

GRIFFIN Gordon

Arrowtown rate payer and registered landscape architect (with NZ Institute of Landscape Architects)

Out of District

Q. I am aged:

60+

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

Neutral

Q. Please let us know your comments or feedback:

With regard to the Draft Spatial Plan: "Common Aspirations" include, "A protected, safe and sustainable natural environment and landscape". I have concerns that the "Protection of the Environment" goal does not adequately provide for protecting quality landscapes.

Has the draft spatial plan been aligned with the District Plan where landscape protection is concerned?

I consider that landscape protection should have separate identification and discussion, though can still be included within the overall "Environment" category.

I support the "protection of rural land" objective, however with consideration of the scenic and tourism value of the area, I question the desirability of providing for further urban development alongside major tourist roads. Most notably in the Ladies Mile area, (I accept the recent retirement village is already in conflict with this however), development is mostly set at a lower level with a rural character present adjacent to the main road.

Similarly, Map 4 - "Wakatipu - Protected Areas and Constraints", shows the hill area in the vicinity of lake Johnston as Rural. However Map 7 - Spatial Elements" shows a "Metropolitan Area" extending into the hill side rural area including a part of lake Johnston. I consider this map should be amended to not show as "Metropolitan Area" that area within the rural (hill) area that includes the lake, as currently shown.

With regard to these maps, (4 and 7), the area west of Lake Hayes and beyond the open space protection area immediately adjacent to the lake is shown as rural with "more constraints" . I would like the maps to provide for greater certainty with regard to landscape protection so as to ensure the quality views across lake Hayes from the east cannot be compromised by development in this highly visually sensitive rural area.

With regard to the proposed development in the Ladies Mile Area but also on a wider scale: Has consideration been given to soil types, to the locations of high quality soils and their protection for future food production? Shouldn't this be a consideration also in regard to how future development of the area is planned?

Regarding "Outcome 3. "A sustainable tourism system", I would like to see a map that shows the location of the most significant viewing points identified (and showing view directions and angles encompassed), with some provisions for their protection. Currently despite the scenic values of the region's landscapes, there is no view protection in the Plan and over time views are sometimes lost. This may occur via tree planting or mounding or from poor placement of buildings.

For example,

- the view to the Remarkables from the main roads exiting Arrowtown has become private viewing, seen from adjacent land, now lost to the public,

- planting and mounding is restricting views of the flats and adjacent Slope Hill from the Ladies Mile road.

- Mounding adjacent to the road is degrading the quality natural landscape and landforms and adversely affecting views from the road westwards across rural land towards Coronet Peak, while elsewhere along this road closer to Arrowtown, dense hedgerow planting is producing a similar outcome.

Isn't it time, in the interests of tourism and maintaining quality views from the major tourist routes, that there be identification of some of these view points and greater controls on screen planting and mounding adjacent to major tourist routes. This will become a greater problem as subdivision leads to ever smaller land parcels.

Q. Please describe the reasons for your position:

I support the overall plan however consider there is some further refinement and change needed to better protect landscape and tourism values. (Please refer to comments in item preceding).

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

GUNN-LEWIS Jane

Arthurs Point

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

I am concerned that the spatial plan seems to be set up on the premise that visitors and local population has to double in the next 30 years. Surely we can take some control and limit growth instead of having growth for growth's sake. I believe we can limit the flights in and out of Queenstown Airport, therefore limiting the noise pollution issues in the basin and visitor numbers.

Q. Please describe the reasons for your position:

Bringing more and more people into this region which the spatial plan says is mainly because of the natural beauty is going to kill the natural beauty. It is important growth is therefore limited and carefully considered in the spatial plan not taken for granted.

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

GUNTHORP Graham

B&A on behalf of Ladies Mile Property Syndicate Limited Partnership and Erskine & Owen Property Syndication Limited

Out of District

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

Support

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

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

PDF attached

19 April 2021

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

To whom it may concern

Queenstown Lakes Spatial Plan: Submission of Ladies Mile Property Syndicate Limited Partnership and Erskine & Owen Property Syndication Limited

Thank you for the opportunity to provide a submission on the Draft Queenstown Lakes Spatial Plan. This is a submission on behalf of Ladies Mile Property Syndicate Limited Partnership and Erskine & Owen Property Syndication Limited (**the Syndicate**).

Introduction

The Syndicate owns 4.5 hectares of land at 497 Frankton-Ladies Mile Highway, shown in Figure 1 below. The Syndicate has owned the land since November 2018 and it is currently used as a boutique visitor accommodation lodge.

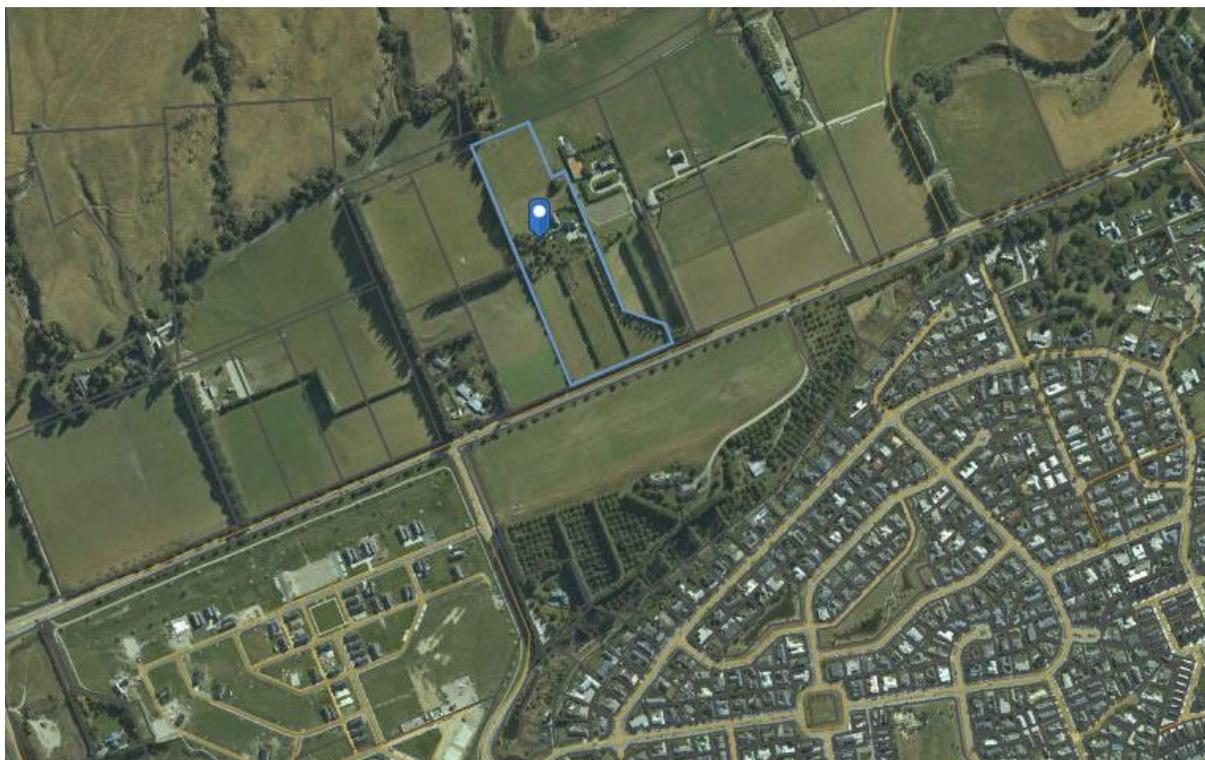


Figure 1: 497 Frankton-Ladies Mile Highway

The Syndicate intends to develop the land for residential purposes in the short to medium term, and is exploring a variety of medium to high density housing typologies (e.g. terraced houses and medium-rise apartments).

Ladies Mile Masterplan

The Syndicate supports the Council's initiative of a masterplan for this area, and has engaged with the Council's team on this process, including providing feedback on the draft Ladies Mile Masterplan options formally via letter and informally in meetings with the Ladies Mile Consortium team. The Syndicate considers it important that both the masterplan and spatial plan support the delivery of integrated land use and infrastructure for Queenstown, and that development of housing is enabled efficiently and effectively. This is particularly important in greenfield locations such as Ladies Mile. The latest version of the draft masterplan viewed by the Syndicate indicated a potential mismatch between the growth outcomes signalled by the Council for the Ladies Mile area and what is currently in the draft masterplan. It is understood that the residential yield at Ladies Mile is limited by traffic capacity of the Shotover River bridge on State Highway 6. The Syndicate considers this issue should be addressed and transport challenges should not be the determinant of yield in this or any other location.

The Syndicate considers that the draft masterplan (or at least the more recent versions shared with the Syndicate) may require revisiting in light of what the draft Spatial Plan is proposing. There is currently a misalignment with respect to how the masterplan will successfully deliver on expected Spatial Plan outcomes for the Ladies Mile area – which are supported, as discussed below.

The Draft Spatial Plan

The Syndicate supports the preparation of a Spatial Plan for Queenstown. The Syndicate considers the Spatial Plan is an important document as it provides 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 Syndicate 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.

The Syndicate supports the five key outcomes set out in the draft Spatial Plan. In particular, Outcome 1 – consolidated growth and more housing choice; Outcome 2 – public and active transport as first choices; and Outcome 4 – well designed neighbourhoods. Development of Ladies Mile will contribute to achieving each of these outcomes for Queenstown.

Future Urban Areas

The Syndicate supports the identification of Ladies Mile as one of three Future Urban Areas. The Syndicate also supports the development of the proposed frequent public transport network servicing the Ladies Mile area and considers this will assist in alleviating some of the Shotover Bridge capacity. Ladies Mile is suitable for future urban development given the location in close proximity to the existing urban areas of Lake Hayes and Shotover Country, as well as Frankton and Remarkables Park. The flat topography, location outside of constrained areas (e.g. Outstanding Natural Landscapes, natural hazards), and greenfield nature contribute to its suitability for future urban development.

Priority Development Areas

The Syndicate supports identification of Ladies Mile as Priority Development Area. In particular the Syndicate notes the description of Ladies Mile as '*A new transit-oriented neighbourhood offering new housing choices. Requires working in partnership to deliver a public transport solution that will unlock the potential of this site*'.

There currently appears to be misalignment between what the spatial plan is signalling with respect to offering new housing choices and the need to unlock the potential of this site, and what is being considered as part of the masterplan, including the significant impact of traffic capacity on yield.

In addition, part of 'unlocking' the potential of the Ladies Mile area requires landowners who are motivated to deliver on the Council's spatial plan and masterplan. As noted earlier, the Syndicate intends to develop its land for medium and higher density housing. This will only be able to occur if the land is zoned to provide for this. The Syndicate is concerned at recent version of the masterplan

that showed its land as the location for a new high school. This would not assist in unlocking the potential of this area.

The Syndicate supports the proposed use of the Grow Well Whaiora Urban Growth Partnership to improve alignment and coordination in unlocking the full potential of Ladies Mile.

Local Centre

The Syndicate supports a new local centre being established at Ladies Mile as signalled by the draft spatial plan. A local centre will be critical to supporting a higher density residential community in this area with respect to services and amenity, as well as reducing the need to travel to Frankton for local retail and services.

Hearing

The Syndicate wishes to speak to this submission at a hearing. The Syndicate would like to know if this can occur via video conference.

Summary

The Syndicate supports the preparation of the draft Spatial Plan and what it proposes with respect to Ladies Mile as both a Future Urban and Priority Development Area. The Syndicate considers it important that the masterplanning currently being undertaken for Ladies Mile aligns with the Spatial Plan to ensure that the area can be 'unlocked' to its full potential.

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

Yours sincerely

Ladies Mile Property Syndicate Limited Partnership



Graeme Gunthorp
Asset Manager
Erskine + Owen

HALLIDAY Jan

Lake Hayes

Arrowtown

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

I wish to object to airport expansion in Queenstown.. we do not want it to ruin our environment

Q. Please describe the reasons for your position:

We also need our waterways and lake Hayes water clean and not contaminated.. this required help from ORC .. work has been done by countless people but we need financial support from council

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

HANAN Ralph

Arrowtown

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

The first section of the draft spatial plan (Parts 1, 2, and 3) does a reasonable job of presenting the District's, especially Queenstown's, development issues - pressures, challenges, and opportunities. Correctly, it presupposes a plan response to a shared long-term vision of the community's priorities within which the district should evolve over the next 30 years or so. (It could be more sharply attuned to specific community's values.)

The rest of the report is a disconnect from these development issues. The critical problem is the perverse logic of assuming that the number of residents, jobs and visitors will approximately double over the next 30 years, requiring about 17,000 new homes in the area. This is presented as a given, as exogenous to the exercise, as the narrative to which the details of the plan must fit. It places the cart before the horse. The logical approach is to ensure that the community's values and priorities will be respected and assured, essentially immutable. The number of residents, jobs, new homes, etc. must fit within and be responsive to those values and priorities - becoming therefore an endogenous result or outcome.

It follows that there is a basic disconnect between Parts 1-3 and the balance of the document that follows. Much of Part 4 and the ensuing outcomes and strategies should be rewritten.

Q. Please describe the reasons for your position:

I've written above that the details of the spatial plan going forward are inconsistent with the values and priorities set out in Parts 1, 2, and 3. It is as though the authors of Parts 1, 2, and 3 are different from, and have not been communicating with, the authors of the rest of the report. The rest of the report is long-term planning as usual, responding to narrow special interests rather than to the views of the community at large. It avoids the basic purpose of spatial planning, which is to integrate the District's economic, social, cultural, ecological, and environmental phenomena in a cohesive manner to enable the District to prosper and strengthen the wellbeing of all residents within broadly accepted principles of sustainability in its various forms. Our people - our community - must come first.

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

Given the fundamental disruptions of COVID-19 and their long-term consequences, the premise that the number of residents, jobs and visitors will approximately double over the next 30 years, requiring about 17,000 new homes in the area is unreasonable. Consider too, climate change and stronger incentives to reduce carbon emissions. As the price of carbon is factored into the price of fossil fuels, the cost of air travel is likely to increase markedly. People will travel less. In any event, if QLDC's planning is to respect the values of the community, it will tailor the numbers to fit the sustainability narrative.

