout has not been developed, and this is a matter for further consideration. The site does also directly adjoin a large public reserve shown in the image below, and the proposed trail will connect this reserve to the development.



**Figure 6: Proximity of existing reserves**

#### **4.3 Contribution to the Queenstown Lakes Community Housing Trust.**

The land owner is committed to providing 5% of the developed land area to the Queenstown Lakes Community Housing Trust for zero consideration. This contribution is consistent with private plan changes made under the Operative District Plan. This commitment is normally secured through a Stakeholder Agreement.

## **5. Suitability of land for urban development**

### **5.1 Geotechnical Review**

Two geotechnical assessments have been undertaken by Geoconsulting Limited. An initial report (Attachment [D]) was followed by a more detailed assessment of the potential for rockfall hazards (Attachment [E]). Assessment has included test pits to assess ground conditions where access was available and extensive site searches for boulders.

The report acknowledges that natural hazards are present, with liquefaction, settlement of compressible soils and rockfall representing the most likely threats. With regard to rockfall it can be concluded that the likelihood of blocks reaching the site is either rare or unlikely, with one exception that can be removed. As with all of urban Queenstown, the risk is most likely to be realised during severe earthquake shaking or rainstorms. Mitigation measures are feasible and can be detailed once development proposals are more developed and access is better facilitated. Overall, the reports conclude that residential development of the site is feasible from a geotechnical perspective subject to some mitigation measures being in place.

### **5.2 Three Waters Servicing and Infrastructure Review**

The infrastructure / servicing report has been prepared by Civilised Ltd and is appended as Attachment [F]. The report considers water supply, wastewater disposal, stormwater runoff, power supply and telecommunications. It includes the results of modelling of the water supply impact by Mott MacDonald, and the wastewater impact by Hydraulic Analysis Limited.

The report confirms it is feasible to provide the necessary development infrastructure to service the proposed future development of the land. Upgrades to the water and wastewaters systems are required. There are no issues with providing a power supply, telecommunications or disposing of stormwater. Engagement with Aurora has been undertaken to ensure any effect on the existing power lines can be managed.

### **5.3 Transport review**

A high-level transport assessment of the site has been undertaken by Stantec and is appended as Attachment [G]. A concept design for the new intersection linking Arawata Track to Arawata Terrace has been developed and provides sufficient space to accommodate the tracking of a medium sized rigid truck. Although the new development will increase the volume of movements on Arawata Terrace and Fernhill Road, these roads currently carry low volumes of traffic and have sufficient capacity to accommodate the additional movements with no noticeable effects on intersection performance.

### **5.4 Public transport connections**

The site is located within the crucial 5-minute walk of existing public transport routes, specifically the number 1 route from Fernhill to Remarkables Park.

Adding the site as Future Urban area to the Spatial Plan would facilitate its development, which includes a new through route linking Arawata Terrace with the Glenorchy-Queenstown Road. This provides an opportunity to extend the public transport route through the site, enabling a round trip and no cul de sacs.

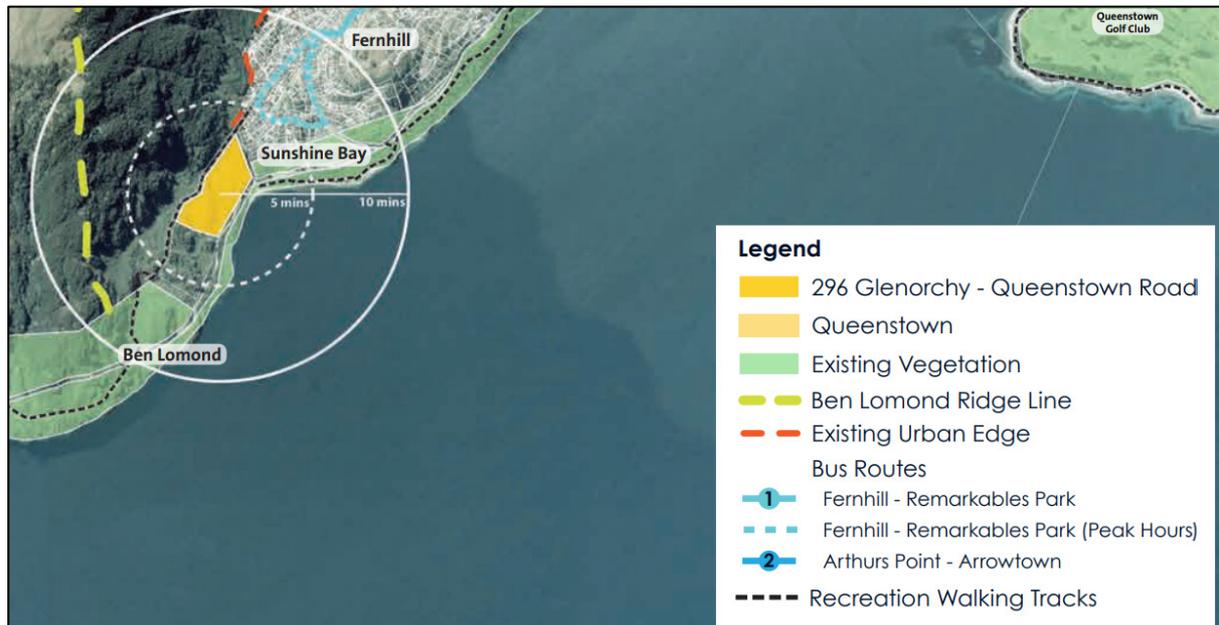


Figure 7: Walking time and proximity of existing bus routes and trails

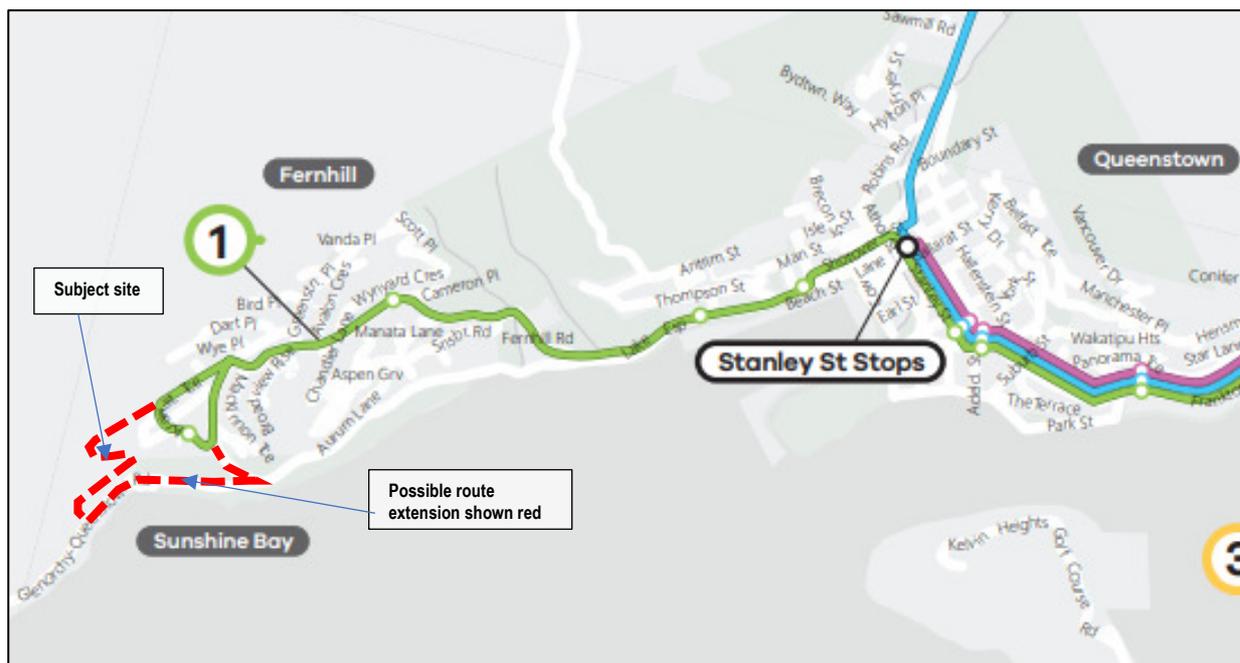


Figure 8: Existing bus routes (with possible route extension through site shown red)

### 5.5 Cultural values

The site is *incorrectly* shown on the Scenario Analysis Report as being within an area with cultural values of significance to Kai Tahu. The site is not shown as a Wāhi Tūpuna area in the recent Stage 3 decisions on the Proposed District Plan. There are no specific annotations identifying the site in the Ngai Tahu Cultural Atlas. <https://www.kahurumanu.co.nz/atlas>

## 5.6 *Ecological review*

The ecological survey of the site has been undertaken by Wildland Consultants and is appended as Attachment [H]. The report notes the site is currently occupied by a mixture of exotic weeds, bracken fern land vegetation and relatively young regenerating indigenous broadleaved vegetation. The indigenous vegetation was found to have relatively low diversity, and is typical of similar forest vegetation elsewhere on the lower slopes above Lake Wakatipu. Schist bluffs at the site are more diverse, and while modified have significant representative value and provide habitat for one locally uncommon plant species. Some areas are dominated by exotic conifers and exotic deciduous broadleaved trees, and the conifers in particular threaten the persistence of indigenous plant species on the schist bluffs.

The report concludes that there is scope to mitigate, offset, and compensate for adverse effects on indigenous vegetation and habitats through clearance of exotic trees and forest, particularly exotic conifers and willows, and planting of appropriate locally-sourced indigenous species in any areas of remaining bracken fern land to hasten its succession to broadleaved forest. As the indicative master plan shows, future development avoids the very high value bluff habitat.