HANNA Michael

Arrowtown

Q. I am aged:

60+

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

Neutral

Q. Please let us know your comments or feedback:

The Spatial Plan seems very light on substance other than feel good buzz words.

It needs to fully address our communities concerns regarding the 5M plus tourist plans supported by our elected council, the continued abuse of our CBD by younger late night party people, the continued ignoring of the greater community with regard to Airports and ongoing development (Ladies Mile), the continuing changes to our district plans to accomodate vested interests such as developers and tourist operators.

The town centre (QT) needs to be returned to the community not the selected few tourist based operators operating with the benefit of ratepayer funding.

A sustainable tourism system is listed as a desired outcome, this in my mind is the principal driver of this document.

Q. Please describe the reasons for your position:

I have visited our CBD after hours and witnesses the aggression and fuelled up behaviour, councils policies and planning to date has resulted in an often dangerous and disgusting environment which is no longer acceptable.

Our township deserves far better than this reputation as a party town simply for the benefit of a few hospitality owners and tourist operators who are more interested numbers than quality.

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

Tidy up the present position before implementing further change which will not work while we continue to attract the wrong type of visitor.

HARDING Jennie

Hawea & Hawea Flat

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:

Q. Please describe the reasons for your position:

Doesn't seem to take into consideration the growing community and its need for community services. Where are the new schools? New or upgraded pools? Transport links?! Playgrounds?! Updates libraries?!

Has absolutely no indication that Hawea or Hawea Flat has even been considered despite essentially dumping tiny sections on us with the support structure to back it up. Thousands of new people will be living in Hawea and we don't even have a village centre! Never mind the required schools or early childhood centres! You're making it a commuter belt and it's not good enough.

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

Very disappointed and angry with the councillor for their lack of attention to the Hawea basin yet happy to use it as a fall back for many of the region's housing issues

HENDRY Peter

None

Central Queenstown

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 would like the draft plan to specifically address the safety concerns for those that have houses that directly access Frankton Rd where the road speed is 70 km/h.

Frankton road will always be a major hazard for the residents, families and guests of these properties. This is a real safety issue that needs to be urgently addressed.

My specific concern is the driveway access for 551, 559 and 563 Frankton Rd (opposite the Goldfield height intersection).

I personally have been involved in a number of near misses when exiting and entering the shared driveway that accesses these properties.

My sister and two young daughters were hospitalised after their car got written off when trying to enter this driveway.

Entering the driveway from the Frankton direction requires the approaching vehicle to slow to 20 km/h and to swing out into the middle of Frankton Rd. The trialling vehicles are not prepared for this manoeuvre and often try to undertake on the left, or to perform an emergency stop.

Exiting the driveway towards Frankton is dangerous also, as the exiting vehicle has limited vision due to the handrail that has been unnecessarily added to the top of the motorway barriers.

The council should consider all options to make this access safe, for example:

- Widen the driveway access. This land is owned by the council. Any additional land would happily be donated from the affected residents.
- Provide a separate entry lane on Frankton Rd
- Traffic lights at Goldfield heights
- Remove handrail from the motorway barrier
- Reduce the road speed on Frankton Rd

Please would you consider my submission, for the health and safety of the affected residents and their families, and all those that use Frankton Rd.

Q. Please describe the reasons for your position:

As it does not address the safety issues that are impacting Frankton Rd. People are dying and being seriously hurt on this road. But little is being done. Health and safety should be the highest priority. Please see my comments above.

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

HILHORST John

FlightPlan 2050

Kelvin Heights

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



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).

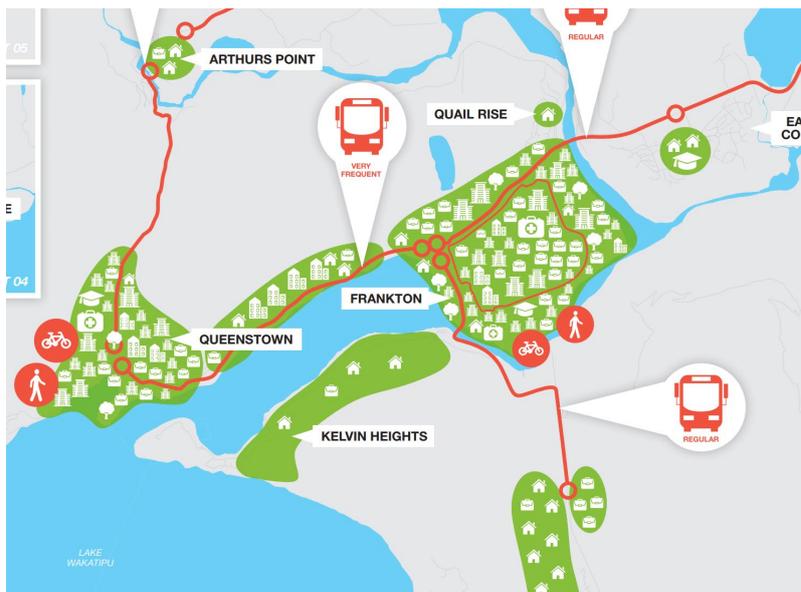
Despite the Community Consultation Report claiming it would use the “fact-based assessment ... to inform the draft Spatial Plan” (p 11 of the), it clearly hasn’t. If it had, the finding on the new regional airport scenario combined with CIAL’s land purchase near Tarras would cause the draft Spatial Plan 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.

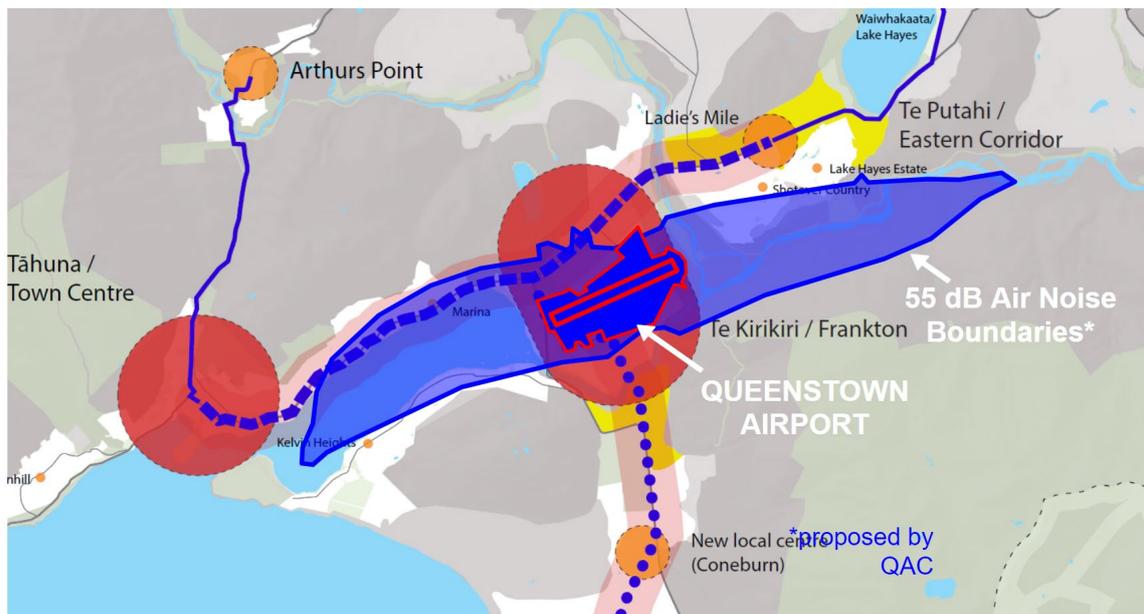
Any new idea such as relocating Queenstown Airport needs time to take hold. The first reason Mayor Boulton gave to retain the airport in Frankton in an interview with Crux (21/5/2019) was "the airport was put there for the very good and proper reason because it's close to the town." But when the airport 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>Outcomes and Strategies</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>Desired Outcome: Consolidated growth and more housing choice</p>	
<p>Strategy 1 Increase density in appropriate locations</p>	<p>Frankton Flats Metropolitan Centre.</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>Historical Prescience</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>Construction Suitability</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>Existing Ring Road and Transport Network</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>Existing Metropolitan Facilities</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>Rezoning Simplicity</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>Community Captures Value</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>Draft Spatial Plan Vision Is Undermined.</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>Conclusion</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>Strategy 2 Deliver responsive and cost-effective infrastructure</p>	<p>Frankton Metropolitan Centre</p> <p>The full use of Frankton Flats for a fully integrated metropolitan centre would:</p> <ol style="list-style-type: none"> 1. Enable by far the most efficient and effective infrastructural networks for the Wakatipu Basin,

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 concerning, 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>Conclusion</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>Strategy 3 Improve housing diversity and choice</p>	<p>Improved Housing Density.</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>Conclusion</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>Strategy 4 Provide more affordable housing options</p>	<p>Greatly Improve Housing Affordability</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"> 1. a quantum increase (165 ha) in land zoned high-density mixed-use, 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, 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, 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. 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, 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 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. <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>Desired outcome: Public transport, walking and cycling are everyone’s first travel choice</p>	
<p>Strategy 5 Ensure land use is concentrated, mixed and integrated with transport</p>	<p>A Great Vision Destroyed</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"> 1. obstruct those seeking to transit through North Frankton, 2. congest that proposed commercial centre by having no suitable bypass route, 3. split Frankton’s two centres apart and so undermine the potential for single central transport node, 4. increase the need for non-active transport between the sub- centres, 5. reduce the viability of active transport options within Frankton, and 6. reduce the central urban density that is so essential for the efficient operation and successful adoption of public transport. <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>A Better Alternative</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>Strategy 6 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>Strategy 7 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.

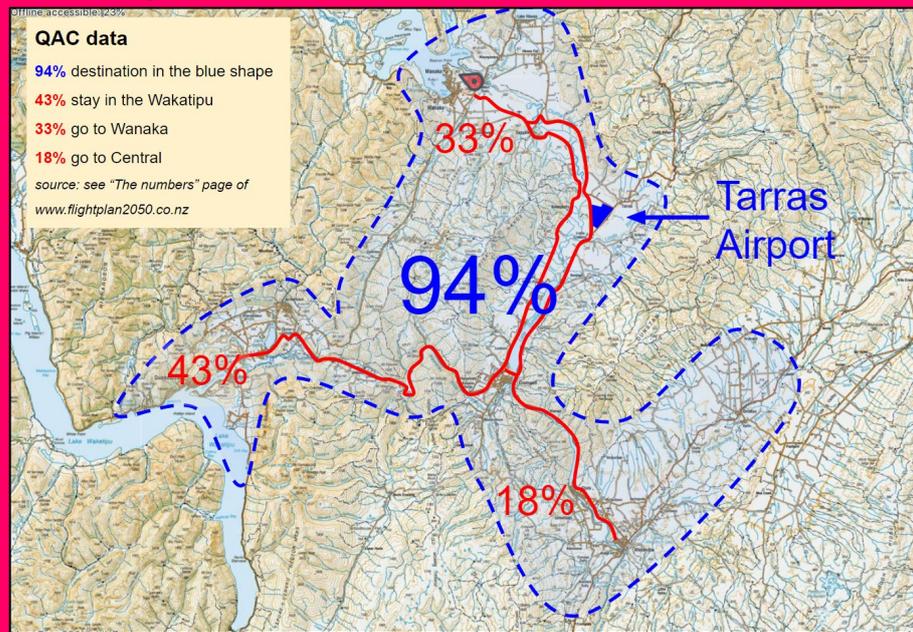
Appropriate Distance for the Region

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>Conclusion</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>Strategy 9 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>Strategy 10 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>Desired outcome: Well-designed neighbourhoods that provide for everyday needs</p>	
<p>Strategy 11 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>Strategy 12 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"> 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, 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. 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. <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>Strategy 13 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>Desired outcome: A diverse economy where everyone can thrive</p>	
<p>Strategy 14</p>	<p>Create a Magnet for Talent</p>

<p>Diversify the economy</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>Non-delivery</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>Strategy 15 Make spaces for business success</p>	<p>Optimise for Business Success</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"> 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, 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, 3. enabling all such business to attract employment at wage rates more aligned with the businesses’ local accommodation and housing costs, 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, 5. supporting the development of all tourism, agriculture, wine production and other businesses throughout the district and greater region by

	<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"> 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, 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, 8. supporting fixed wing GA tourism by providing a dedicated, fit for purpose airfield, either on Queenstown Hill or at the existing Kingston airfield, 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, 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, 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, 12. protecting businesses' long-term ability to attract staff by better managing the district's housing affordability as explained previously in Strategy 4, 13. providing greater concentration of commercial activity to enable more efficient supply and B2B operations, and 14. providing more cost-efficient transport and other infrastructure networks that reduce congestion and other operational costs.
<p>Strategy 16 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

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.

Part B

Frankton Flats – a place where talent wants to live

Queenstown's Alpine City Campus

DRAFT



FlightPlan2050
December 2020

Executive Summary

Introduction

An extraordinary opportunity sits before us. Christchurch International Airport Ltd's surprise announcement that it has purchased 750 ha near Tarras for a proposed new airport could be the catalyst to enable the great post-Covid reset that so many have called for. One that could simultaneously, substantially and systemically increase the region's economic prosperity, enhance its environment, reduce emissions per capita and strengthen the communities' cultural and social well-being, now and for the future.

Three international airports within a 70 km to service the small Otago townships would be ridiculous. Even two international airports so close together would make no sense, whether QAC's dual airport model were to use Wānaka Airport or CIAL's proposed airport near Tarras to mop up the overflow from Queenstown Airport. A single regional airport sufficient to service all the region's communities from one central location would be the best solution to provide the necessary air transport infrastructure for the region.

This focus on airports, however, misses the crucial factor that should be central to the discussion. The Queenstown-Wakatipu resident population is growing rapidly, and the district urgently needs to plan for an urban centre. One that could centralise commercial, retail, educational, medical services and the many community facilities needed by larger populations. One that could make efficient sense of the road network to best enable public and active transport and avoid the inefficient thin spread of all other services and infrastructure. One that could concentrate urban development and minimise suburban sprawl that would otherwise erode the district's outstanding natural landscape, increase the carbon footprint of construction and the ongoing emissions resulting from a forced reliance on private transport. One that could support the district's economic diversification from tourism by creating an urban campus where, in Sir Paul Callaghan's words, "talent wants to live".

Frankton Flats provides the only logical place for such a centre. It's outstanding geography – bounded by rivers and lake at the foot of the dramatic Remarkables Range – offers a unique potential to create the world's most attractive Alpine Township/City focused on sustainable design. It could become a joyously liveable, high-density residential and commercial campus that enables the concentration of talent necessary for high-value knowledge business.

Frankton Flats' could become a joyously liveable, high-density residential and commercial campus that enables the concentration of talent necessary for high-value knowledge business.

The results of our research and analysis have been unequivocal. The positive opportunities are so substantial, we now feel compelled to share what we have learned.

The high density urban development of Frankton Flats is the most powerful strategy Queenstown Lakes District could use to combat climate change.

This would require the closure in ten to 15 years' time of Queenstown Airport, with scheduled domestic and international services relocated to CIAL's proposed airport near Tarras. The Wakatipu's helicopter operations and future passenger drones would be retained on Frankton Flats integrated with a road-transport hub, and the commercial fixed-wing general-aviation operations would be relocated to the existing airfield in nearby Kingston or to a new purpose-built airfield on Queenstown Hill. Wānaka Airport would retain its special character, focused on general aviation, special events and research.

Should we continue with business-as-usual that would retain Queenstown Airport in Frankton, or should we pursue the new opportunities presented by a proposed regional airport near Tarras? The members of FlightPlan2050 have spent several thousand hours investigating and consulting with experts to better understand this opportunity and its potential issues. The results of our research and analysis have been unequivocal. The outcomes would be substantial, long-lasting, reach broadly across all aspects of community wellbeing and be overwhelmingly positive. The positive opportunities are so substantial, we now feel compelled to share what we have learned, and we encourage people and all stakeholders to take the time to understand and consider this proposal in full.

Climate emergency

The high-density urban development of Frankton Flats is the most powerful strategy Queenstown Lakes District could use to combat climate change. It would systemically and structurally reduce the district's emissions per person, a finding that holds across all the sectorial analyses we have undertaken.

Developing a high-density village with a concentrated population of 30,000 on Frankton Flats would drive savings in construction emissions per dwelling unit, enable lower emissions lifestyles, vastly improve capacity for public and active transport, and further reduce per-capita emissions through the efficiencies of concentrated, high-volume infrastructure instead of have this distributed throughout the Wakatipu in an inefficient thin web.

Our full analysis shows that overall network (surface transport) emissions would be less than if Queenstown Airport were retained in the middle of Frankton Flats, even allowing for the construction and operation of a new regional airport near Tarras. The construction emissions generated from building a single new airport would be less than would result from QAC's proposed dual airport model. Aircraft emissions would also be significantly less if the geographically open location near Tarras were used compared with the confined and challenging location of Queenstown Airport.



This report is unique. It is the only study that evaluates the potential of developing a high-density urban campus on Frankton Flats enabled by the relocation of Queenstown Airport.

The economic diversification to knowledge-based enterprise made possible only through the urban concentration of Frankton Flats offers the greatest potential to reduce the district's emissions per person over the long term. It would enable the district to transition away from its reliance on high-emissions, long-haul tourism to a more sustainable, high-value economy based on high-value knowledge enterprises.

Let's start a conversation

Our interest began at a Shaping Our Futures consultation workshop at the early stages of the Frankton master planning. The terms of reference for this planning had the predetermined assumption that Queenstown Airport would always remain in Frankton, an assumption that seriously compromised design options and destroyed any prospect of Frankton Flats becoming an attractive and liveable Township. We wondered what could be done if the airport were removed and Frankton Flats were designed to be a fantastic Alpine Centre. With our curiosity piqued, we have sought a broad understanding of the many complex and interrelated issues and of the wide-ranging perspectives across the district.

From every angle we looked and from every rabbit hole of detail we dove into, a consistent theme evolved. The benefits of concentrating future urban development onto Frankton Flats, creating an attractive, high-density urban campus that was a wonderfully liveable centre expressly designed to attract and facilitate knowledge-based enterprise that would help diversify the local economy and increase the district's productivity and wages, together with the relocation of the regional and international airport services to Tarras, would far outweigh any benefit we might gain from retaining Queenstown Airport at Frankton.

This conclusion was even more compelling if, as some anticipate, air travel was to reduce because of Covid's long tail or the ongoing impacts of climate change. In that case, the opportunity cost of not using the airport's Frankton land for high-density, urban development would escalate even as the benefits from the airport diminished.

This report is unique. It is the only study that evaluates the potential of developing a high-density urban campus on Frankton Flats enabled by the relocation of Queenstown Airport. We hope that it will trigger conversations and raise questions. We hope these questions will stimulate more research and analysis. We are confident that all serious and independent analysis will draw essentially the same conclusions.

Deciding our future

Key decisions are being made by Queenstown Lakes District Council that will shape the region's development for decades. These will determine whether:

1. Urban development	is contained and concentrated	or	we continue the proliferation of urban sprawl.
2. Our transport networks	enhance public and active systems	or	we increase dependence on private vehicles.
3. Our infrastructure of sewerage, water and power	is efficient and cost-effective	or	becomes a thinly distributed network.
4. Our carbon footprint per person	is systemically reduced	or	increases.
5. Our local economy	is diversified and enriched	or	remains dependent on tourism.
6. Our local average wages	increase by increasing the proportion of higher productivity business	or	remain low through tourism's low-paid workforce.
7. Our district's outstanding environmental values	are retained	or	diminished.
8. Our greenhouse emissions per person	reduce	or	increase.

There is an option, a single, unified strategy, that could deliver over the long-term on all the beneficial outcomes in the green column and avoid the negative outcomes in the red column.

An Alpine City Campus would deliver on all the positive outcomes, while the business as usual option would inevitably lead to all the undesirable outcomes in the red column.

9. Our people and communities	become more connected	or	more isolated.
10. Our district's housing	increases the variety of options, including many more affordable	or	remains primarily standalone houses in dispersed suburbs.
11. The region's air connectivity	can expand or contract with the least financial risk or opportunity costs	or	faces capacity constraints with greater safety risks and highest opportunity cost for stranded assets.
12. Businesses auxiliary to the airport or servicing air travellers	have lower lease and fixed costs to help drive improved profitability and wages	or	face higher rents and duplicated fixed costs, a constrained or split market and diminished profitability.
13. The cost burden per ratepayer	decreases through more concentrated, cost-efficient and high-volume infrastructure and services	or	greater increases in rates through less-efficient infrastructure spread more thinly.
14. Council (ratepayers) has	an additional \$1.2 billion for new investment in community facilities	or	no additional funds.

We expect that most people in would choose all the outcomes in the green column above.

There is a complete absence of any study, research or analysis that could inform the community or decision-makers regarding this choice.

Many in the community have an emotional, almost visceral, attachment to the existing airport as if it were the umbilical cord essential for the very life of Queenstown.

There is an option, a single, unified strategy, that could deliver over the long-term on all the beneficial outcomes in the green column and avoid the negative outcomes in the red column. But achieving this would require a decision to alter Queenstown Lakes District Council's current business-as-usual strategy that would retain Queenstown Airport in Frankton and use suburban sprawl across the outstanding Wakatipu landscapes to accommodate continuing growth of the district's resident population.

This report explores the alternative strategy. One that would centralise most new urban development within the Wakatipu Basin onto Frankton Flats. It plans a high-density commercial and residential centre able to accommodate at least 30,000 residents, equivalent to the number projected to settle in the Wakatipu within the next three decades.

The detailed research and analysis presented throughout this report compares these strategies. It finds that the Alpine City Campus option could deliver on all the positive outcomes in the green column above, while the current business as usual option would inevitably lead to all the undesirable outcomes in the red column.

The report shows that this choice – whether to use Frankton Flats for a high-density urban campus or for an international airport – is the single biggest determinant of this district's future character, cultural vitality and its economic and environmental sustainability in the face of climate change.

And yet, we note there is a complete absence of any study, research or analysis that could inform the community or decision-makers regarding this choice.

Flying blind?

Many in the community have an emotional, almost visceral, attachment to the existing airport as if it were the umbilical cord essential for the very life of Queenstown. This is an understandable response given the past isolation and smallness of Queenstown and the airport's past unimposing position some 8 km from town. The idea that it might be relocated to 54 minutes¹ down the road is, it appears, beyond contemplation.

This sentiment pervades the district's planning processes. The recently adopted Frankton Master Plan explicitly excluded any consideration of relocation of Queenstown Airport. The development of the district-wide Spatial Plan also explicitly excluded such discussion at the formative workshops that establish its

¹ Google Map's analysis shows the CIAL site near Tarras is 54 minutes' drive from Frankton, see Figure 7 – Map showing typical drive time on page 32.

overarching strategy. The work informing Council's triennial Ten Year Plan also gives it no consideration. And Council has recently committed \$1.4 million to develop a master plan for a new subdivision along Ladies Mile, even before the draft Spatial Plan has been released, thereby initiating further suburban sprawl in the basin while ignoring the advantages of central urban concentration.

Queenstown Airport Corp (QAC) similarly has given no consideration to any potential relocation of Queenstown Airport despite its operational limitations driving major strategic analysis and master planning over the past five years.

When pushed under electoral pressure to consider alternatives, in August 2019 Mayor Boulton had Council commission a social and economic impact study of alternative airport scenarios. But the terms of reference of this study excluded any consideration of a high-density urban centre on Frankton Flats that would be enabled by the relocation of Queenstown Airport from the scenarios analysed.

The announcement of Christchurch International Airport Ltd's (CIAL) purchase of 750 ha for a new regional airport near Tarras served only to have the Mayor and QAC double down on their independent airport plans, protecting their patch rather than reflecting on any opportunities made possible by CIAL's plans.

This absence of any research or analysis means that commentators and decision-makers, however well-intentioned, lack information and understanding of the issues at stake. The tremendous risk is that the district is flying blind. Instead of carefully evaluating this fundamental strategic question it will default to the easy, incremental path of business as usual, with the end result being all the negative outcomes listed in the red column above.

Time to act

It is urgent that we look ahead. Even once the commitment was made to develop a high-density urban campus on Frankton Flats, it would likely take some ten years of legal, design and construction work before Queenstown Airport's scheduled domestic and international services could be relocated to Tarras. We must, therefore, engage in this conversation now. The Covid-19 short-term reduction in demand should not be used to put off this discussion, but instead be used as a window of opportunity to evaluate these alternative strategies more thoughtfully. The MartinJenkins social and economic analysis, even post-Covid, indicates the district's employment and prosperity would be best served if a new regional airport were operational within ten years.

It is urgent that we look ahead. Even once the commitment was made to develop a high-density urban campus on Frankton Flats, it would likely take some 10 years before Queenstown Airport could be relocated to Tarras.



While it might take ten years to relocate Queenstown Airport, our analysis has shown that the benefits from a commitment to do so would be almost immediate.

While it might take a decade to relocate Queenstown Airport, our analysis has shown that the benefits from a commitment to do so would be almost immediate. These come in part from the immediate ability to plan and consolidate the district's infrastructure and associated capital expenditures, but also from the ability to immediately attract new high value, knowledge-based enterprises that want to establish an early presence in the new campus.

Conversely, any delay would soon lock in damaging zone changes and developments based on the new Frankton Master Plan² These would constrict the major arterial route of State Highway 6 at Five Mile with high-density small box retail rising four-storeys high. They would also limit Queenstown Central to big-box and light-industrial use, because the airport's location prevents more sensible, intensive use of any land within its surrounding air noise boundaries.

We ask you to read this report. To put aside preconceived notions and become informed on what is a complex and multifaceted topic. To ask, is it time for Queenstown to trim its airport umbilical cord with the confidence that it is maturing as a community? We encourage you to read our story and to join the conversation.

Synopsis

Write a brief map of the report layout and sequence.

Contributors

John Hilhorst – economics

David Jerram – architecture and urban design

Gillian Macleod – architecture and urban design

John Halse – engineering

² For analysis of this, see the section on Frankton beginning on page 92.

Their work and expertise have been provided pro bono to stimulate informed discussion on the future of the Queenstown Lakes District. The authors are long-term residents who have lived and worked in this district for many decades and have no business or financial vested interests in the airport. A range of external experts have generously contributed their time to provide information and respond to the author's many questions. The whole team's motivation is simply to grow the prosperity and well-being of the community that is their home.

DRAFT

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PART ONE

Part One is the prelude. In this section we explain the context and reasons why our community should consider these issues now. We present a vision of the type of high-density urban campus that we propose for Frankton Flats and we consider the opportunity presented by Christchurch International Airport Ltd's proposal for a regional international airport near Tarras.

Chapter One

The need to act

The decisions made these next few years will shape this region for the next century.

Population growth in Queenstown Lakes will continue, whether we like it or not. Our current business-as-usual strategy for accommodating this growth has been developer-led subdivisions creating urban sprawl throughout the Wakatipu, and this is now being replicated in Wānaka and the upper Clutha.

These dispersed residential suburbs greatly increase the carbon footprint per person, overload the road transport network, reduce community cohesion, undermine economic diversification and diminish our outstanding natural landscapes.

Historic growth

Queenstown Lakes has been one of the fastest-growing districts in New Zealand. Thirty years ago, there were no supermarkets and weekly groceries were commonly ordered via fax from Invercargill. There was no Remarkables Park and certainly no Queenstown Central.