Ecological mitigation and offsetting options were therefore specifically considered in a further report, appended as Attachment [I]. A combined approach of wilding conifer and weed control, extensive high-density planting of undeveloped areas, and predator controls is proposed. The report concludes that these actions would be sufficient to fully mitigate the adverse ecological effects generated by the proposed urban development.

## 5.7 *Landscape assessment*

As noted above, the draft Spatial Plan incorrectly shows the site as ONL. Independent landscape experts prepared a Joint Witness Statement for the Environment Court on the landscape values of the site. This ultimately determined where the ONL and Rural Character Landscapes were found. The Joint Witness Statement and associated images are included with Attachment [J]. The indicative master plan contains development to that part of the site that is not identified as an ONL, with the exception of the proposed trail that connects the Sunshine Bay and Arawata Tracks.

A landscape assessment has also been undertaken that considers the landscape and visual effects of the proposed change of zone and urbanisation of the non-ONL part of the site (Attachment [J]). The assessment concludes that the area to the south of Sunshine Bay is considerably less sensitive to landscape change than the vast majority of locations within the rural parts of the district, and is suitable for urban/suburban development. This is primarily because:

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

## 6. Assessment against Draft Spatial Plan – Principles

The Draft Spatial Plan contains three principles and five spatial outcomes that guide the direction of the Spatial Plan to 'Grow Well / Whaiora' and address the challenges and opportunities facing the Queenstown Lakes District.

The proposal is assessed against these Principles and Outcomes below:

### 6.1 Principle – Wellbeing Hauora

*Decisions about growth recognise social, economic, environmental and cultural considerations*

The proposal addresses this principle by providing the expert technical assessment required for the Panel to make an informed decision about the social, economic, environmental and cultural considerations. In summary:

- Social – the land allows people to provide for their social well-being through creating homes for families (no visitor accommodation) in a suitable location, and connecting two existing trails.
- Economic – the land enables additional housing in the extremely unaffordable Queenstown market.
- Environmental – the effects of urban development in this location can be sustainably managed as addressed in the reports in Attachments [C] to [J].
- Cultural – the site is not a Wāhi Tūpuna (Stage 3 PDP decisions) and is not identified in the Ngai Tahu cultural atlas.

### 6.2 Principle – Resilience Aumangea

*Ensuring communities and visitors are resilient to shocks of the future, including adapting to climate change*

Additional housing supply of a medium density nature will provide more affordable housing options that in turn reduce debt funding and ensure communities are more resilient to economic shocks such as pandemics.

### 6.3 Principle – Sustainability Whakauku

*Programmes and activities are delivered according to sustainable development principles and work towards zero emissions*

The extension of Sunshine Bay onto this land is more sustainable than other greenfield land proposed in the Spatial Plan located much further away from Queenstown Town Centre and on transport routes that are already heavily congested. The site is already within a 5-minute walk of a public transport route, or can readily be directly serviced by public transport through an extension of the Number 1 route Fernhill-Sunshine Bay (refer Figure 8 above).

The ecological assessment in Attachments [H] and [I] illustrate how urban development of the land can be undertaken with minimal ecological impact.

## 7. Assessment against Draft Spatial Plan – Outcomes

### 7.1 Outcome – Consolidated growth and more housing choice

The site represents a logical extension to the urban area of Sunshine Bay. It consolidates the existing urban area of Queenstown, rather than a distant greenfield location such as Ladies Mile or the southern corridor. The site slope suits a medium density residential housing typology with undercroft parking areas, providing more choice than the typical one large detached house per section housing available in most of Queenstown.

### 7.2 Outcome – Public transport, walking and cycling are everyone's first travel choice

The site enables a 3.6km bike ride to Queenstown town centre in 14 minutes, and a 5-minute walk to existing public transport routes. The site enables the expansion of the Number 1 bus route through the site, opening up the bus route to more persons.

### 7.3 Outcome – A sustainable tourism system

This outcome does not directly relate to the proposal, which is a residential development. Visitor accommodation in the form of Air B'n'B is not provided for.

### 7.4 Outcome – Well-designed neighbourhoods that provide for everyday needs

Urban design experts from Boffa Miskell have developed the indicative master plan concept shown in Attachment [C]. A through route connecting Arawata Terrace to the Glenorchy-Queenstown Road provides a strong spine from which the urban development is based. Medium density residential, with access from the top and bottom to address the site slope, utilising the three flatter parts of the site and the topography to provide site access. The proposal enables connection of the existing Arawata and Sunshine Bay tracks through the site.

### 7.5 Outcome – A diverse economy where everyone can thrive

The proposal will provide more affordable medium density homes, allowing people a home from which they can live, work and thrive.

Overall, the identification of the land at Sunshine Bay is consistent with the identified Outcomes for the Spatial plan.

## 8. Assessment against Draft Spatial Plan – Strategies

### 8.1 Strategies to achieve the Outcomes

Strategies	Assessment
1. Increase density in appropriate locations	Sunshine Bay is an appropriate location and suits medium density residential, a housing style not well catered for in Fernhill and Sunshine Bay. It is a few minutes' drive from the Queenstown CBD, or just a 3.6km (14 minute) bike ride (completely off road).
2. Deliver responsive and cost-effective infrastructure	The site can be fully serviced by extensions to the existing QLDC infrastructure which is located directly adjacent to the site. The proposal includes reports [F] and [G] that address the infrastructural servicing requirements.
3. Improve housing diversity and choice	The proposal is for primarily medium density residential, which is not well catered for in the Fernhill and Sunshine bay suburbs at present.
4. Provide more affordable housing options	Medium density residential is a more affordable housing option than single detached houses on each section.
5. Ensure land use is concentrated, mixed and integrated with transport	The site is a logical urban extension to Sunshine Bay, located within a 5-minute walk of existing bus routes, and the bus route can readily be extended through the site. A convenience retail / café area is identified centrally within the site.
6. Coordinate a programme of travel demand initiatives	Does not directly relate to the submission.
7. Prioritise investment in public transport and active mode networks	The identification of the site as Future Urban supports public transport by increasing density in proximity to the Number 1 bus route from Fernhill – Sunshine Bay.
8. Improve coordination across the tourism system	Does not directly relate to the submission.
9. Ensure infrastructure supports a great visitor experience	Does not directly relate to the submission.
10. Promote a car free destination	Does not directly relate to the submission.

11. <i>Create well-connected neighbourhoods for healthy communities</i>	The site is well connected to the existing Sunshine Bay urban area, however the construction of a through route will enable a new connection to the Glenorchy- Queenstown Road. The proposal also enables the connection of the Sunshine Bay and Arawata Trails through the site.
12. <i>Design to grow well</i>	The indicative master plan has been designed by urban design experts from Boffa Miskell to create a quality urban environment on a sloping site.
13. <i>Enhance and protect the Blue-Green Network</i>	The proposal links the Arawata Track (on legal road reserve) to the Sunshine Bay track (on Council reserve) and includes ecological mitigation.
14. <i>Diversify the economy</i>	Does not directly relate to the submission.
15. <i>Make spaces for business success</i>	Does not directly relate to the submission.
16. <i>Establish efficient and resilient connections</i>	The proposal will establish an enduring connection between the Arawata Track and Sunshine Bay

Overall, the proposal is consistent with many of the strategies that underlie the implementation of the Spatial Plan.

### **8.2 Engagement with the draft Spatial Plan consultation**

Representatives of the landowner attend the 'My Place' session held at Remarkables Primary school and identified the Sunshine Bay site on maps at that meeting.

Direct engagement with QLDC officer Caroline Dumas was also undertaken, to introduce the site and background work that had been undertaken for urban development.

Unfortunately, this engagement has not been resulted in the site being included as a 'Future Urban' area within the draft Spatial Plan.

This is possibly due to the site being shown incorrectly as an ONL and subject to Kai Tahu cultural value son the Spatial Plan mapping.

### **8.3 Comment on the draft Spatial Plan Future Development areas for Queenstown**

All land identified as 'Future Urban' is located at Ladies Mile, Homestead Bay, or across the Kawarau River from Remarkables Park. All of these areas are dependent on two roading corridors that meet at the SH6 / 6A intersection at the BP roundabout.

The Sunshine Bay land can make a meaningful contribution to housing supply in close proximity to the Queenstown CBD, without adding additional commuter traffic to these two routes at peak times.

The Sunshine Bay land can be identified as 'Future Urban' in addition to the land shown in Map 7 of the Draft Spatial Plan, noting that Map 7 – Spatial elements for Queenstown, incorrectly shows the Sunshine Bay land as 'Protected' rather than 'Rural'.

## **9. Summary**

The identification of the land at Sunshine Bay as 'Future Urban' achieves the three principles and five spatial outcomes of the draft Spatial Plan. As a logical urban extension to the existing Sunshine Bay urban area, it reflects a consolidated approach to growth.

The reporting undertaken confirms the site is suitable for urban residential development. There are no impediments having considered the geotechnical, infrastructure, ecology, transport and landscape assessment reports summarised above. The site is currently zoned Rural (not ONL) and can provide a meaningful contribution to the

supply of residential housing to the Queenstown market, in a location able to absorb the effects of residential development. We respectfully request the site be identified as a 'Future Urban' area on Map 7 of the Spatial Plan.

Several errors in the draft Spatial Plan documents incorrectly show the land as being ONL, and subject to cultural values which has resulted in little consideration of the eastern corridor as a growth option. The site enables a 3.6km bike ride to Queenstown town centre in 14 minutes, and a 5-minute walk to existing public transport routes. The site enables the expansion of the Number 1 Fernhill – Remarkables Park bus route through the site, opening up the bus route to more persons. The site enables the connection of the Arawata and Sunshine Bay tracks, and proposes predominantly medium density housing, with a small number of apartments and detached residential units adjoining the existing Sunshine Bay urban area. A central café / convenience retail location has been identified to service local residents of Sunshine Bay.