None of the subdivisions such as Quail Rise, Closeburn, Wye Creek, Alpine Retreat, Millbrook, Lakeside Estate, Lake Hayes Estate, Jacks Point, Threepwood, Henley Downs, Bendemeer, East Arthurs Point, North Lake Hayes, Speargrass Flats Triangle, Shotover Country, Bridesdale, Arrowtown Retirement Village, Queenstown Country Club, Coneburn or Homestead Bay yet existed. All these subdivisions, and the ones before them, have been the result of private developers employing legal teams to have previously rural land rezoned for residential subdivisions.

We learn two fundamental factors from this history:

1. The district experiences substantial ongoing population growth despite significant boom-bust economic cycles.
2. New urban development has been led wholly by individual developers seeking profits, and not by any overarching urban, transport, infrastructure, landscape, environmental or community design. This is our business-as-usual strategy.

It is unlikely that we can have much effect on the first of these. As discussed below, the population of Queenstown Lakes will most likely continue to grow well into the future at a higher rate than most other regions of New Zealand. While we may be able to temper or adapt demand and numbers in tourism, we have no legal way to limit or restrict the number of New Zealanders or permanent residents who choose to live here. For our analysis, we consider this growth of residential population to be an exogenous variable – one over which we have no control.

But the second factor, the type and location of urban development, is something that we certainly could control. This report

34 SEPARATE DEVELOPMENTS

None with the commercial, recreational, or educational mix needed for a cohesive community

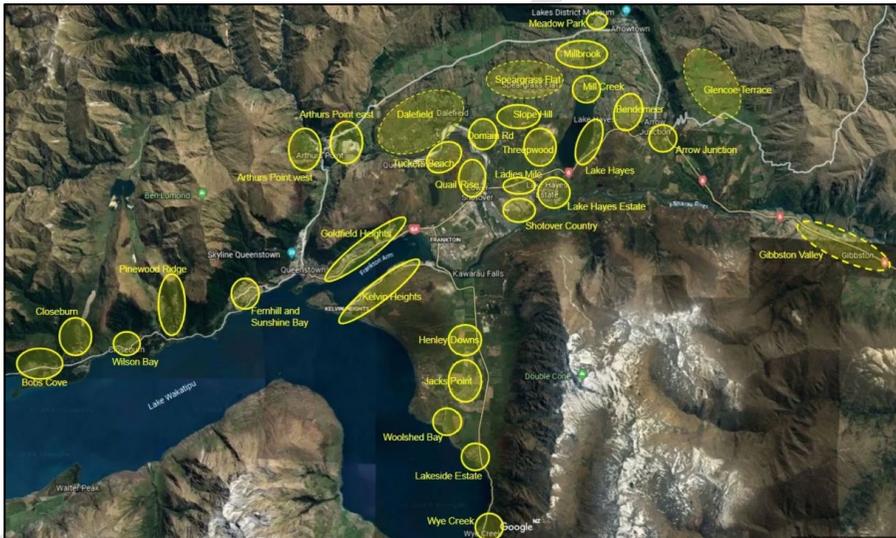
Arrow Junction	Lake Hayes Estate
Arthurs Point east	Lakeside Estate
Arthurs Point west	Meadow Park
Bendemeer	Millbrook
Bob's Cove	Mill Creek
Bridesdale	Pinewood Ridge
Closeburn	Quail Rise
Coneburn	Shotover
Dalefield	County
Domain	Slope Hill
Road	Speargrass Flat
Fernhill	Sunshine Bay
Gibbston Valley	Threepwood
Goldfields	Tuckers
Heights	Beach
Henley Downs	Wilson Bay
Jacks Point	Woolshed
Kelvin Heights	Bay
Ladies Mile	

explores an alternative to the current business as usual strategy that is developer driven and leads primarily to inefficient suburban sprawl.

Future population growth

Detailed population projections published by QLDC in December 2018 forecast a near

Figure 1 – Fragmented urban development



DEVELOPER INITIATED RESIDENTIAL SUBURBS ARE SPREAD THROUGHOUT THE WAKATIPU. THESE STRETCH A THIN AND EXPENSIVE WEB OF INFRASTRUCTURE AND INCREASE DEPENDENCE ON ROAD AND PRIVATE VEHICLE TRANSPORT WHILE UNDERMINING THE CONCENTRATION NEEDED FOR EFFICIENT SERVICES AND PUBLIC TRANSPORT. SOURCE: FLIGHTPLAN2050

doubling of residents within the district over the next 30 years from 2018 to 2048.³ In the Wakatipu Ward, they projected growth from 27,180 residents in 2018 to 50,100 residents by 2048, an increase of 22,920.

³ QLDC's population projections, QLDC 2018.

These projections were reassessed post-Covid but show little change, with the Wakatipu Ward residential population still projected to reach 49,230 by the year 2051⁴.

This population growth will not stop in 2051 but will continue well beyond that time.

If we extrapolate the possible growth beyond 2051 using the 2.0% average annual rate from QLDC's 30-year projections, then within 75 years, one lifetime, the number of people living permanently resident within the Wakatipu Ward would reach 130,000. This number is twice the current-day population of Nelson, and more than the current-day population of Tauranga or Dunedin.

There are many uncertainties when forecasting the future, particularly over such a long timeframe as 75 years, but it is reasonable to expect that this district's residential population will continue to grow over the long-term. The rate of population growth may change from year to year, but the district will remain a highly desirable place to live and will continue to attract both domestic and international migration independently from any growth or reduction in tourism.

Let us emphasise here that we are referring to resident population and not the visitor population based on tourism. While we expect that tourism will continue to play an important role, its future growth and importance are less certain in the face of growing concerns regarding the impacts of both over-tourism on local communities and travel emissions on global climate change.

Even if the growth in resident population is slow, we expect that it will continue, driven by the ongoing pressure of immigration to New Zealand.

We believe the international desirability of New Zealand as a place to live will continue and likely increase. New Zealand's well-managed response to Covid 19 adds to the list of drivers growing the number of people with the capacity and desire to emigrate here. With 84% of the country's electricity generation from

⁴ Population and demand, QLDC Aug 2020

renewable sources,⁵ New Zealand has increasing appeal for individuals and companies keen to reach sustainability goals. Our stable, progressive government and safe communities become increasingly attractive in a world with growing political turmoil and conflict induced by the disruptive effects of climate change. And, despite any long-term effects of Covid restricting travel, the rapidly growing middle classes in the world's major population centres provide a greatly increased number of potential migrants.



The only counter or moderator to these long-term megatrends will be New Zealand's immigration policy and we expect that this will continue to enable migration to New Zealand over the long-term.

Queenstown Lakes District will always be one of the regions in New Zealand attractive to migrants and there is little that our local council can do to restrict this.

Our expectation of ongoing population growth raises three important questions.

1. **Where will these people live** and what form of urban development would best serve the district in the long-term?

2. **What economic foundation** would best support the development of a long-term healthy community?
3. **How could the district absorb more population with less negative environmental impact** while reducing the average carbon footprint per person and supporting New Zealand's commitment to net zero carbon emissions by 2050⁶?

While the district may not be able to limit or control the number of people who choose to live here, it can most certainly manage the character and quality of its urban development, economic foundation and the consequent environmental impacts. Together these will heavily influence the well-being of its communities.

The evidence presented in this report shows that if we entrench and grow the district's economic reliance on tourism, then we commit the district to the worst possible future outcomes for the environment, the local economy and the community's social well-being.

Failing to develop alternative economic activity would be high risk, given the tourism sector's exposure to future pandemics and the unknown impacts of climate change on future air travel.

Given that the population in this district will continue to grow, the best way that we could promote the social, cultural, economic and environmental well-being of our communities in the future would be to:

- **Reduce dependence on tourism** in the district's economy,

If we entrench and grow the district's economic reliance on tourism, then we commit the district to the worst possible future outcomes for the environment, the local economy and the community's social well-being.

⁵ Projected to be 90% renewable energy by 2025 ([Ministry For the Environment](#)) and government is investigating the potential to be 100% renewable energy by 2030.

⁶ [Climate Change Response \(Zero Carbon\) Amendment Act 2019](#), MFE, Govt 2019

- **Encourage diversification of economic activity** into a range of highly paid productive sectors that have low environmental or resource impacts, and
- **Concentrate urban development** to enable the most resource-efficient transport and infrastructure networks and avoid urban sprawl that diminishes social cohesion and the outstanding natural environment.

Now is the time

The Queenstown Lakes District is at a crossroads where the decisions made over the next few years will determine the character of this region for the next millennia.

The trigger for this opportunity has come from Queenstown Airport Corporation (QAC). Rapid growth of the airport’s operation over the past decade had brought it close to its capacity limits under the current air noise boundaries, which led it to engage in public consultation for the expansion of its air noise boundaries in July-August 2018. This was then followed by public consultation regarding its 30-year master plan for the growth of Queenstown Airport along with a proposed development of a dual airport strategy that would include the development of Wānaka Airport.

Concurrently, QLDC, NZTA and Otago Regional Council contracted Boffa Miskell to develop a 30-year master plan for Frankton Flats ⁷. The predetermination that Queenstown Airport must remain in Frankton limited that outcome, not just because of the substantial land owned by the airport, but also because the air noise boundary



designations that extend over the privately owned land surrounding the airport restricts any business, construction or land use that is deemed sensitive to aircraft noise. These restrictions forced Boffa Miskell to locate residential and retail zones further away from the airport boundary, with the result that the highest-density zone was placed on top of State Highway 6. Their Frankton Masterplan⁸ inevitably has the district’s busiest arterial corridor, the Five Mile stretch of State Highway 6, targeted as the main commercial and retail road in the district. Because of the airport, this major arterial route would be completely built up four storey-high on both sides with small box retail at road level, committing it to become as constricted as Shotover Street has been in downtown Queenstown⁹.

These initiatives by QAC and Council come at a time of intense community reckoning. A prolonged period of rapid tourism and population growth within the district, and particularly within the Wakatipu, has heightened community concerns of over

tourism, congested infrastructure and excessive growth. These have undermined the social licence of tourism, with 76% of Queenstowners believing there is too much pressure from tourism¹⁰, 92.5% of 1,507 submissions opposing any expansion of the air noise boundaries ¹¹ and 3,400 people joining Wānaka Stakeholders Group to oppose jet aircraft operating scheduled services from Wānaka Airport.

The abrupt shock of Covid-19 has come at a critical time. Though difficult and challenging for individuals and business, it has provided a pause that has stimulated community-wide reflection. Many have expressed concern at the current business as usual

⁷ [Frankton Masterplan](#), Boffa Miskell, July 2019

⁸ [Frankton Masterplan](#), QLDC, Oct 2020

⁹ An arterial route around Queenstown centre to deal with traffic congestion on constricted Shotover Street has been promoted for 30 years, with [detailed master planning](#) published in July 2017, and [\\$50 million](#)

[government funding](#) announced in June 2020. The Frankton Masterplan would create a much worse problem focused on a much busier and more important arterial road.

¹⁰ [Mood of the Nation](#), Tourism Industry Aotearoa, March 2019

¹¹ [QAC Proposed Noise Changes](#), Mitchell-Daysh, October 2018

model and have called for change, a reset, a reimagining or a new paradigm.

It would be a mistake to think that Covid-19 has solved the problem and that we could put off these discussions. As the revised population projections show, Covid will likely have little impact on the district's growth in the medium and long-term and so all the same issues remain. What Covid offers is the time and space to research, learn and discuss what might be the best future strategy without the intense, immediate growth pressures overwhelming the decision processes.

We must use this window of opportunity because any new strategy to concentrate urban development onto Frankton flats needs a long lead-time, as it would require the relocation of Queenstown Airport, a project that would take some 10 years.

The confluence of these dynamics presents an enormous opportunity to effect real change that would set the district on a new path of greater prosperity and well-being.

The time and opportunity are now. What is needed is a vision and a plan.



It would be a mistake to think that Covid-19 has solved the problem and that we could put off these discussions. As the revised population projections show, Covid will likely have little impact on the district's growth in the medium and long-term and so all the same issues remain.

Chapter Two

A vision and plan

In our vision document *QUEENSTOWN – FUTURE AS AN ALPINE CITY?* we identified three goals for prosperity.

Figure 2 – Vision goals



QUEENSTOWN – FUTURE AS AN ALPINE CITY? FLIGHTPLAN2050

We regard each of these three – the economy, the environment and our community – as the essential drivers of the health and prosperity of our district. They are the foundational pillars on which we build our vision for the future.

Economic diversity

The impact of Covid-19 has highlighted the district's overdependence on tourism. This is concerning given that our economic analysis has confirmed tourism as one of the country's lowest paid industry sectors. This focus on tourism results in the average productivity per worker in the Queenstown Lakes District being some 11% below that of Northland¹², a region often identified as one of the country's weakest economies.

Construction, the second major economic sector for the district, generates higher productivity in terms of revenue produced per worker but has two fundamental disadvantages. First, it correlates strongly with the tourism sector and so amplifies the economic risk of changes in tourism demand. Secondly, it provides little economic investment, with its primary focus on residential development that does not contribute to ongoing economic activity.

Any vision to enhance the prosperity of this district must diversify the local economy to include high-value enterprises that have minimal adverse environmental impacts. The obvious target sectors would be the knowledge-based economies of technology, education, film, finance, science and medical tourism.

It is good to see that a range of individual initiatives are already being promoted. But it is clear from the difficulties experienced over past decades, with failed aspirations to more broadly diversify the local economy, that the infrastructure designed for tourism does not of itself provide sufficient value to lure knowledge-based industry.

Tourism in this district thrives with low density and dispersed infrastructure. Small town centres such as Queenstown Bay, Arrowtown and Wānaka make attractive destinations for sightseeing excursions. Similarly, with wineries, golf courses, and other attractions. Resorts such as Millbrook or activities such as rafting or skiing work best in loose separation, providing a diverse and interesting tapestry for visitors. But

¹² See the section 'Queenstown underperformance' beginning on page 66 of Chapter Seven

this low density and dispersed amenity completely fails the needs of a knowledge economy.

So, what is missing? The region has tremendous advantages that are attractive to business in the knowledge economy. It is a fantastic place to live, with an outstanding natural environment, a diverse and educated local community, the cosmopolitan feel of an international centre with the convenience of a small town, and high connectivity with quality Internet and airport service.

Our research has identified that the key element currently missing for a thriving knowledge economy is the capacity to concentrate talent. The ability to draw together in a relatively tight geographic space a cluster of entities.¹³

If Queenstown Lakes District is to diversify its economy with knowledge-based enterprise, then it must study what such enterprise needs and then design and build its urban centres and infrastructure to match. Currently, this is not the case. Queenstown Lakes has no substantial urban centre and no plans to create one.

Where is the most sensible place in this district to develop such an urban centre?

Environmental regeneration

The outstanding natural environment is without question Queenstown Lakes District's most important resource and its fundamental source of value. And global climate change is the greatest challenge facing the new generation. There can be no sustained prosperity for the district without ensuring the protection and long-term regeneration of both the local and global environments.



The key element currently missing for a thriving knowledge economy is the capacity to concentrate talent. But Queenstown Lakes has no substantial urban centre and no plans to create one.

Any vision for prosperity must, therefore, align with improved environmental outcomes. This directly challenges the district's current dependence on international tourism and long-haul air travel, making more imperative the need to diversify its economy to sectors with much reduced resource impacts.

It also challenges the direction of urban development and infrastructure investment, which has been reactive. The increasing sprawl across the Wakatipu Basin and upper Clutha of past decades¹⁴ has been driven by individual developers seeking to maximise private profits from previously rural-zoned land. This has been the case for almost all development in the district, from Sunshine Bay in the 1970s through to the current Northlake development and everything in between. The current hotchpotch spread of disconnected suburban sprawl is not the result of thoughtful environmental or urban planning.

Much better environmental and social outcomes would come from higher-density urban development that centralises and concentrates infrastructure and simplifies the road network in ways that optimise public and active transport. How could this be achieved while strengthening and diversifying our economy and simultaneously enhancing community well-being?

Community well-being

A healthy and sustained sense of well-being spread deep and wide across the whole community is perhaps the best sign of real prosperity. This needs a secure economic livelihood able to sustain a good standard of living for our local workforce together

¹³ This is explained in Chapter Eighteen – 'The knowledge wave' beginning on page 122.

¹⁴ See Chapter Fourteen – 'Different communities' beginning on page 96.

with strong social connectedness. How could our district-wide vision for prosperity best promote such high-level community well-being?

Our goal must be to diversify the local economy, increase resilience and reduce dependence on low-wage tourism. It must also improve housing and transport affordability to strengthen economic livelihoods¹⁵. And it must also include a high-density, integrated, cohesive urban Centre. Research shows that such urban environments create much more social connection and happiness¹⁶ than the spread of suburban development that now characterises Queenstown Lakes District¹⁷.

A plan

The past business-as-usual has focused investment into the tourism sector, been a reactive enabler of development sprawl, and targeted the increase of visitor numbers to drive revenue growth. We need a new plan.

A new plan must:

1. Directly target high-value, knowledge-based enterprise,
2. Protect and enhance our outstanding natural environment, and
3. Increase social connectedness.

Our research presented in this report shows that all three goals could be achieved with one unifying strategy – the creation of an Alpine City Campus on Frankton Flats.

Within the centre of the Wakatipu Basin, we have a perfect location for an Alpine City designed to catch the knowledge wave. Frankton Flats:

- Is flat, sunny, with outstanding mountain views and with clear geographically defined boundaries.
- Already has on its periphery the full range of commercial and non-commercial facilities required for a small city.
- Is in the centre of the Wakatipu’s transport network and already has a ring-road that creates multiple connectivity options while protecting the centre for active and public transport.

It is hard to imagine anywhere else in the world that could have such an opportunity so ready to be enabled. Few would have the extraordinary beauty of this location.

Any that might have all the facilities for a small city would also likely have many old buildings and existing structures, roads and infrastructure that could not be easily moved or reconfigured.

On Frankton Flats we have the unique opportunity to plan and design a high-density residential and commercial Alpine City Campus specifically to attract

and enable high-value, knowledge-based enterprise. This would be an environmentally attractive, walkable, concentrated urban campus that has all the commercial, retail, educational, cultural, medical, sporting and recreational facilities to operate as a fully integrated and cohesive whole. It would be a great place to live, work and interact. It would concentrate interconnected expertise and capacity, enabling strong talent networks to develop and thrive.¹⁸

This district is uniquely placed to deliver on such a plan and could begin to reap the benefits almost immediately.

It is hard to imagine anywhere else in the world that could have such an opportunity so ready to be enabled.

¹⁵ See Chapter Seven – ‘Economic impacts’ beginning on page 66 and Chapter Thirteen – ‘Housing affordability’ beginning on page 94.

¹⁶ See ‘Happy City’ by Charles Montgomery, Penguin 2013

¹⁷ See Figure 1 – Fragmented urban development, on page 16

¹⁸ See ‘Get Off the Grass: Kickstarting New Zealand’s Innovation Economy’ by Sir Paul Callaghan and Prof Shaun Hendry, Auckland University Press 2013

The need to change

To achieve this vision of economic diversification, environmental regeneration and community well-being, however, requires an active choice and firm commitment to change direction. Unfortunately, our current model has tremendous momentum and resistance to change.

Our current business-as-usual model would see a similar growth in resident population, but it would have this population spread in subdivisions throughout the outstanding natural landscape of the Wakatipu Basin. The many city-sized resources that will be needed over the coming decades would become fragmented and dispersed, built among disconnected residential developments and strung along arterial transport routes within the basin.

The recent suggestion by Queenstown Lakes District Council that the Lakes District Hospital must move from its central location in Frankton to somewhere else in the basin because of airport growth highlights this concern¹⁹. Such car-centric and dispersed sprawl would create substantial, permanent inefficiencies and costs, with enduring adverse environmental impacts, which undermine any effort to diversify towards a knowledge-based economy.

That Council categorically refuses to ever consider the potential to use Frankton Flats more effectively is evident from all its Spatial and master planning, its commissioned studies and consultant’s briefs, its triennial Ten-Year Plans, transport studies and all internal and external communications. The parameters and terms of reference for all work starts with and is based on the premise that Queenstown Airport will always remain in Frankton. This inevitably drives increasing suburban sprawl throughout the basin while ignoring the advantages of central urban concentration.

In the next two chapters we consider what this Alpine City Campus might look like and what would happen to the airport?

¹⁹ [Hospital move idea surprise for SDHB, ODT, 8 Oct 2020](#)

Which plan to follow?

Alpine City Campus	or	Grow tourism
 <p>Will this district develop a new high-value economy?</p>	or	 <p>Will it remain reliant on low-wage tourism?</p>
 <p>Will it enhance the local environment?</p>	or	 <p>Will it continue to expand negative environmental impacts?</p>
 <p>Will it reduce the carbon and resource impacts per person?</p>	or	 <p>Will it continue to grow the carbon footprint for each resident and dollar earned?</p>
 <p>Will it grow the proportion of people able to earn good livelihoods within the district?</p>	or	 <p>Will it continue to increase its minimum wage workforce?</p>
 <p>Will it increase social cohesion and community well-being?</p>	or	 <p>Will residents become more isolated and disconnected?</p>

Chapter Three

Alpine City Campus

The vision proposed in the previous chapter calls for the development of a new Alpine City Campus on Frankton Flats. In this chapter, we explore a city campus design that could catch the knowledge wave.

In the following chapter we consider the consequent relocation of Queenstown Airport to near Tarras.

Where talent wants to live

People connections and networks

An outstanding natural environment with tourism centric businesses and infrastructure, while a nice-to-have, is not enough to meet the needs of knowledge-based enterprise.

Any knowledge-economy business looking for a home has plenty of options among the towns and cities of New Zealand and the world. To attract them to Queenstown Lakes District we need to offer what they need, which above all else is an environment that concentrates talent.

Our research found knowledge economies require the geographic concentration of talented people. Despite the digital and video communications that increasingly enable people to work remotely, the development of ideas and collaborative teams that are core features of knowledge economies do not work well with a dispersed

and remote workforce, but instead thrive on face-to-face interactions, close personal networks and the serendipity of frequent unplanned connections.²⁰ To attract such enterprise, we need to create an ideal environment for these to occur. Fundamental to this is a substantial and concentrated urban centre.

To be a real magnet for talent, our urban centre should be a wonderful and convenient place to stay. It should be a joy to live in, with engaging communal indoor and outdoor space, public art, and have the human scale that enables active transport to be the default option. The design should leverage New Zealand's clean-green brand and the district's outstanding natural environment by ensuring that its facilities, public spaces, construction methodology and operational efficiencies exemplify environmental and sustainable best practice. A concentrated mix of cultural, recreational, retail, commercial and educational amenities – all within walkable distance – would create a vital and cohesive community in the heart of the Wakatipu.

A plan to develop such a city campus on Frankton Flats would immediately attract high-quality knowledge enterprise.

Central urban campus

Create the heart for our region

Frankton Flats offers us this unique opportunity. Here we could create a liveable, compact, and attractive urban campus that would make it a fantastic place to live as well as providing a functional concentration of similar high-capacity, interconnected knowledge enterprises that provide the ecosystem such businesses need to thrive.

To attract knowledge businesses to Queenstown we need to offer what they need, which above all else is an environment that concentrates talent.

²⁰ For more on this, see Chapter Eighteen – 'The knowledge wave' beginning on page 122.

A modern Smart City²¹ design that integrates technology across all systems to improve service and increase efficiencies would further improve the attractiveness to knowledge enterprise. This smart technology focus on improving sustainability would add synergy and alignment with those knowledge enterprises that place value on excellent environmental stewardship.

Why Frankton Flats?

The Frankton Flats location offers a unique opportunity for this district to establish such a centre. Frankton is:

- **At the centre** of the Wakatipu’s already developed transport network.
 - It is the natural hub of the public and active transport networks.
 - Is integrated with State Highway 6, which connects to the north and south.
 - A ring-road is already in place.
 - Within this ring, high-density development on flat land would enable short distance and low impact transport options.
- **Naturally contained**, which promotes density and the avoidance of sprawl.
- **Large enough**. Without the airport, Frankton has enough area to accommodate an urban centre larger than Nelson.
- **The hub** of most of the district’s infrastructure networks, from power and communications to waterworks, sewerage and roads.
- **Cost-effective for construction**, with flat land that is geologically stable and with sound substratum for building foundations.

²¹ A *Smart City* is an urban area that uses different types of electronic Internet of things senses to collect data and then use insights gained from that data to manage assets, resources and services efficiently, in return using that data to better improve the operations across the city.

- **Sunny**. Frankton Flats enjoys the most sunshine hours in the Wakatipu Basin.
- **Already has civic, recreational and community facilities**. Including Queenstown Events Centre, sports fields, Wakatipu High School, primary and pre-school, library, medical facilities, and retail.
- **Less prone to seismic hazard** such as liquefaction, mass movement, landslide, or tsunami compared to most other areas of the Wakatipu Basin, including most existing urban areas.²²
- **Outstanding vistas**. With the Remarkables mountain backdrop to the south, mountain ridges all around and the natural borders of lake and rivers, Frankton Flats offers one of the world’s most beautiful alpine city settings.
- **Historical prescience**. William Rees chose Queenstown Bay for his homestead and subsequently the south bank of Kawarau Falls precisely

Figure 3 – Central Hub



GEOGRAPHICALLY BOUND BY LAKE AND RIVERS, FRANKTON FLATS IS THE NATURAL CONNECTED CENTRE TO THE SUBURBAN DEVELOPMENTS OF LAKE HAYES ESTATE, JACKS POINT, KELVIN HEIGHTS, GOLDFIELD HEIGHTS, AND QUAIL RISE. SOURCE: FLIGHTPLAN2050

²² *Seismic Hazard in Queenstown Lakes District*, Aug 2015

because these were not the best or likely places for a town. As early as 1862, the superintendent of Otago Provincial Council, Major John Richardson, had claimed the Frankton Flats as “absolutely essential for a township” and thereby prevented Rees from occupying it.²³

Design vision

Architect and urban designers David Jerram and Gillian Macleod have published an initial plan for Frankton Flats that could achieve our vision of a knowledge economy.



Figure 4 - Alpine city campus design



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.

We share their master plan in Figure 4. This is indicative only, as a comprehensive public design process would be part of any plan, but it gives some insight into the opportunity that could be realised.

Their design shows a linear park with water features (1) that provides a central connector through the community, linking it visually and physically to the lake. A broad pedestrian overpass (2) extends this over State Highway 6, giving free flow connectivity to the lakeside reserve.

Helicopters and other vertical take-off and landing aircraft access a district transport hub at the eastern end (3), where the river systems provide natural flying corridors. This integrates with a major hub for the district’s public transport systems.

The airport buildings are re-purposed (4) for community facilities.

The existing main roads surrounding the area (5) continue to work as currently developed, routing traffic around the township while allowing access at multiple points.

An inner circulation route (6) provides opportunity for effective and constant public transport.

²³ ‘Queenstown’s King Wakatip’, by George J. Griffiths, Dec 1971

The mixed-use, commercial-residential, high-density centre (7) links Remarkables Park, Five Mile and Queenstown Central.

A substantial hospital-medical precinct (8) meets the district's needs well into the future.

Internal roads and alleyways provide low impact transport options, while retaining supply access to all areas.

People are prioritised over vehicles, with limited roadside parking. All key community assets including schools, shops, sporting facilities, recreational areas, community centres and major transport links are easily accessed, with minimal need for private vehicle use.

Good access to high quality reserves and green spaces provides a healthy and replenishing environment.

Integrating high-density residential within this urban centre would:

- Keep the centre vibrant,
- Enable low impact transport options,
- Enable the most resource-efficient construction,
- Increase the range of accommodation options within the district,
- Enable capacity to build more affordable accommodation, and
- Create more energy-efficient and sustainable communities.