Overall, the site is a logical urban extension to the Sunshine Bay urban area that can be readily serviced with infrastructure and provide a meaningful supply to housing to the severely unaffordable Queenstown housing market.

We look forward to speaking to our submission.

Yours faithfully



Blair Devlin  
**DIRECTOR / SENIOR PLANNER**

Alex Sipka  
**DIRECTOR, SIPKA HOLDINGS LTD**

Attachment **[A]**: Record of Title

Attachment **[B]**: Environment Court Consent Order ENV-2018-CHC-56, 23 September 2019

Attachment **[C]**: Indicative Masterplan – Boffa Miskell

Attachment **[D]**: Geotechnical Review – Geoconsulting Ltd

Attachment **[E]**: Geotechnical Review – Rockfall Hazard

Attachment **[F]**: Infrastructure / Servicing report – Civilised Ltd

Attachment **[G]**: Transportation assessment – Stantec

Attachment **[H]**: Ecological report – Wildland Consultants Ltd

Attachment **[I]**: Ecological mitigation and offsetting report – Wildland Consultants Ltd

Attachment **[J]**: Landscape and visual effects assessment – Vivian+Espie

Location: Queenstown

Date: 03/05/2021

Time: 12:25

## ENG Rebecca

Transpower New Zealand Ltd

Out of District

Keywords: Infrastructure

[Redacted]

### Q. Please let us know your comments or feedback:

PDF attached

[Redacted]

### Q. Please describe the reasons for your position:

PDF attached

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

PDF attached

[Redacted]



**T R A N S P O W E R**

*Keeping the energy flowing*

Gate 1  
Gridco Road  
Otara, Auckland 2023

P  
F

[www.transpower.co.nz](http://www.transpower.co.nz)

Rebecca Eng

Tel: [REDACTED]

Email: [REDACTED]

19 April 2021

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

By email c/- [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz)

To the Whaiora Grow Well Partnership,

### **Submission on the draft Queenstown Lakes Spatial Plan**

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

### **Background**

#### Transpower and the National Grid

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

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

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

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

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

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

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

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

### Transpower's Assets and Electricity Transmission in Queenstown Lakes

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

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

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

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

### The National Significance of the National Grid

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

The single Objective of the NPSET is:

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

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

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

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<sup>1</sup> December 2018.

<sup>2</sup> June 2018.

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

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

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

### Previous Engagement

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

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

### **Transpower's Submission**

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

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

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

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

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

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

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

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

As set out above, the NPSET<sup>4</sup> requires that activities and development in the vicinity of the National Grid are managed so that the National Grid is not compromised. As such, the National Grid presents a constraint to

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<sup>4</sup> Specifically, Policies 10 and 11 of the NPSET as follows:

**"POLICY 10**

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

**"POLICY 11**

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

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

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

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

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

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

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

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

#### Part 3: Current State and Challenges – Challenges and Opportunities

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

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

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

*“Urban extent*

*...*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Appendix A Queenstown Lakes Spatial Plan Scenario Analysis Report

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

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

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

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

Transpower seeks that Appendix A is **amended** to correct the reference to read "*National ~~Transmission~~ Grid Electricity Transmission Corridor*".

**Outcome sought in Transpower's submission**

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

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

P: [REDACTED]  
M: [REDACTED]  
E: [REDACTED]

Yours faithfully  
**TRANSPower NZ LTD**



Rebecca Eng  
Senior Environmental Planner

**APPENDIX A – TRANSPOWER FEEDBACK ON THE FRANKTON MASTERPLAN JULY 2019**

Rebecca Eng

Tel: [REDACTED]

Email: [REDACTED]

26 July 2019

Frankton Masterplan  
Queenstown Lakes District Council  
Private Bag 50072  
Queenstown 9348

By email c/- [franktonmasterplan@qldc.govt.nz](mailto:franktonmasterplan@qldc.govt.nz)

To whom it may concern,

### **Frankton Draft Masterplan 2048: Transpower NZ Ltd Feedback**

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

#### **Transpower and the National Grid**

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

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

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

#### **The National Grid in Queenstown Lakes**

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

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

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

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

### **Feedback on Frankton Draft Masterplan**

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

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

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

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

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

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

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

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

## Summary

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

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

Yours faithfully

**TRANSPower NZ LTD**

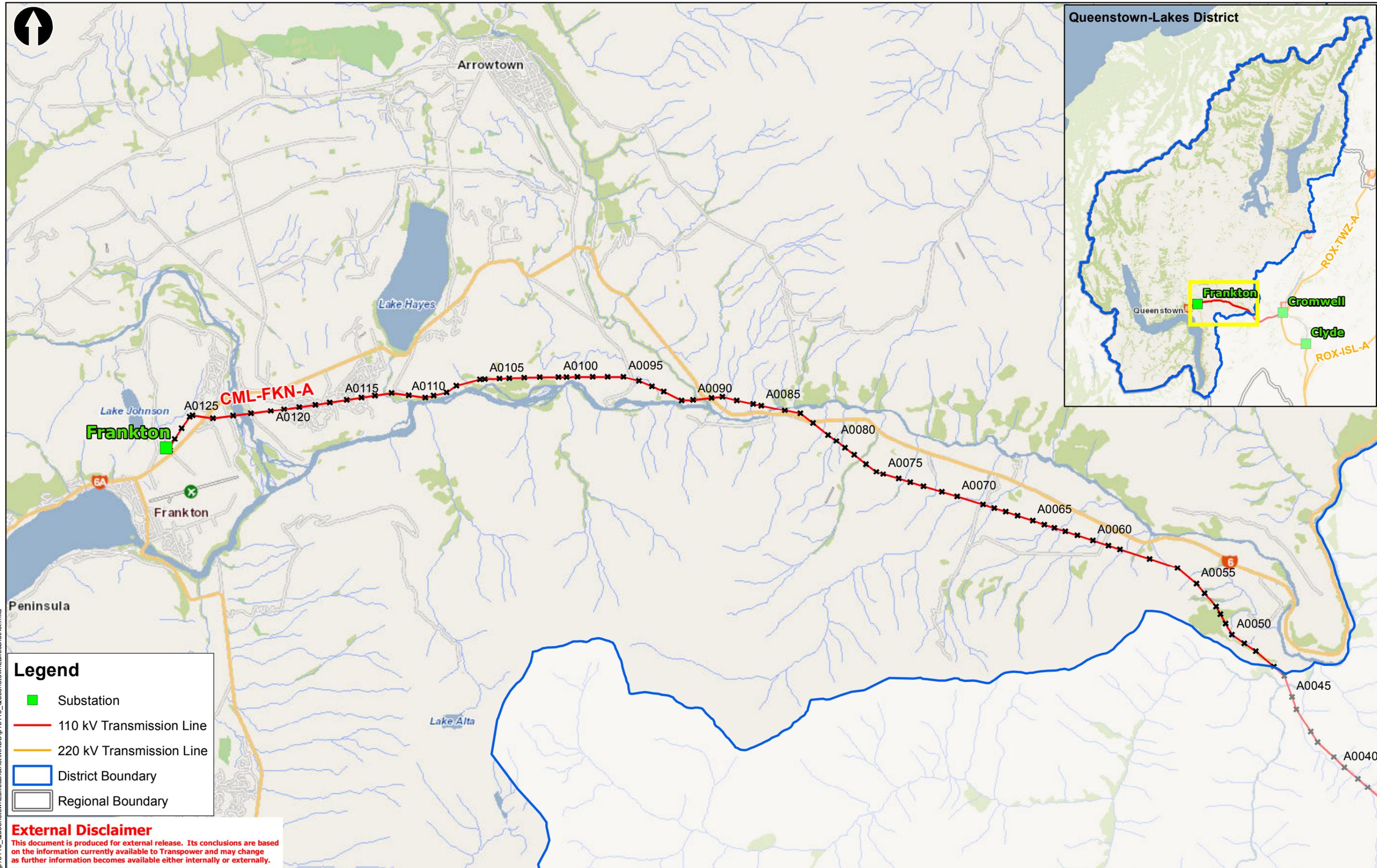
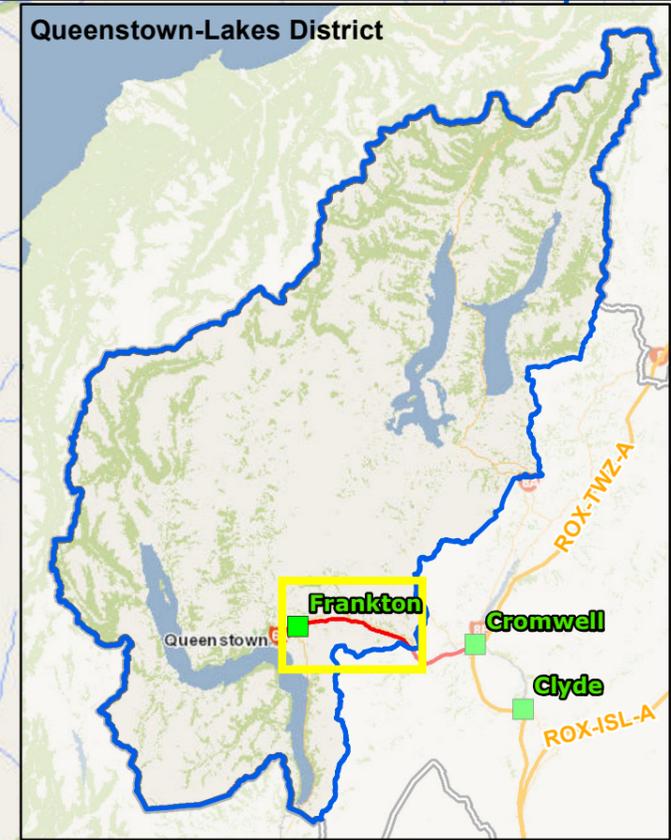


Rebecca Eng  
Senior Environmental Planner

cc:

[REDACTED]  
[REDACTED]  
[REDACTED]

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



**Legend**

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

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

Path: I:\Spatial\GIS\Projects\15113\_QueenstownLakes\District\MXDS\15113\_QueenstownLakesDistrict.mxd



**Legend**

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



Location: Queenstown

Date: 03/05/2021

Time: 13:00

## EVANS Ruth

B & A on behalf of Queenstown Central Ltd

Frankton & Quail Rise

Keywords: Priority Development Area

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[REDACTED]

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**Q. Please let us know your comments or feedback:**

PDF attached

[REDACTED]

**Q. Please describe the reasons for your position:**

PDF attached

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

PDF attached

[REDACTED]

# Queenstown Central

19 April 2021

Queenstown Lakes Spatial Plan Submission  
Queenstown Lakes District Council  
via email: [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz)

## Queenstown Lakes Spatial Plan: Submission of Queenstown Central Limited

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

### Introduction

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



Figure 1: Queenstown Central general location shown by red circle

### The Draft Spatial Plan

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

# Queenstown Central

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

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

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

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

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

## *Priority Development Areas, Five Mile Urban Corridor*

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

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

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

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

## *Whaiora Grow Well Partnership: Joint Work Programme*

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

## *Metropolitan Centre*

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

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

# Queenstown Central

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

## **Hearing**

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

## **Summary**

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

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

Yours sincerely

**Queenstown Central Limited**

pp 

**Simon Holloway**  
Project Director

Location: Queenstown

Date: 03/05/2021

Time: 13:05

## GREENWOOD Craig

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

Out of District

Keywords: No Keywords

---

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

Support

**Q. Please let us know your comments or feedback:**

PDF attached

**Q. Please describe the reasons for your position:**

PDF attached

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

PDF attached

19 April 2021  
Queenstown Lakes Spatial Plan Submission  
Queenstown Lakes District Council  
via email: [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz)

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

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

**Introduction**

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



**Figure 1: Five Mile general location (red circle)**

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

**The Draft Spatial Plan**

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

Queenstown Gateway (5M) Limited, [REDACTED]

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

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

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

#### *Priority Development Areas*

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

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

#### *Whaiora Grow Well Partnership: Joint Work Programme*

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

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

#### *Metropolitan Centre*

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

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

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

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

**Hearing**

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

**Summary**

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

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

Yours sincerely

**Queenstown Gateway (5M) Limited**

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

**Craig Greenwood**

Director

Location: Queenstown

Date: 03/05/2021

Time: 13:15

## FARMER Bruce

Sustainable Glenorchy

Glenorchy & Kinloch

Keywords: Transport



### Q. I am aged:

60+

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

Support

### Q. Please let us know your comments or feedback:

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

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



### Q. Please describe the reasons for your position:

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

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

Location: Queenstown

Date: 03/05/2021

Time: 13:20

## FITZPATRICK Brian

Remarkables Park Ltd

Frankton & Quail Rise

Keywords: Public Transport,Infrastructure

---

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

Support

**Q. Please let us know your comments or feedback:**

PDF attached

**Q. Please describe the reasons for your position:**

PDF attached

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

PDF attached

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

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

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

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

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

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

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

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

**Remarkables Park Limited**  
**16 April 2021**

Location: Queenstown

Date: 03/05/2021

Time: 13:30

## GARDNER-HOPKINS James

JGH on behalf of Glenpanel LP

Out of District

Keywords: Protected areas, Priority Development Area



**Q. Please let us know your comments or feedback:**

PDF attached



**Q. Please describe the reasons for your position:**

PDF attached

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

PDF attached



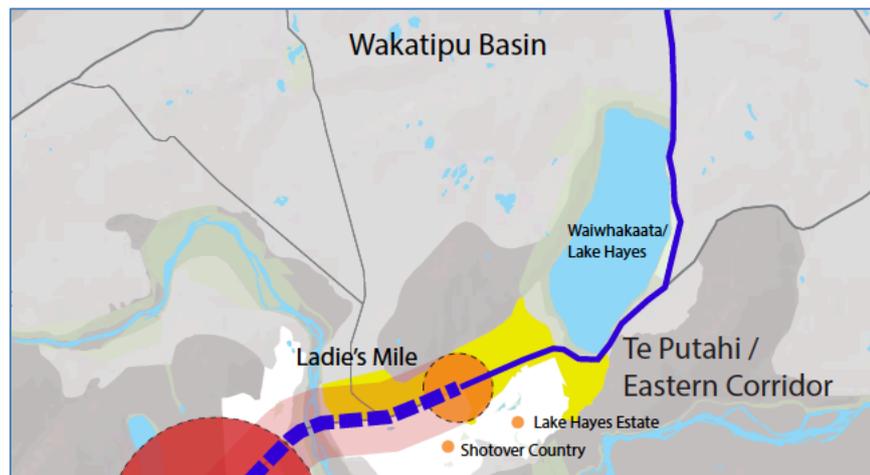
19 April 2021

Let's Talk – QLDC consultation

By email: [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz)

### QUEENSTOWN LAKES SPATIAL PLAN SUBMISSION

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



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

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

Yours faithfully  
James Gardner-Hopkins



**JGH BARRISTER**  
BSC | LLB (hons)

██

████████████████████

Location: Queenstown

Date: 03/05/2021

Time: 13:35

## GILES Roisin

Anderson Lloyd

Central Queenstown

Keywords: Southern Corridor

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Q. I am aged:

19-29

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

Neutral

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

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

Q. If you have a pre-prepared submission, you can upload it below. Please note that we can only accept .docx files.

Additional documents or PDF files can be emailed to [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

Submission on Spatial Plan.docx

## Submission on draft Queenstown Lakes Spatial Plan

To: Queenstown Lakes District Council

### Submitters:

Darby Asset Management LP

Jack's Point Land Limited

Darby Planning Limited Partnership

Jack's Point Land No. 2 Limited

Jack's Point Golf Limited

Jack's Point Management Limited

Jack's Point Residents and Owners Association Inc.

Henley Downs Land Holdings Ltd

Jack's Point Residential No. 2 Limited

Henley Downs Farm Holdings Ltd

Jack's Point Village Holdings Limited

Coneburn Preserve Holdings Limited

Jack's Point Developments Limited

Willow Pond Farm Limited

Jacks Point Village Holdings No 2 Limited

### Introduction

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

### Reasons for the submission and relief sought

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





Location: Queenstown

Date: 03/05/2021

Time: 13:40

## GILMOUR Cath

We Love Wakatipu incorporated society

Kelvin Heights

Keywords: Queenstown Airport

---

### Q. I am aged:

60+

### Q. Please let us know your comments or feedback:

Hi,

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

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

I look forward to receipt of confirmation.

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

Many thanks.

Cheers

Cath

---

### Q. Please describe the reasons for your position:

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

Q. If you have a pre-prepared submission, you can upload it below. Please note that we can only accept .docx files.



## **We Love Wakatipu Inc submission to draft Queenstown Lakes Spatial Plan**

April, 2021

---

Dear hearing panel,

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

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

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

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

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

## Ko te kai a te rangatira he kōrero

### The food of chiefs is dialogue

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

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

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

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

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



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

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



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

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

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



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

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

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

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

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

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

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

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

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





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

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

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

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

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

Kind regards,

We Love Wakatipu Inc Society (chair Cath Gilmour)

ENDS

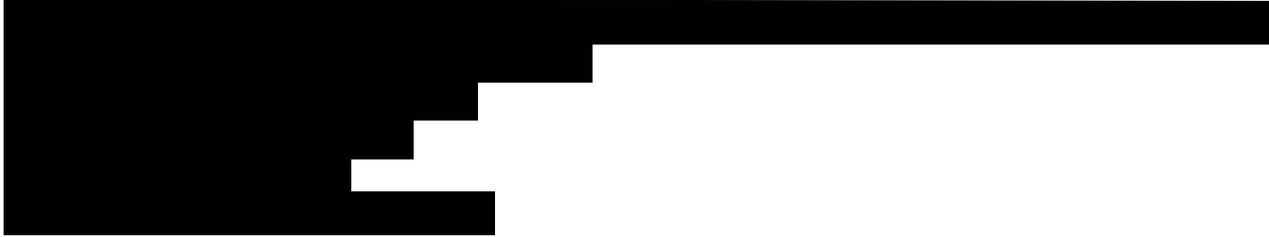


## GILMOUR Cath

Kelvin Heights

Keywords: Community Engagement, Queenstown Airport, Growth

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Q. I am aged:

60+

Q. Please let us know your comments or feedback:

Feedback file attached.

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

Please confirm receipt.

Many thanks.