Real life examples such as Auckland's Wynyard Quarter,²⁴ Copenhagen's²⁵ rise to become the world's most liveable city and Freiburg's²⁶ innovative adaption to both make it wonderfully liveable and one of the world's most sustainable cities all show

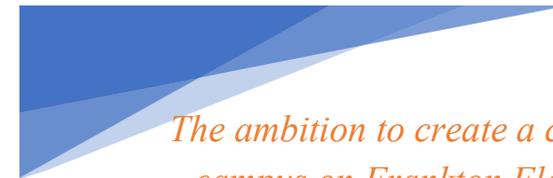
²⁴ [Wynyard quarter, Auckland, NZ](#)

²⁵ [Copenhagen's remarkable journey to liveability, Leaderlab, 2 March 2016](#)

the value that can be gained from a cohesive planning strategy being implemented by the city or local government.

The strategic ambition to create a centralised urban campus on Frankton Flats – specifically designed to attract high-value knowledge enterprise by being a place where talent wants to live – could meet all our communities' positive aspirations while avoiding the many negative pitfalls of business as usual.

In the next chapter, we consider what to do with the airport.



The ambition to create a centralised urban campus on Frankton Flats could meet all our communities' positive aspirations while avoiding the many negative pitfalls of business as usual.

²⁶ [Freiburg, Germany, population 230,000, BBC 16 July 2020](#)

Chapter Four

Where to for the airport?

The first questions asked when discussing the Alpine City Campus are “What about the airport?” and “Where would it go?” While these deflect insight into the enormous opportunity and advantages to be gained from concentrating future urban development onto Frankton Flats, what happens with the airport is important and is the focus of this chapter.

No one can deny the crucial importance of high-quality air connectivity to this district. It is essential for our economic and social wellbeing and a major contributor to the district’s GDP. Our proposal is not anti-airport and we do not seek any reduction or restriction of air capacity. That said, if air travel were to decline, then it becomes even more important to use the high-value Frankton land for much needed urban development rather than waste it on a reducing airport.

The purchase of 750 ha near Tarras by Christchurch International Airport Ltd (CIAL) has resolved the question of where a new regional airport might be located and, significantly, transfers all the legal and financial risk from QAC and Council to CIAL. It also commits CIAL to fully fund the construction of any new airport, meaning that the Frankton land currently tied up by Queenstown Airport could be

rezoned and sold with a pay-out of \$1.2 billion to its shareholders, a windfall gain of three-times the enterprise value of Queenstown Airport Corp²⁷.

In this chapter we review the need for a new airport, make sense of CIAL’s proposed location near Tarras and reflect on the travel distance to Queenstown. We then consider the potential impacts on frequent flyers and tourist visitors. We conclude that high-quality air connectivity will always be essential for the district to prosper, but the days of needing a barnstorming airstrip in the middle of town are ending.

Do we need a new airport?

“We don’t need yet another airport!” is a common first response to the proposed airport near Tarras. We agree. Three international airports within an hour of each other would not make any sense in the contexts of excessive growth and climate change.



No one can deny the crucial importance of high-quality air connectivity to this district. It is essential for our economic and social well-being and a major contributor to the district’s GDP.

Our support for the Tarras option is dependent on the closure of Queenstown Airport and transfer of all scheduled services to the new regional airport located near Tarras. In our proposal, all helicopter businesses at Queenstown Airport would continue to operate from a dedicated transport hub on Frankton Flats. The fixed-wing scenic flights would be relocated to a new dedicated airfield on Queenstown Hill or to the existing airfield in Kingston and developed with funds from the sale of Queenstown Airport land. So, all general aviation business based in the Wakatipu would

continue to operate from within the Wakatipu. QAC would continue to manage these, along with the Wānaka and Glenorchy Airports. Wānaka Airport would continue to

²⁷ The 2018–2020 statement of intent (pre-Covid) estimated the commercial enterprise value of QAC to be in the range \$466 million to \$483 million. Page 4, [SOI 2018-2020](#), QAC.

offer its unique mix of services without these threatened by scheduled jet services driving excessive growth and crowding out these niche operations.

Whether or not there is growth in air travel, the arrangement outlined above provides the most effective outcome for air services across the district.

1. **Best for *increase* in air travel.** It allows for the most efficient and prosperous potential for future growth as shown in the MartinJenkins socio-economic impact assessment of four alternative scenarios.
2. **Best for *decrease* in air travel.** It also provides the most resilient and effective solution for any potential future decline in air travel through much better economic use of the valuable Frankton land resource, improved economic diversification and the enablement of urban planning with much lower carbon footprint per person. Decreased use or stranded asset problems near Tarras would have much lower opportunity costs than they would at Queenstown Airport in the middle of an urban centre.

In contrast, continuing with an airport severely constrained by mountains, community opposition and thousands of neighbours when the land could be put to much better use would be a great failure. A dual airport model that would have the market for scheduled-air-services split into two different locations, whether the second was Wānaka or Tarras, would also fail to deliver the best outcome.²⁸

Does the Tarras location make sense?

Unlike many, we were not surprised by Christchurch International Airport Limited's purchase of land near Tarras for a future airport. We had spent considerable time researching alternative locations for Queenstown Airport and analysis of travel data had us focus into the Cromwell-Tarras valley. The land purchased by CIAL was the best of the five viable sites we had identified.

²⁸ These issues are further explained in Chapter Seventeen under 'Operational safety' beginning on page 114

To make sense of this, let's first look at the travel data.

Travellers' destinations?

Enhanced connectivity and meeting expectations

To understand the impact of the airport's location on travellers, we need to know where they are travelling to and from.

Most people are aware that Queenstown Airport has changed from being a destination airport to become a regional hub, with a threefold growth in passenger movements over the past decade. This means that many people using the airport are not now travelling to Queenstown, but instead are travelling to other centres in the region. They land in the Wakatipu and immediately drive out of it.

So, what are the proportions of those who are destined for Queenstown versus those who land-and-leave? And where do they go?

Better data is needed

Despite several years of planning the expansion of Queenstown's air noise boundaries, developing a dual airport strategy, and master planning for both Queenstown and Wānaka Airports, there is scant evidence that QAC has undertaken any methodical research to accurately determine the characteristics and destinations of travellers using the airport.

During QAC's formal consultation on the expansion of the Air Noise Boundaries (ANB), it did publish online a written breakdown of international and domestic travellers according to their final destinations. We understand this was based on data gathered by a contracted company that used ping technology to track passengers' cell phones, and it constitutes the only evidence-based information on passengers' final destinations produced by QAC. This information²⁹ showed that 57% of passengers using Queenstown Airport were destined not for the Wakatipu, but other locations

²⁹ [Data provided by QAC](#) during its official consultation on expanding the Queenstown air noise boundaries.

in our region, mostly to Wānaka, the upper Clutha and Central Otago, and about 6% heading south.

At other times, however, QAC has suggested different numbers, though never with any written evidence or credible source. To meetings in Wānaka, for example, QAC executives verbally stated that about 15-20% of passengers transit Queenstown Airport en route to or from Wānaka³⁰.

Yet more disparities exist in data provided orally by Colin Keel, QAC's Chief Executive. Mr Keel told the Kelvin Peninsula Community Association's meeting in August 2018 that 50% of the district's visitors arrive through the airport. At other meetings, both QAC and QLDC have used a figure of 30%.

These discrepancies in basic information remain despite multiple requests by us and others for QAC to provide the evidence on which their figures are based.

In their Socio-Economic Impact Report, MartinJenkins use the seemingly precise figure of 33.3% as the proportion of visitors to Queenstown Lakes District that arrive via the airport.³¹ But it turns out that their source for this is simply based on a newspaper article published in *Stuff* (August 05, 2018) in which journalist Debbie Jamieson provides a hearsay guesstimate when she writes "It is thought about one-third of visitors to the area arrive via Queenstown Airport."

Incredibly, QAC then authoritatively assert the economic importance of the airport in its 2021 statement of intent by referencing the MartinJenkins report when stating that one third of visitors to the district arrive by air.³² Made-up numbers have become facts.

MartinJenkins, the consultants employed by QLDC to assess the social and economic impacts of the airport, themselves relied on estimates provided by QAC for much of their destination and reason for travel data used in their analysis. But it appears these are also no more than unsubstantiated guesswork. While MartinJenkins make precise

statements throughout their report, citing for example that 5% of New Zealand resident passengers are business travellers, a check through the report's appendices show the numbers are vaguely estimated values based on 'consultation' with QAC but with no source data or study to validate them.³³

This continues to suggest that QAC has no reliable or robust knowledge based on hard evidence of either the travellers' final destinations, whether or not they are locals, reason for travel or what proportion of visitors to the district travel by air versus by road.

The lack of accurate destination data does undermine the confidence that can be given to any arguments that favour one location over another. Nevertheless, we do know many travellers using the airport are destined for the broader region rather than specifically for Queenstown.

³⁰ QAC executives met with selected Wānaka stakeholders, 30 Apr 2019

³¹ [Airport Socio-Economic Impact Report](#) (page 178), MartinJenkins June 2020

³² *Statement of Intent – year ending June 30 2021*, (page 11), QAC Oct 2020

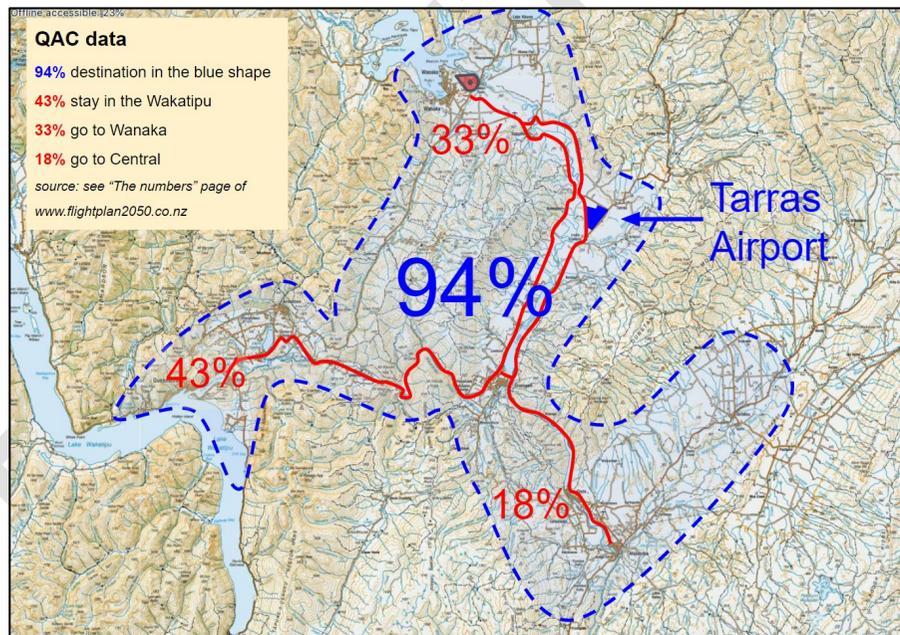
³³ [page 179, Socio-Economic Impact Report](#), MartinJenkins, June 2020

Is Tarras more central for Queenstown Airport users?

If indeed 51%³⁴ of Queenstown Airport users are destined for the Wānaka and Central Otago regions, as per QAC's written dataset published during consultation on expanding the air noise boundaries, then an airport near Tarras would offer more convenience to most travellers.

On the map in Figure 5 we have visually represented the final destinations of Queenstown Airport users based on the best data we have from QAC. About 94% of

Figure 5 – Map showing traveller destinations



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

travellers are destined for the area within the blue dashed line, while the data

indicates about 6% travel from Queenstown Airport to the south. The destination data combined with the existing State Highway network suggest that Tarras would provide an excellent location for a regional airport, and one possibly closer and more convenient for most travellers.

If the destination data shown on the map in Figure 5 is accurate, then the net effect on travel times across all travellers using Queenstown Airport would balance. Those destined to the Wakatipu would travel a little further while those coming from the Central or Wānaka areas would be closer.

Added to this, about 70% of the one million international visitors arriving through Christchurch Airport travel into central Otago.³⁵ A significant proportion of these could see a new regional airport at Tarras to be a more convenient port of arrival, making the Tarras location yet more central and compelling while significantly reducing road mileage to-and-from Christchurch, with associated emissions.

Is Tarras too far?

While a regional airport near Tarras may be more central and convenient for many and maybe most travellers – those from Wānaka, the upper Clutha, Central Otago and even tourists who currently arrive by road via Christchurch – some tourist operators argue that it is simply too far from Queenstown. They believe that flying tourists into the very heart of the Wakatipu, into the middle of the Frankton town centre and to within 20 minutes of their hotels, is essential for Queenstown tourism to survive.

We can understand this concern. Particularly, in the current Covid-induced recession when many businesses are struggling financially in the short-term and need every option to restore visitor numbers. But we don't accept that an international jet

³⁴ This figure is based on the single most credible destination data published by QAC, in that it was published in writing by the General Manager Communications and Community as part of QAC's formal public consultation in July 2018 on the proposed expansion of air noise boundaries. The data was precise and

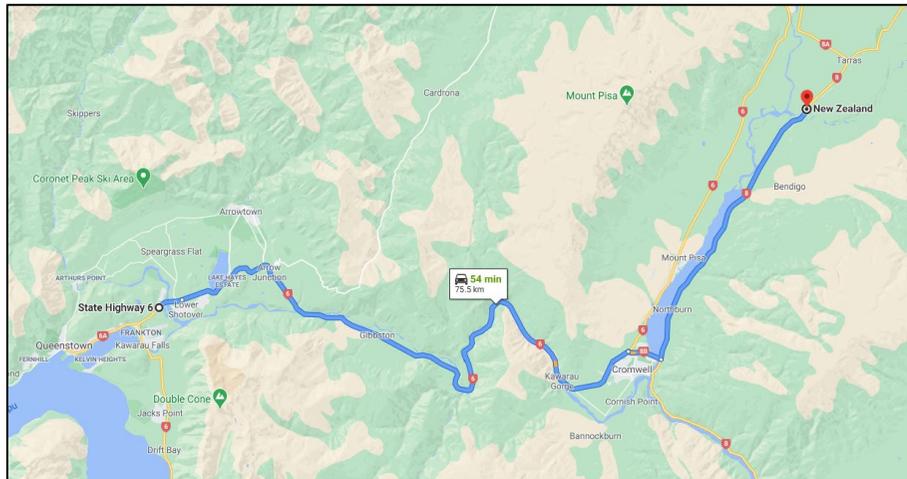
granular, distinguishing between international and domestic passengers, and between the Wakatipu, Wānaka, Central Otago and Southland.

³⁵ International visitor survey, Stats NZ

airport in the middle of Frankton is a necessary, or even desirable, feature of a sustainable, long-term tourism strategy for Queenstown.

The map in Figure 7 shows the drive from Frankton to the proposed CIAL airport near Tarras is just 75 km with a typical drive time of 54 minutes. People travelling to west of Frankton, to Queenstown, Kelvin Heights or Jacks Point, will take a few minutes longer. Those travelling to east of Frankton, to Lake Hayes, Arrowtown or Gibbston Valley, will find the trip shorter.

Figure 6 – Map showing typical drive time



THIS MAP SHOWS THE TYPICAL DRIVE TIME FROM FRANKTON TO THE CIAL LANDHOLDING NEAR TARRAS (75KM, 54 MIN). SOURCE GOOGLE MAPS

We note that Chamonix (France) and Whistler (Canada) are respectively 1:30 hrs and 2:30 hrs from their feeder airports, while Yuzawa, the nearest ski field to Tokyo, is 3:00 hrs from Narita Airport. The Gold Coast is 1:30 hrs drive south from Brisbane Airport while Noosa is over 2:00 hrs' drive to the North. Even on the small island of Phuket, the main tourist centre is an hour's drive from Phuket Airport.

This confirms that a regional airport near Tarras would be closer to Queenstown than is the case for many international resorts, with the inevitable conclusion that there is no evidence to support the view that relocation of the airport to an hour's drive from Queenstown would collapse or diminish its tourism economy.

Instead, we suggest the protection of the high-value environment from both the airport's many adverse effects and the consequent urban sprawl in the Wakatipu Basin would more effectively enhance the district's appeal as an attractive destination over the long-term.

Frequent travellers

According to the MartinJenkins report "about 10% of passenger trips through Queenstown Airport are by locals,"³⁶ though it is not clear what the term 'local' defines or how accurately the guesstimate of 10% reflects actual use. It is also not clear what proportion of these are occasional trips, say once or twice per year, or more frequent trips, say 10 or more times per year. Or whether local refers to people normally resident within the district, including Wānaka, Upper Clutha, Cromwell and Central Otago, rather than just those normally resident in the Wakatipu Basin.

³⁶ *Airport Socio-Economic Impact Report* (page 179), MartinJenkins June 2020. We note that such data used by MartinJenkins are just estimates made in consultation with QAC and Airbiz.

It has been argued that Queenstown Airport must stay in Frankton to best enable the business travel and the lifestyle choice of these local flyers. For this, we offer eight alternative perspectives:

1. The active facilitation of frequent-flying lifestyles runs directly counter to Council’s formal declaration of a Climate Emergency.³⁷ International research shows that a small number of frequent flyers contribute nearly two thirds of global aircraft emissions.³⁸
2. The substantial public benefits of economic efficiencies from a thriving urban knowledge campus, enhanced public transport and reduced development sprawl within the Wakatipu, would all strongly outweigh the small private benefits to a low number of individuals who prefer to be a few minutes closer to an airport.
3. The significant and continual adverse environmental impacts of jet aircraft noise on many thousands of residents daily, strongly outweighs the small and occasional inconvenience of a slightly longer road trip to those few who travel every month or so.
4. The low importance that frequent flyers generally give to being close to an airport can be inferred from Auckland, where there is no evidence that they establish their homes in South Auckland to be near the airport.
5. A larger regional airport with a more extensive timetable and destinations within one hour’s drive remains a convenient option.
6. The next decade will see the deployment of innovative electric passenger drones³⁹ known as “advanced unmanned aircraft”. Figure 6 shows the one produced by the joint venture of Google founder Larry Page’s Zephyr Airworks and Air New Zealand.⁴⁰ With the New Zealand government having pledged support⁴¹ to assist the development and regulation of this technology, these will provide rapid and quiet transport between the Wakatipu and a relocated airport for those who value this convenience. Indeed, this joint venture provides an

example of a technology company that could relocate to our Alpine City Campus from which their business model and IP could be scaled globally.

Figure 7 – 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.

7. The Local Government Act requires council to consider the views of *all* the district’s communities, without weight or priority to one group ahead of another. The Act also requires council to act in accordance with principles of prudent stewardship, efficient use of its resources, and the need to maintain and enhance the quality of the environment.⁴² The evidence presented in this report shows that these goals would be most effectively achieved through the use of Frankton Flats for an Alpine city campus, with the airport infrastructure relocated to land that was less valuable, had substantially less opportunity cost, and less adverse impact on outstanding natural environment.

³⁷ [QLDC declaration of a climate emergency](#), ODT 27 June 2019

³⁸ [Reported research from USA and UK](#)

³⁹ [Autonomous, fully electric, self-driving passenger drones by Zephyr Airworks](#), YouTube, August 2018

⁴⁰ [Media release](#), Air New Zealand, October 2018

⁴¹ [Newshub](#), October 2019

⁴² [Section 14](#), LGA 2002

8. The minor, occasional loss of convenience for local travellers based in the Wakatipu will likely be mitigated. A high-quality airport express bus service would certainly be part of moving the airport to new Tarras. For those time-precious, Zephyr Airworks plans to have its air taxi services operational by 2024. Also, flights into a Tarras Airport would land 7-10 minutes quicker and would incur fewer weather delays or diversions than into Queenstown Airport.⁴³

On balance, it is our view that the broader public good resulting from an Alpine City Campus on Frankton Flats would far outweigh the occasional inconvenience to a few.

The Covid-19 experience has done more than inspire a call for an economic reset. It has demonstrated the importance of collective action and the power of team, where the needs of the whole nation were placed ahead of individual benefit. In this vein, we encourage those who may be personally inconvenienced by moving the airport to Tarras to read through this report and seek a balanced view of what might be best for the district.

Tourist travellers

Travel convenience is only one of a multitude of factors that shape the tourist traveller's experience. Far more important is the quality and value of the destination – it is the reason why they travel.

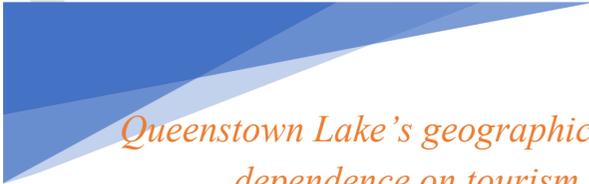
For visitors to Queenstown Lakes, the foundation of the district's value is its outstanding natural environment. Over the years Queenstown has attracted tourists as the Adventure Capital of the world and, more recently, as Party Central, but it is the exceptional environment that is and has always will be the district's lodestone.

Visitors who make the effort to travel to this district have high expectations of the quality of its environment.

But this environment and the quality of the visitor experience within it has been significantly diminished by substantial growth of jet-aircraft noise within the Wakatipu Basin over the past decade. Whether from the golf courses, the trails, Skyline's viewing platform, or any other outdoor vantage or activity, visitors' experience has been negatively impacted by intrusive, industrial-level noise of jet engines that has come to pervade the environment.

Continued urban sprawl throughout the Wakatipu Basin, an inevitable consequence of retaining the airport in Frankton, also erodes the outstanding natural environmental and landscape qualities valued by visitors.

We would better serve our tourist visitors by protecting the natural environment they have come to experience than by delivering them to their hotels 30 minutes sooner on arrival.



Queenstown Lake's geographic isolation and ongoing dependence on tourism means high-quality air connectivity will always be essential for it to prosper, but the days of needing a barnstorming airstrip in the middle of town are ending.

A maturing destination

Queenstown is no longer the small, eclectic destination centred on Queenstown Bay, where a VW Combi hauled intrepid globetrotters up to the Skyline Lookout and Eichardts, the local's pub, was dressed up as a nightclub. The destination now has a much broader and more sophisticated array of attractions spread throughout the district with far more general appeal to affluent, mainstream tourism.

⁴³ See the 'Aircraft emissions' section beginning on page 97.

The locals have also changed. From a small group of polar-fleece-clad entrepreneurs, there is now a substantial, well established community with diverse interests and cosmopolitan confidence.

Queenstown Lake's geographic isolation and ongoing dependence on tourism means high-quality air connectivity will always be essential for it to prosper, but the days of needing a barnstorming airstrip in the middle of town are ending. The negative impact on visitors' destination experience exceeds the value of having the airport so close. As the destination matures, it needs to pivot from the past high-octane, bums-on-seats growth strategy that relies heavily on proximity to the airport, to a more stable, longer-stay and higher value market.

It would take at least 10 years for CIAL to establish a new regional airport near Tarras. That gives time for business to adjust and adapt.

Conclusion

In the balance between travel convenience and the quality of visitor experience, there is a tipping point, where the negative impacts of an airport on travellers' destination experience exceed the value for both visitors and host community of having it close.

Many have argued that such a point has already passed. The silent skies brought on by Covid-19 gave a rare opportunity for many to notice what had been lost.

The dual airport scenarios would deliver travellers closer to their destinations. A win for traveller convenience. But the retention of Queenstown Airport in Frankton would permanently and increasingly undermine the very qualities that make Queenstown and the Wakatipu an attractive destination for travellers.

It may seem counter-intuitive, but our analysis concludes that travellers would be best served – even those destined for the Wakatipu – by relocating scheduled domestic and international flights to the proposed new airport near Tarras.

PART TWO

Part Two is the main course. Here we provide more detail for those keen to better understand or challenge our reasoning. Each chapter focuses on a different aspect or perspective, so those with special interests – such as the impact on business, infrastructure networks or climate change – can dive with more depth into our analysis and reasoning to see whether our conclusions stack up.

Chapter Five

Business impacts

In this chapter we take a business perspective when comparing the dual airport strategy with one that would close Queenstown Airport in favour of a CIAL airport near Tarras.

For a more complete understanding, we separately analyse four different business sectors:

- 1. the ancillary businesses directly connected to the air travel sector,*
- 2. the airlines,*
- 3. local general aviation, and*
- 4. our local tourism businesses.*

Queenstown Airport Corporation is considered in the next chapter and the potential for knowledge businesses is explored in Chapter Twenty-two – The knowledge wave.

It became quickly evident from our research that QAC's dual airport model is not an optimal strategy for long-term business prosperity in our district. This conclusion was confirmed by the MartinJenkins socio-economic impact assessment commissioned by QLDC. It seems the dual airport model was simply the easiest incremental growth option for QAC, given the inevitable

limits to growth at Queenstown Airport, and QAC had made no effort to assess any alternative strategy.⁴⁴

Air connectivity is vitally important for the prosperity of business and communities in this region, but that doesn't mean two international airports within 70 km would be better than one. Particularly when the opportunity cost of continuing to use the district's most valuable land for an airport would undermine business diversification, opportunity and resilience in the face of climate change. We recognise that moving business services from Frankton to near Tarras would incur cost, but so would extending any new or duplicate business services to a dual airport, and the decade-long notice required to effect the change would enable effective planning and cost mitigation.

We conclude that, in the long-term, business would be better served by a single international airport and dedicated new facilities for Wakatipu based general aviation.

Ancillary business

Support these high productivity businesses

QAC reports that 80 businesses employ some 1,000 staff across Queenstown and Wānaka Airports⁴⁵. These numbers are likely to understate the companies and people who derive significant revenue and incomes from the district's air-travel sector.

They include air traffic controllers, immigration and customs staff and all the people working in the airport's shops and cafes, airline ticketing and vehicle rental services. The airport is essential for large airlines and small aviation companies, with yet more people working in off-site support businesses, maintenance, and food supply.

⁴⁴ In its formal response to our LGOIMA request, QAC confirmed that the 12-page, glossy brochure titled "Queenstown Airport Siting Study" was the "full account of the process and analysis that was undertaken by Queenstown Airport... in relation to the potential option of relocating Queenstown Airport."

⁴⁵ [QAC Annual Report, 2019](#)

All these ancillary businesses and staff rely on the airport for their revenue or customers, and their collective economic and social contribution to the district is substantial and uncontested.

FlightPlan2050 is not anti-airport. Our goal is not to restrict or diminish these businesses, but to ensure they can be more profitable and sustainable in the long term. Our view is that there is a much better way to ensure the future prosperity and well-being of our communities, including those directly associated with the airport, than that being promoted by QAC.

How would these ancillary businesses fare with QAC's dual-airport strategy compared with operation from a CIAL international airport near Tarras? Remember, our Alpine City Campus proposal would retain helicopter and fixed-wing general aviation businesses within the Wakatipu.

Dual airport impacts on ancillary businesses

The dual airport scenarios, whether the overflow airport was in Wānaka or near Tarras, would hurt all ancillary businesses. Either:

- They would suffer increased costs, or
- Their market access would be less.

To retain access to the whole market across both Queenstown and the second airport, companies would face higher capital costs. Such costs would include, for example, two leases and two shop fitouts instead of one.

Businesses would also face higher operational costs. Two teams of staff, two phone connections, two power bills, and additional costs of managing their employees and services in separate locations, plus more expensive supply logistics and admin costs.

Either way, all the ancillary businesses that support and work within the air-travel sector would be worse off. With increased costs or a smaller market share, they would all be less profitable than if the airport operated from a single, central site.

When business is less profitable, it cannot afford to pay workers as much, or employ as many. In this way, the dual airport scenarios would structurally and permanently undermine the productivity of the whole air-transport sector of this region. More than one hundred businesses and the thousand people they employ would be made worse off, and this disadvantage would be baked into the system forever.