Cheers Cath



Q. Please describe the reasons for your position:

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

Q. If you have a pre-prepared submission, you can upload it below. Please note that we can only accept .docx files.

Additional documents or PDF files can be emailed to [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

## Submission to Draft Queenstown Lakes Spatial Plan

Dear hearing panel,

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

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

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

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

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

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

On to specific comments on parts of the plan;

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Kind regards

Cath Gilmour



Location: Queenstown

Date: 03/05/2021

Time: 13:50

## GOLDEN Anita

Lake Hayes Estate and Shotover Country Community Association

Lake Hayes Estate & Shotover Country

Keywords: Priority Development Area,Public Transport

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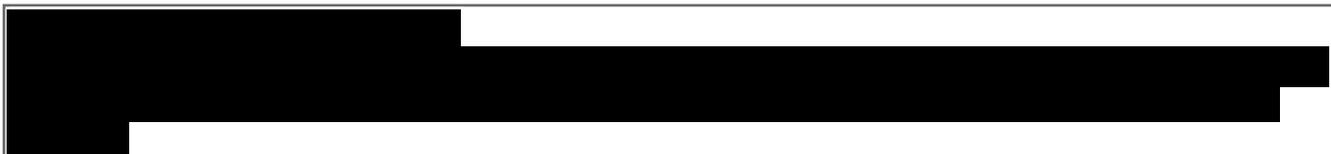
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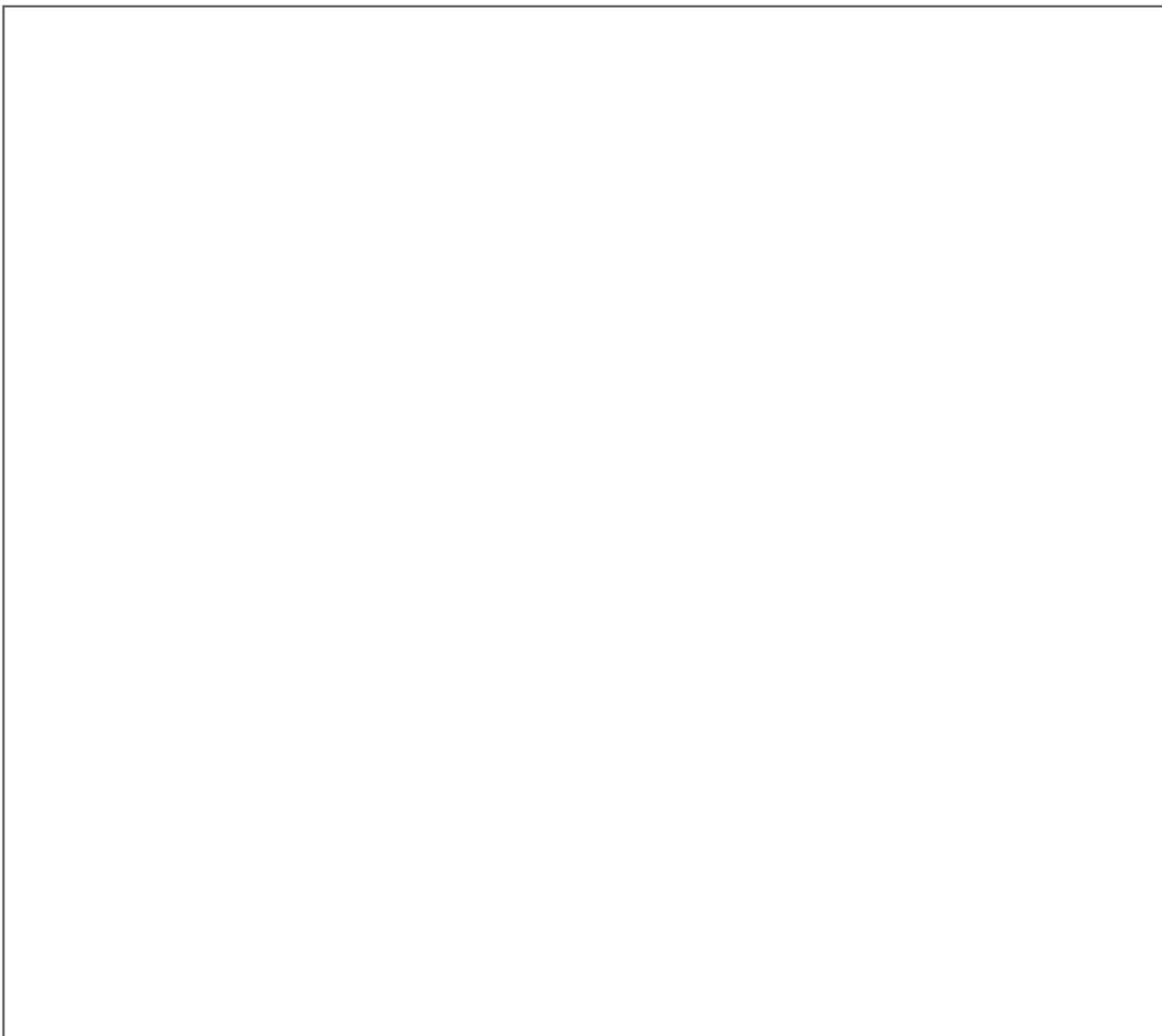
Q. Please describe the reasons for your position:

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

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## **LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHSCCA)**

19 April 2021

### **To Whom it may concern**

#### **SUBMISSION ON DRAFT SPATIAL PLAN**

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

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

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

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

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

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

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

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

At page 78 the DSP states:

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

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

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

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

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

Priorities:

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

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

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

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

Kind regards

Lake Hayes and Shotover Country Community

Contact: [REDACTED]

Chair: Anita Golden

Phone: [REDACTED]

Location: Queenstown

Date: 03/05/2021

Time: 14:00

## LLOYD Nigel

Arthurs Point Community Association

Arthurs Point

Keywords: No Keywords

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**Q. Please let us know your comments or feedback:**

PDF attached

**Q. Please describe the reasons for your position:**

PDF attached

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

PDF attached



## Arthurs Point Community Association Spatial Plan Submission 2021

Arthurs Point is a small, tight-knit community 4 kilometres from Queenstown on the banks of the Shotover River. The community is completely surrounded by outstanding natural landscape that acts as a natural urban growth boundary. This provides context and is central to the Arthurs Point community's identity and unique character. The desire would be to keep these two boundaries in place to eliminate development outside the well-defined zone.

On behalf of the community the Arthurs Point Community Association (APCA) recently commissioned a Community Masterplan which identified a number of key strategies that included the following key points:

- Uphold a clear urban/rural edge at both the southern and northern entrances. Avoid urban bleed or creep.
- Establish clear and distinctive 'gateway' entrances at both the north and south entries.
- Retain and protect the distinct character and differences of old and new Arthurs Point.
- Edith Cavell Bridge and Shotover Gorge are defining physical and spiritual focal points of Arthurs Point. Maximise opportunities for use, enjoyment and viewing.
- Transition to a more pedestrian focused zone on the main arterial route and minimise excessive traffic and road clutter.
- Retain key views to natural landscape and avoid losing views and visual degradation.

APCA support the concepts put forward in the Spatial Plan, and in particular the following items as they align well with the Arthurs Point Masterplan and community vision;

1. Proposed trails to Queenstown, Arrowtown and Frankton including a crossing point for non motorised users over the Shotover River which are key elements in Outcome 2 of the Spatial Plan focusing on public transport and active travel. These projects are considered vital to enable Arthurs Point residents to become less reliant on cars.
2. The concept of the blue-green network which includes an enhanced green corridor through Gorge Road and down both sides of the Shotover River linking Arthurs Point to Queenstown and Frankton Flats.
3. Identification of the Edith Cavell bridge as a key network constraint as this aligns with our efforts to work towards a new road crossing over the Shotover River in order to improve resiliency.
4. The consolidated growth approach proposed by the Spatial Plan whereby new development is focused in areas that are well serviced, have sufficient public transport and active travel connections in order to avoid widespread urban sprawl into rural areas.

In conclusion Arthurs Point is a small but focused residential community with few commercial outlets catering primarily to the needs of residents and resident visitors. The APCA's aim would be to hold on to that character with the knowledge that residents and visitors will need to travel elsewhere to visit

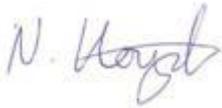
shops, schools or other facilities and amenities and that this is made easier by the provisions of the Spatial Plan.

From feedback we have received from the community through questionnaires and polls, the overwhelming consensus is that Arthurs Point should keep its character as a small community with a rural backdrop/surround with minimal commercial outlets to service local residents. APCA considers that it is important that any future intensification or development in and around Arthurs Point should tie into these ideals, maintain the special character of Arthurs Point and prevent further urban sprawl.

Thank you for considering our submission on the Spatial Plan. Should you require further information please contact us at the email below.

A representative from the Arthurs Point Community Association committee will endeavour to be available to speak to this submission at any hearings if requested.

Regards,

A handwritten signature in blue ink that reads "N. Lloyd". The signature is written in a cursive style.

Nigel Lloyd  
Chairperson on behalf of Arthurs Point Community Association



Location: Queenstown

Date: 03/05/2021

Time: 14:05

## Townsend Alan

Kelvin Peninsula Community Association

Kelvin Heights

Keywords: Queenstown Airport, Growth

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Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:



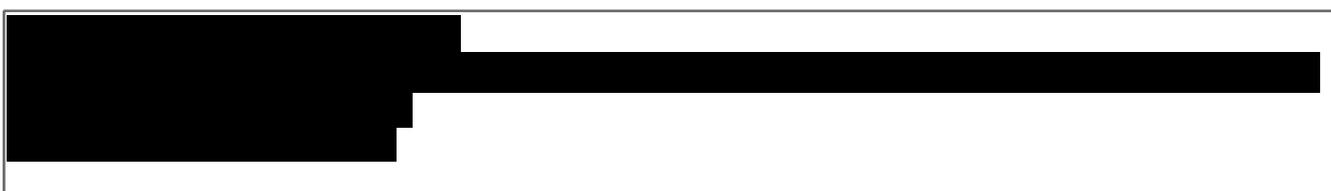
## Q. Please describe the reasons for your position:

The draft Spatial Plan usefully provides a conceptual framework to pull the current disparate development plans together into a coherent plan, but fails to think outside the box.

It implicitly endorses demand-led growth of air services which is imperilling the social licence essential for the Airport to operate.

There is an absence of any strategic thinking about the economic and social impacts of the Airport - no one wants to take responsibility for this critical piece of the jigsaw, despite the expectation that the Spatial Plan would.

The draft Spatial Plan is silent as to the real prospect that there is a significant incompatibility between environmentally sustainable growth and growth at the levels forecasted.



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

## Q. If you have a pre-prepared submission, you can upload it below. Please note that we can only accept .docx files.

Additional documents or PDF files can be emailed to [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

KPCA Spatial Plan 4\_21 Submission.docx

**SPATIAL PLAN for the QUEENSTOWN LAKES**  
**SUBMISSION on behalf of**  
**Kelvin Peninsula Community Association**

**Key Points**

- The draft Spatial Plan usefully provides a conceptual framework to pull the current disparate development plans together into a coherent plan, but fails to think outside the box.
- It implicitly endorses demand-led growth of air services which is imperilling the social licence essential for the Airport to operate.
- There is an absence of any strategic thinking about the economic and social impacts of the Airport - no one wants to take responsibility for this critical piece of the jigsaw, despite the expectation that the Spatial Plan would.
- The draft Spatial Plan is silent as to the real prospect that there is a significant incompatibility between environmentally sustainable growth and growth at the levels forecasted.

**Growth**

The draft Spatial Plan states [at page 11] it, *“provides a longterm framework for managing growth. It directs growth in a way that will make positive changes to the environment, housing, access to jobs and opportunities, the wellbeing of the community and the experience of visitors. It recognises that solving these challenges will require central and local government working together with the community and private sector.”* Despite the COVID-19 pandemic, *“growth is expected to return, and the **number of residents, jobs and visitors will approximately double over the next 30 years, requiring about 17,000 new homes in the area**”* (my emphasis).

The Plan reviews the context, highlighting the constraints and challenges posed by growth. Its starting point is the status quo and the various development plans already prepared or in the pipeline. It usefully provides a conceptual framework to pull those disparate pieces of work together into a coherent plan.

Where it falls short, however, is in not thinking outside the box. For example, the recent Town Centre and Frankton Masterplans are treated as key inputs (both plans were pre-2020, pre-COVID); the Strategies described and the Priority initiatives to be advanced by the partnership’s joint work programme take the detail of the Masterplans as a given [e.g. at pages 58-59]. No alternative is offered: where is the ‘reset’?

### **The Airport conundrum**

Similarly, on Airport growth, under the heading, '*Outcome 3: A sustainable tourism system*', the Spatial Plan discusses Air services across Queenstown Lakes [at page 88] on the assumption that both Wanaka and Queenstown Airports will remain in their existing locations. The possible development of a Tarras airport is simply treated as highlighting the commercial interest in the development and delivery of capacity to serve the wider region. No attempt is made to evaluate the implications of potential alternative land use of Frankton Flats which might have been expected of a Spatial Plan with a 2050 horizon.

As for the growth in demand for commercial air services, the Plan, having noted that "*approximately 30-40% of people access the region by air*" simply says this "*will continue as Queenstown Lakes and the wider region continues to develop, and it is important that the level of service continues to support this.*" So, the Queenstown Airport Corporation's (QAC) demand-led model is left untouched. (In other words, the airlines will determine growth in passenger numbers.) Again, no 'reset'.

### **The Social licence**

But this approach begs the question: 30-40% of what constitutes a sustainable tourism system? By 2051, visitor numbers are expected to have doubled: see the quote above. By 2031, "*it is expected that almost 150,000 people could be in the Queenstown Lakes at the peak of summer, of which over 90,000 will be either domestic or international visitors*" [page 85]. While the infrastructure implications are noted, as is the need for improved coordination across the tourism system, there is no recognition that the limits of the **social licence** as regards the Airport growth at Frankton have been signalled already.

The evidence of this is starkly recorded in the Council's Minutes of its meeting on 25 February 2020 and consequent Statement of Expectations addressed to QAC. Council expressed its own expectation that there would be no increase in the Air Noise Boundaries in these terms:

*"The Council expects QAC to deliver a strategic plan that demonstrates how it intends to maintain its long term operational functionality while prioritising ... [amongst other things] continu[ing] to operate within the existing established noise boundaries".*

This clearly reflected, immediately before the pandemic, that Council recognised that QAC could not expect to be able to provide a level of service to meet, say, 30-40% of visitors numbering 90,000 a day (as contemplated by 2031) by continuing to expand aircraft movements into the Frankton Airport.

At no stage has QAC accepted this limitation.

Rather it has pointed to the Spatial Plan as the source of “a *base line resource and reference document for our strategic planning*” (page 8 of QAC’s Statement of Intent 2022 draft, March 2021).

### **Absence of strategic thinking**

In this regard, while the draft Spatial Plan acknowledges this function:

*“The Spatial Plan will be used to inform and guide input to strategic decisions on air service investment for the future”*

it fails to provide any strategic thinking about air services beyond demand-led growth, simply noting:

*“As strategic planning is progressed for both Queenstown and Wānaka airports, the outputs can be incorporated into future updates of the Spatial Plan.”*

This failure of the Spatial Plan is all the more disingenuous given participants in the consultation process were told, when the development of the district’s airports were raised as a key interest topic during the workshops:

*“that these early engagement workshops would not go into the detail of the different airport scenarios or form part of the workshop exercises. This was due to QLDC being in the process of getting an Economic and Social Impacts Assessment relating to possible futures for both the Queenstown and Wānaka airports through MartinJenkins consultants. The work being conducted would deliver new fact based information and undertake relevant community engagement that would then be used as one or, a number of sources to inform the draft Spatial Plan and other Council future decision making”* [The Spatial Plan’s Community Engagement Report, March 2021, page 11].

While the MartinJenkins Assessments are noted as one of the Key inputs to the Spatial Plan at pp.18-19, there is no discussion in the draft as to how those assessments have informed the Plan, let alone how the Airport can retain the social licence granted by the community in light of the continued objection to any expansion of the air noise boundaries at Frankton.

Similarly, while the Spatial Plan notes “*Queenstown’s role as a domestic and international tourism gateway is compounding these [transport] issues, adding to congestion, emissions and safety issues*” [page 39], it does not offer any analysis or alternatives to challenge the continuation of this role.

### **Growth v. Sustainability**

Failure to engage with the immediate problem of air noise boundaries and the social licence or with the long term location of the airport is symptomatic of the wider failure to manage the pressures for growth beyond intensification of more of the same in the existing space.

None of the 108 pages of the Plan quells the concern that, allowing for a doubling in the “*number of residents, jobs and visitors ... over the next 30 years, requiring about 17,000 new homes in the area*”, ultimately is not compatible with the Queenstown Lakes remaining both an iconic destination (a central part of Aotearoa New Zealand’s tourism offering) and a highly sought-after location as a place to live. How is such growth environmentally sustainable, both now and in the face of future imperatives of the climate emergency?

Put colloquially, you cannot pour a quart into a pint pot. All the more so if you are not willing to consider expanding the size of the pot by the alternative land use of Frankton Flats.

**David Mayhew  
Chair, KPCA  
19 April 2021**

Location: Queenstown

Date: 03/05/2021

Time: 14:10

## LECKIE Joshua

Lane Neave on behalf of HGW Trustees Limited and Remarkables Station Limited

Jacks Point (includes Coneburn and Homestead Bay)

Keywords: Southern Corridor, Future Urban Areas

[Redacted]

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

Support

[Redacted]

**Q. Please let us know your comments or feedback:**

PDF attached

**Q. Please describe the reasons for your position:**

PDF attached

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

PDF attached

[Redacted]

## Submission on Draft Queenstown Lakes Spatial Plan

To: Queenstown Lakes District Council ([letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz))  
 From: Dickson Jardine, Jillian Jardine, HGW Trustees Limited and Remarkables Station Limited  
 Date: 19 April 2021

### Introduction

1. This submission is on behalf of Dickson Jardine, Jillian Jardine, HGW Trustees Limited and Remarkables Station Limited (together, **the Jardines**). The Jardines own Remarkables Station and specific to this submission Lot 8 DP 443832 and Lots 2, 4 and 5 DP 452315 (**Jardine Land**).
2. In summary:
  - (a) Overall, the Jardines support the Spatial Plan and, in particular, the identification of the Homestead Bay/Driftwood Bay area as a priority urban area for development; and
  - (b) The Jardines, however, are concerned to ensure that the geographical extent of the Homestead Bay/Driftwood Bay urban area includes the entirety of the Jardine Land which will ultimately be rezoned for urban activities. The Jardines seek clarification/amendment of the urban area mapping to ensure this land is included.

### Background

3. The Jardine family have farmed in the Wakatipu area since 1922 after their purchase of the large land-holding known as the Remarkables Station, and their history is heavily intertwined with Queenstown's own history and development.
4. The Jardines are long-time supporters of local arts and conservation, joining the New Zealand Order of Merit this New Year for their services to philanthropy and conservation. In particular, the Jardines have made significant charitable gifts of land in the District. This includes gifting their home in Woolshed Bay to the University of Otago in 2016 to aid the University fulfil its wider vision of producing world leading research at an academic retreat and conference facility known as Hākitekura, as well as recently gifting 900 hectares of pristine land at the base of the Remarkables to the Queen Elizabeth II National Trust.

### Current Plans

5. Through an appeal on the Proposed District Plan, the Jardines are seeking an extension to include the Jardine Land within the Jacks Point Zone. This would allow appropriate subdivision and development on the land, together with various open space protection, conservation and public access measures. The proposed rezoning responds to a regional imperative for greater housing choice in appropriate locations.
6. At the Council hearing stage, the Hearings Panel considered that the broader Coneburn Valley area was suitable for urbanisation and that the Jardine Land could be easily developed due to the topography and the ability to be well-served by roads. The Jardines are working with the Queenstown Lakes District Council (**Council**) and other parties to the appeal to resolve the remaining servicing and landscape matters.

### Feedback on Draft Spatial Plan

7. The Jardines generally express overall support for the intent and contents of the draft Spatial Plan. However, they wish to raise a concern regarding the geographical extent of the Homestead Bay/Driftwood Bay urban area as shown in the draft Spatial Plan maps.

8. Overall, the Jardines support the proposed approach taken by the Council to provide for and accommodate future growth in the Queenstown Lakes area. They recognise not only the regional need to establish future urban areas and housing in order to provide for the expected growth of the region but also the national imperative to provide higher density urban housing. They support the Council's directive of providing a Spatial Plan which ensures variety, higher density and affordable housing options for the Queenstown Lakes region moving forward. Specifically, the Jardines support the draft Spatial Plan's vision for urban development in Te Tapuae/Southern Corridor, including at Homestead Bay.
9. Despite their overall support for the Council's vision for the Te Tapuae/Southern Corridor, the Jardine's wish to raise a concern regarding the geographical extent of the Homestead Bay and Driftwood Bay urban area. Currently, the mapping for the area in the draft Spatial Plan designates a majority of Homestead Bay as an urban area and subsequently fit for development as a priority area. However, it is unclear whether the area shown as urban will include the entirety of the Jardine Land that is sought to be rezoned under the Jardine's appeal on the Proposed District Plan.
10. While the Jardines appreciate that mapping in the draft Spatial Plan at this stage is at a high level, they are concerned that the proposed mapping may not illustrate the full extent of the Homestead Bay/Driftwood Bay future urban area. The Jardines therefore seek that the mapping be clarified, and if necessary, amended to ensure that the Jardine Land is included in the urban zone.
11. The Jardines are also making a submission on the Council's Long Term Plan, which they consider should be aligned with the areas indicated as priority areas for development in the draft Spatial Plan.

### Outcome Sought

12. As set out above, the Jardines seek that the mapping be clarified and/or amended to ensure that the Jardine Lane is included in the Homestead Bay/Driftwood Bay urban area.

### Hearing

13. The Jardines wish to reserve their right to be heard in support of their submission at the hearing in Queenstown on 3 May 2021.

By their authorised agents:



**Lane Neave**

Joshua Leckie/Annabel Hawkins



Address: c/- Lane Neave

[REDACTED]

Contact: Joshua Leckie/Annabel Hawkins

Telephone: [REDACTED]

Email: [REDACTED]

Location: Queenstown

Date: 03/05/2021

Time: 14:15

## LECKIE Joshua

Lane Neave on behalf of the University of Otago

Out of District

Keywords: Future Urban Areas

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**Q. Please let us know your comments or feedback:**

PDF attached



**Q. Please describe the reasons for your position:**

PDF attached

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

PDF Attached



## Submission on Draft Queenstown Lakes Spatial Plan

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

From: University of Otago

Date: 19 April 2021

### Introduction

1. This submission is on behalf of the University of Otago (**University**). The University has applied for resource consent to enable the construction and operation of an academic retreat and conference facility, to be known as Hākitekura, at Woolshed Bay. Specifically the location is at the properties with title references Lots 1 and 3 DP 452315.
2. In summary:
  - (a) Overall, the University supports the direction and contents of the draft Spatial Plan; and
  - (b) The University, however, is concerned to ensure that the geographical extent of the Homestead Bay urban area as shown in the Spatial Plan includes the Hākitekura site.

### Background and Current Plans

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

### Feedback on Draft Spatial Plan

6. The University generally expresses overall support for the intent and contents of the draft Spatial Plan. However, it wishes to raise a concern regarding the geographical extent of the Homestead Bay/Driftwood Bay urban area as shown in the draft Spatial Plan maps.
7. Overall, the University supports the proposed approach taken by the Council to provide for and accommodate future growth in the Queenstown Lakes area. The University recognises the regional need to establish future urban areas in order to provide for the expected growth of the region and support the Urban Growth Agenda's objectives of improving access to educational facilities. Specifically, the University supports the draft Spatial Plan's vision for urban development in Te Tapuae/Southern Corridor, including at Homestead Bay/Driftwood Bay.
8. Despite its overall support for the Council's vision for the Te Tapuae/Southern Corridor, the University wishes to raise a concern regarding the geographical extent of the Homestead Bay and Driftwood Bay urban area. Currently, the mapping for the area in the draft Spatial Plan designates a majority of Homestead Bay as an urban area and subsequently fit for development

as a priority area. However, it is unclear whether the area shown as urban will include the Hākitekura site.

9. While the University appreciates that mapping in the draft Spatial Plan at this stage is at a high level, it is concerned that the proposed mapping may not illustrate the full extent of the Homestead Bay/Driftwood Bay future urban area. The University therefore seeks that the mapping be clarified, and if necessary, amended to ensure that the Hākitekura site is included as part of the urban area. While it is not critical for the University's current resource consent application for the area to be "urban", the University considers that the identification of the area as urban reflects the area being a priority area for development, part of which includes the Hākitekura project.
10. The University is also making a submission on the Council's Long Term Plan, which it considers should be aligned with the areas indicated as priority areas for development in the draft Spatial Plan.

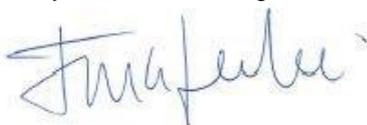
### Outcome Sought

11. As set out above, the University seeks that the mapping be clarified and/or amended to ensure that the Hākitekura site is included in the Homestead Bay urban area.

### Hearing

12. The University wishes to reserve its right to be heard in support of its submission at the hearing in Queenstown on 3 May 2021.

By its authorised agents:



**Lane Neave**

Joshua Leckie/Annabel Hawkins



Address: c/- Lane Neave

[Redacted]

Contact: Joshua Leckie/Annabel Hawkins

Telephone: [Redacted]

Email: [Redacted]

Location: Queenstown

Date: 03/05/2021

Time: 14:20

# LOUGHNAN Hugh

Ministry of Education

Out of District

Keywords: Community Facilities,Infrastructure



**Q. Please let us know your comments or feedback:**

PDF attached



**Q. Please describe the reasons for your position:**

PDF attached

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

PDF attached





## Submission on the draft Queenstown Lakes Spatial Plan

To: Queenstown Lakes District Council

**Name of submitter:** Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd  
 [REDACTED]  
 [REDACTED]

Attention: Portia King

Phone: [REDACTED]

Email: [REDACTED]

### **This is a submission on the draft Queenstown Lakes Spatial Plan ('the draft plan').**

The draft plan is a high-level document released by Queenstown Lakes District Council (QLDC) that provides direction for how and where growth will be accommodated in the Queenstown Lakes District, predominantly focusing on the urban areas. The draft plan expects the resident population to double over the next 30 years, requiring 17,000 new homes, which will put pressure on school roll capacities.

### **The specific parts of the proposal that the Ministry of Education's submission relates to are:**

The draft plan highlights future education facility requirements as previously advised by the Ministry<sup>1</sup> based on the expected population growth as outlined in the draft plan.

The draft plan also highlights that the road network is geographically constrained, and subsequently the draft plan focuses on public transport, walking and cycling infrastructure as a key outcome. The Ministry wishes to highlight the importance of safety considerations when designing future transport infrastructure to ensure the safety of school staff and students commuting to and from school.

### **Background:**

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility not only for all State schools owned by the Crown, but also those State schools that are not owned by the Crown, such as designated character schools and State integrated schools. For the Crown owned State school this involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing and constructing new property to meet increased

<sup>1</sup> The Ministry has engaged in spatial planning workshops held by QLDC over the past two years.

demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing.

The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Queenstown Lakes District.

#### **The draft plans relevance to Ministry Assets:**

In 2019, the Ministry released the National Education Growth Plan 2030 (NEGP)<sup>2</sup>, which provides a co-ordinated approach for addressing school-aged population growth across New Zealand. The NEGP identifies a number of catchments across the country and considers the anticipated demand and growth patterns so that the Ministry can ensure the school network is delivered in the right place at the right time.

The NEGP categorises Wakatipu and Wānaka as 'Blueprint for Growth', being areas where *“local government planning includes intensive housing development and expansion into outer urban areas in response to, or causing, a large influx of people to move into a particular area. These are opportunities to master plan education infrastructure collaboratively across agencies to integrate in new communities.”*

Within the Wakatipu basin catchment, an additional 900-1,350 school-aged children are anticipated by 2028<sup>3</sup>. The draft plan recognises that in the Wakatipu basin, additional primary schools may be required to service the Southern and Eastern Corridors, and an additional secondary school to service the wider area. Elsewhere in the Wakatipu area, the draft plan indicates that expected growth is likely to be accommodated through expanding existing schools.

In Wānaka, it is anticipated that schools will need to accommodate an additional 100 primary school students and up to 1,600 secondary school students by 2030. The draft plan recognises that an additional primary and secondary school will likely be needed to accommodate this expected growth. In Hāwea, the draft plan identifies that an expansion or relocation of the existing school may be required to accommodate expected growth.

#### **The Ministry of Education's submission:**

The Ministry supports Strategy 12 of Outcome 4 of the draft plan which recognises the need for education facilities. The Ministry is satisfied that the draft plan adequately reflects the position of the Ministry regarding future school requirements in the Queenstown Lakes District. The Ministry is supportive of ongoing collaboration with QLDC regarding the requirements for new schools, expansions of existing schools and relocation of schools in the Queenstown Lakes District.

The draft plan acknowledges the constraints of the existing road network and future growth has the potential to increase congestion and potentially impact on the safety of school staff and children. The Ministry is supportive of infrastructure that encourages public transport uptake and active modes of transport such as walking and cycling, in order to reduce congestion. The design and development of this infrastructure should prioritise safety of school staff and students commuting to and from school.

The Ministry welcomes the opportunity to further collaborate with QLDC and other stakeholders as the draft plan is implemented.

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<sup>2</sup> <https://www.education.govt.nz/our-work/publications/budget-2019/negp/>

<sup>3</sup> <https://www.education.govt.nz/assets/Documents/Ministry/Budgets/Budget2019/NEGPOtago/OtagoSouthlandgrowthplan.pdf>

**The Ministry contact person for asset planning is Stuart Graham. Contact details for Stuart are:**

Stuart Graham  
Infrastructure Manager- Asset Planning

██████████  
████████████████████

**The Ministry contact person for network planning is Carey Clark. Contact details for Carey are:**

Carey Clark  
Regional Lead Advisor- Network Sector Enablement

██████████  
████████████████████

**The Ministry wishes to be heard in support of their submission.**



---

**Portia King  
Planner – Beca Ltd  
Consultant to the Ministry of Education**

**Date:** 19/04/2021

Location: Queenstown

Date: 03/05/2021

Time: 14:30

## MACLEOD Gillian

Central Queenstown

Keywords: Queenstown Airport

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

Oppose



**Q. Please let us know your comments or feedback:**

PDF attached

**Q. Please describe the reasons for your position:**

PDF attached

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

PDF attached





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

1. **Consolidated growth**
2. **Public transport easily achieved.**
3. **Sustainable tourism system.**

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

4. **Well designed neighbourhood**

5. **Diverse**

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

## Comment

The spatial plan looks backwards not forwards.

Look ahead 20 or 50 years.

Should the airport be in the centre of all this?

Simple answer. NO!! Not anywhere in the world do you have an airport in the centre of a city. It is an absurd idea.

Queenstown will become the 4<sup>th</sup> city of New Zealand. An alpine city.  
Please plan appropriately. Look forward.

We will not die if the airport is not here. Auckland didn't die, London didn't die, you bus 2 hours to any skifield in Europe when you fly in.

Remember when we put paid parking into Queenstown? We didn't die, people briefly acted as if their throats were cut, but commerce continued. The reset of Queenstown is occurring now because retail space has suddenly doubled with the commissioning of five mile.

We have a special opportunity to be forward thinking now that Christchurch airport has bought land at Tarras. What a wonderful outcome for Queenstown. Let them build the airport at Tarras and we can take full advantage of the underlying value of the airport land, without having to build another airport!!

Check out Hobsonville- the reusue of an airport. Check out Hammarby ,called the most sustainable and environmental city in the world. That could be us.

# FRANKTON, QUEENSTOWN

## OVERVIEW

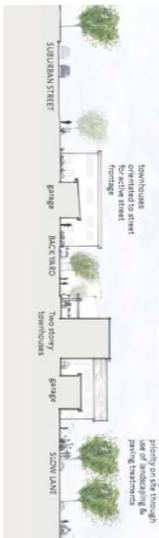
Frankton is a town of approximately 1,100 people, situated in the heart of the Queenstown region. The town is a mix of residential, commercial, and recreational uses. The town is located on the shores of Lake Wakatipu, which is a major attraction for tourists. The town is a mix of residential, commercial,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

## LEGEND

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

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

## SECTION A - TREE LINED STREETS



## PROPOSED MASTERPLAN



PLA  
Gillian MacLeod  
Architecture and Urban Design

jerram  
toker +  
barron  
ARCHITECTS



Figure 1hobsonville and school

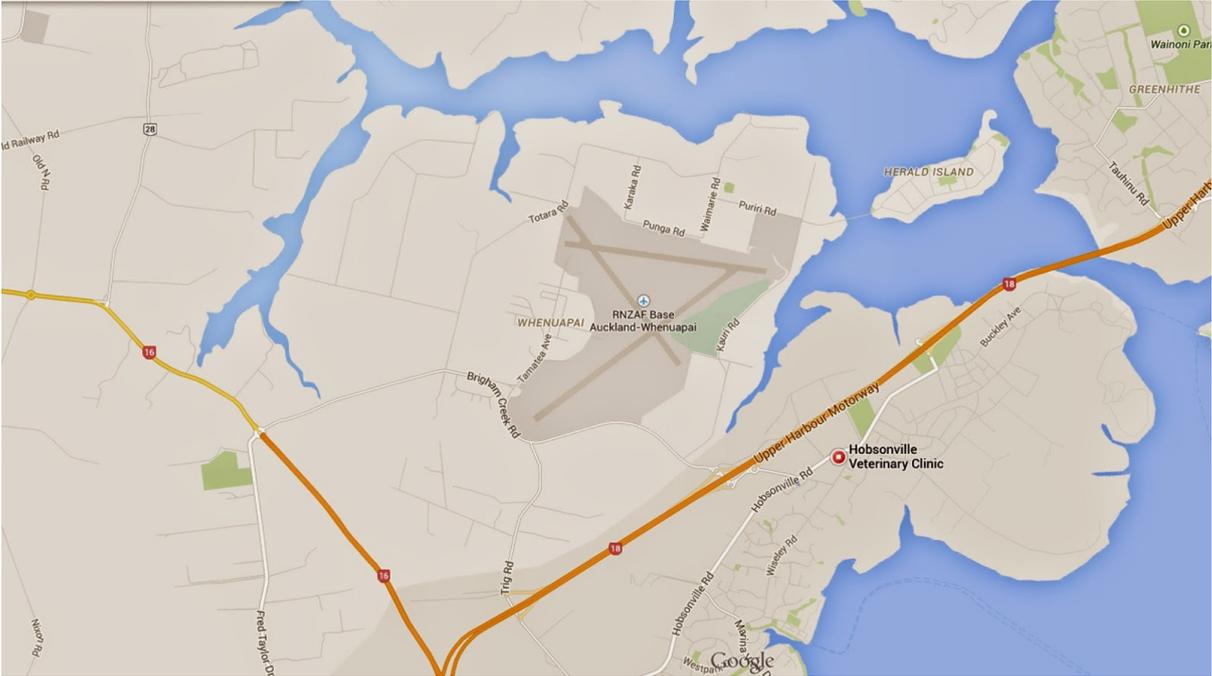


Figure 2hobsonville was an airport once, this is not new



*Figure 3 Hammarby in Sweden looks so good*



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



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

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

Location: Queenstown

Date: 03/05/2021

Time: 14:35

## STALKER Kristan

G W Stalker Family Trust

Lake Hayes Estate & Shotover Country

Keywords: Protected areas

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[REDACTED]

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**Q. I am aged:**

30-45

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

Oppose

**Q. Please let us know your comments or feedback:**

I oppose classifying Slopehill as Protected.

[REDACTED]

[REDACTED]

**Q. Please describe the reasons for your position:**

It complicates the existing zoning and it is not clear what the implications are between the RMA and the Spatial Plan.

A large rectangular area containing two paragraphs of text that has been completely redacted with black boxes. The first paragraph is approximately 10 lines long, and the second paragraph is approximately 8 lines long.

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

Location: Queenstown

Date: 03/05/2021

Time: 14:40

## YANG mingxi

Frankton & Quail Rise

Keywords: Transport

---

### Q. I am aged:

30-45

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

Support

### Q. Please let us know your comments or feedback:

Dear Sir or Madam,

We are the owners of [REDACTED]. Our property entrance is at the intersection of State Highway 6A and Goldfield Heights Road.

Since 2015, We've witnessed some car crashes at this road intersection. As the Queenstown population keeps growing, Queenstown hill and Goldfield Heights areas have more new houses, subdivisions. Heavy traffic from Goldfield Heights road may increase more risk at this intersection.

And our family members, friends and visitors said it is very difficult to drive from State Highway 6A into our property. Their cars cannot safely perform a U-turn which is quite unsafe for them and other road users.

Please help us and other road users to improve the safety of this road intersection. Many thank!

[REDACTED]  
Mike Yang

### Q. Please describe the reasons for your position:

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

Q. If you have a pre-prepared submission, you can upload it below. Please note that we can only accept .docx files.

Additional documents or PDF files can be emailed to [letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz) Please write "draft Queenstown Lakes Spatial Plan submission" in subject header.

559 Frankton Road intersection safety.docx

Dear Sir or Madam,

We are the owners of [REDACTED] Our property entrance is at the intersection of State Highway 6A and Goldfield Heights Road.

Since 2015, We've witnessed some car crashes at this road intersection. As the Queenstown population keeps growing, Queenstown hill and Goldfield Heights areas have more new houses, subdivisions. Heavy traffic from Goldfield Heights road may increase the risk at this intersection.

Our family members, friends and visitors have said it is very difficult to drive from State Highway 6A into our property. Their cars cannot safely perform a U-turn which is quite unsafe for them and other road users.

Please considering to help us improving the safety of this road intersection and making it safer for us. Many thank!

[REDACTED]  
Mike Yang