That, however, might not worry QAC if the second airport was at Wānaka. The Corporation is primarily a landlord – it charges others to lease its land, whether this is for aircraft on the runway, shops in the terminal, or vehicles in the carparks. If the airport shops and other ancillary businesses operate in two airports, then QAC would get two lease payments from each business instead of one. The additional lease costs faced by these businesses would transfer to the bottom-line profit of QAC.

High costs in Frankton

Some of the most expensive land in New Zealand surrounds Queenstown Airport. The tight physical limits on available land at Frankton drives up business costs.

Those ancillary businesses that must locate near the airport face high land purchase or lease costs. They also find it increasingly

LESS PROFIT!

Expand to both airports

When a business chooses to open a second location under normal circumstances, it does so to access new or additional markets. But under a dual airport scenario, their additional costs would not improve market access compared with if there had been just one central airport. In this case, they would face increased expenses only because their market was split into two.

Operate in just one airport

Now consider those businesses that choose not to open a second branch but instead focus on just one of the airports. Their market size would be smaller than they would have if it were a single central airport, even though they retain all their fixed costs such as lease and fitout.

challenging to pay staff enough to retain them within the Wakatipu because of its high accommodation costs.

Retaining Queenstown Airport in Frankton would permanently lock in significantly higher fixed costs for these ancillary businesses than a location in the Cromwell-Tarras Valley.

Relocation to the Cromwell-Tarras valley

The idea of relocating business and staff from Frankton to the Cromwell-Tarras valley is unquestionably daunting but offers fundamental change that would structurally improve long-term business sustainability. These changes would increase business capacity, profitability and the wages and livelihoods of staff. In this context, the potential to relocate businesses to the Cromwell-Tarras valley presents many positives.

These include:

- Avoiding the increased costs or reduced market share of a dual airport strategy,
- Avoiding the limits to potential business growth if jet services were limited to only Queenstown Airport,
- More available land, cheaper lease costs and lower mortgages,
- Lower cost structures that would enable higher wages for staff,
- More affordable accommodation options for their workers, meaning better livelihoods and higher retention, and
- Simplified and concentrated supply chains.

A substantial move such as this would not be without costs. But these would, for the most part, be one-off and the decade-long lead-in time helps mitigate against cost and uncertainty. It should also be remembered that the dual-airport strategy would present a similar establishment cost into a new location, including the need to relocate or hire staff, for all those businesses that wanted to retain access to the full travel market.

Once completed, the move would enable all these businesses to be more profitable. And this would be a positive structural change that would continue to boost productivity, add value and support higher wages in the regional economy.

Conclusion for ancillary business

The effects on ancillary business can be summarised as:

- A single jet airport in Frankton would entrench higher business costs and poorer livelihoods for staff.
- The dual airport scenarios would structurally entrench lower profitability across this entire sector.
- A single central site near Tarras would systemically raise profitability and productivity for the sector. It would enable higher wages, while also improving housing affordability options and livelihoods for all staff. New helicopter and fixed-wing facilities would retain these general aviation businesses within the Wakatipu.

CIAL's single new greenfield airport offers by far the best market access, least cost and higher profitability for ancillary business over the medium to long-term. It would also provide the best outcome for the staff of these business through access to more affordable accommodation and the potential of higher wages from more profitable businesses, all resulting in better livelihoods.



CIAL's single new greenfield airport offers by far the best market access, least cost and higher profitability for ancillary business over the medium to long-term.

Airlines

Improved safety and better facilities

It makes no sense for airlines to operate from two airports when just one site could service the region.

Airline costs

For the airlines, duplication would increase cost and complexity. Many expenses of duplication are evident, such as the check-in facilities and employment of staff teams at two locations rather than one. Less apparent are the site-specific training costs for staff, flight crews and pilots, and the more complicated supply lines. Logistics, scheduling and route planning would all become more complex and expensive.

Schedule options

Operating from two airports in the same region would also split, and so reduce, the service frequency, destinations and convenience available from each site compared with having the full schedule operating from a single, central location. The convenience of flight times and destinations for airline's passengers would be compromised if a dual airport strategy were implemented.

Airport infrastructure and capability

The dual airport scenarios would also reduce the quality of airport facilities for airlines compared with a single, central location.

Dividing airport investment across two locations would provide less quality infrastructure at either airport than if this were focused into one facility. Whether repairs to the runway or the installation of advanced technologies to allow aircraft to land in difficult conditions, any dual airport option would always face a compromise. If it were QAC owning both, then should it invest and upgrade in both locations with twice the cost, or just one and have the investment apply to only a portion of total flights? If both QAC and CIAL each own an airport, they each have less than the full market resulting in less incentive and ability to invest, plus two separate companies would result in less coordinated investment.

The effect of this would inevitably result in investment being delayed or less effective than if all airline traffic were focused on one central airport. Either way, the net result for the airlines would be airports with lower quality infrastructure than would be possible from a single regional airport.

Queenstown Airport is landlocked and cannot, on its own, meet the future needs of airlines. Notwithstanding the recent purchase of adjacent land at Lot 6, Queenstown Airport will forever be constrained and have insufficient land capacity to provide for all the aircraft service requirements of the airlines using it, and a dual airport strategy would forever entrench lower quality infrastructure and capability at each airport.

Airline risk

Queenstown Airport is recognised as one of the world's least safe⁴⁶ for scheduled jet services, giving it a high-risk profile for airlines.

With Queenstown Airport constrained by geography, topography, weather, runway length, and crowded airspace, airlines must already mitigate these high risks by, for



Dual airports would increase cost and complexity for airlines while reducing the quality of airport facilities compared with a single, central location.

⁴⁶ See the section 'Operational safety' beginning on page 115 of Chapter Seventeen.

example, reducing 5200 kg of operational weight, reducing maximum crosswind and tailwind limits, reducing approach and departure speeds, incorporating higher degrees of flap at altitudes below 3300 m to increase lift and providing specialised captain flight training. For each of the past 10 years, the Civil Aviation Authority has explicitly singled out Queenstown Airport to cite issues with increasing safety risk in its annual reports.⁴⁷ Airline pilots have long expressed concerns regarding the risk of flying into ZQN, especially at night.⁴⁸

There is little opportunity for further mitigation of these Queenstown specific risks for the airlines, and the difficult operating environment will always be a feature of Queenstown Airport's location.

Figure 8 – Safe approaches to Tarras Airport



CLEAR, OPEN TOPOGRAPHY ALLOWS UNOBSTRUCTED, STRAIGHT LINE APPROACHES TO CIAL'S AIRPORT NEAR TARRAS
SOURCE: GOOGLE EARTH

In contrast, CIAL's new central location near Tarras would remove the high operational risks that characterise Queenstown Airport. The wide-open topography as shown in Figure 8 allows unobstructed, straight flight paths, less severe weather, more predictable winds and generally a much safer operating environment. The

concentration of investment into a single, central site would further ensure earlier upgrades to navigational and technological infrastructure that increase safety, including operational capacity in fog and limited visibility conditions.

Any scenarios that retain Queenstown Airport when a much safer new regional airport was easily available would continue to expose airlines to unnecessary safety risk.

We should recognise that airlines' reputational risk is much greater for even small infringements than it is for airports. In an expert cost-benefit analysis of runway severity reduction by Safe-Runway GmbH, they "estimated aircraft operators assume 90% of the total costs of a runway excursion accident. The costs of the aerodrome operators and the ANSP are estimated at only 10%." As a result, they go on to say, "Many operators of aerodrome with risky runways regard (their) risk is not worthwhile to invest in infrastructural mitigating measures."⁴⁹ This indicates the financial incentive to mitigate the safety risk of its short runway and minimal RESA zones is likely to be underestimated by QAC by factor of ten.

The fundamental improvements in safety at the proposed CIAL site would be a relief for, and valued, by airlines and pilots.

Reduced flight duration

CIAL's proposed airport location near Tarras would consistently reduce flight duration and also reduce the number of weather-induced landing delays and redirected flights, compared with Queenstown Airport.

Our analysis and research indicate that most flights to an airport at Tarras would be 7-10 minutes shorter⁵⁰ due to its location and the more straightforward landing and takeoff approaches that enable higher decent and takeoff airspeeds below 3300m. They also enable less use of drag-inducing flaps, less fuel-hungry acceleration and

⁴⁷ See the section on 'Civil Aviation Authority Reports' beginning on page 118 in Chapter Seventeen.

⁴⁸ *The Herald*, Nov 2015

⁴⁹ *Cost-Benefit Analysis of Runway Severity Reduction, Safe-Runway GmbH, January 2016*

⁵⁰ Based on feedback from airline pilots.

steep ascents at takeoff and less time in flight, with significant fuel saving and reduced financial and carbon emission costs.

Clear airspace

The Tarras location would have significantly less conflict for airspace, an important benefit for airlines.

Civil Aviation Authority reports have highlighted increased safety risk for airlines operating in the Queenstown airspace because of its busy skies.⁵¹ The Wakatipu has an extremely high level of non-scheduled commercial flight activity, including helicopter and fixed-wing scenic flights, parachutes and paragliding, all competing for space and presenting hazard for airlines. At Wānaka, the Warbirds event, NASA's balloon programme and GA each create scheduling conflicts for airlines.

Airline's voice

In its submission to QAC's proposed noise boundaries, Air New Zealand specifically advocated⁵² for a new regional airport.

“Air New Zealand does not consider increases to noise limits at QAC, even combined with investment into Wānaka Airport, will ultimately be sufficient to sustainably grow visitor arrivals and the associated economic health of central Otago. While QAC has made some initial evaluations of new airport locations in its Master Plan Options, Air New Zealand considers that options for a central Otago terminal justify further investigation.

We believe consideration should be given to the establishment of an airport that can cater for the future growth of all domestic and international travel to Otago, as well as the appropriate transport solutions to disperse those visitors to all central Otago communities.”

Following the announcement of CIAL's land purchase near Tarras, Air New Zealand said Queenstown Airport infrastructure is insufficient for long-term growth and a proposal to build a new international airport in central Otago “deserves consideration”.⁵³



“We believe consideration should be given to the establishment of an airport that can cater for the future growth of all domestic and international travel to Otago”

Air New Zealand

And the Board of Airline Representatives (BARNZ), which represents most airlines operating in New Zealand, gave the proposal “an initial greenlight” saying airlines will be able to “fill every flight” into the region.⁵⁴

Pilots have also welcomed plans to build a new airport in central Otago. The NZ Air Line Pilots Association president Andrew Ridling says the site at Tarras appeared to have good approaches and would be a good alternative to Dunedin and Queenstown which were among the most challenging airports in the country.⁵⁵

Conclusion

The relocation of scheduled air services from Queenstown airport to a new regional airport near Tarras is unequivocally the best option for the airlines.

⁵¹ See the section on ‘Civil Aviation Authority Reports’ beginning on page 118 in Chapter Seventeen.

⁵² [Air NZ](#), August 2018

⁵³ [Stuff](#), 24 July 2020

⁵⁴ [Stuff](#), 24 July 2020

⁵⁵ [NZ Herald](#), 26 July 2020

It would be more cost-effective, enable the best schedule options for passengers, provide the best airport infrastructure and capability, substantially reduce the risk profile they currently face when flying to and from this region and reduce fuel and emissions costs.



*Queenstown Bay will always remain
the pre-eminent jewel in the
district's tourism crown.*

Local businesses

Reduce variability, increase sustainability and resilience

Perhaps the strongest support for retaining scheduled services at Queenstown Airport comes from some Queenstown tourism operators. It is essential, some argue, that Queenstown Airport remains in Frankton as tourists would not come if their hotels or attractions were not immediately accessible. They worry that moving the airport to 60 minutes⁵⁶ from Queenstown Bay would cause the collapse of the town's economy.

This concern is understandable, particularly with the current financial stress induced by Covid-19. The proximity of Queenstown Airport is helpful in this crisis to ensure it is as easy as possible to attract domestic visitors to help sustain local businesses.

We recognise it is essential that Queenstown Bay always retains its vitality and we thoroughly endorse continued long-term investment in Queenstown, such as the Queenstown Centre Masterplan and government's shovel-ready investment in the town upgrade and new arterial routes. Queenstown Bay will always remain the pre-eminent jewel in the district's tourism crown.

But we must look forward. The question we pose with our Alpine City Campus is not about today, the medium-term, or even the next decade. There is no prospect that Queenstown Airport could be closed or lose its scheduled services within the next 10 years.

Our question goes much deeper than the normal concerns that confront business. We ask our business leaders to think long-term and consider all the things that are important to them about their life, family and our shared community. What's best for their staff, for all our children, for our schools, for our environment, for housing affordability, public transport and for everything that makes life worthwhile. What, in

⁵⁶ The google map in Figure 7 shows driving time from Frankton to CIAL's proposed airport location to be 54 minutes (75 km).

the words of the Local Government Act, would best promote the social, cultural, economic and environmental well-being of all our communities?⁵⁷

It's in this bigger frame, that we ask Queenstown business leaders to consider our proposal. With this long lens, it becomes clear that our district and our needs have changed.

Decades ago, Queenstown was a small and eclectic adventure town at the bottom of the world, centred almost wholly on Queenstown Bay. But now a broad range of visitor attractions are spread widely across the district and throughout the region. There has also been growth in the soft tourism of golf, fishing, wineries and cycling that appeal to a more mature, higher-earning market, draw repeat visits and have people stay longer.

International tourism has also changed, with a massive growth in global numbers creating the new threat of over-tourism that has overwhelmed many once-favourite destinations. The resulting high volumes and low margins undermine both business return and what made the places special. With Queenstown being one of world tourism's hotspots,⁵⁸ we had already begun to experience these issues prior to Covid-19.

And our local community has changed. There is now a substantial local population with many more people calling the district home and seeking to make their livelihoods here, and often less directly involved with frontline tourism.

When we look forward beyond 10 years, we must now also consider global climate change, and how this might impact on air travel and international tourism. How well destinations adapt to climate change will determine both their resilience and the value of their offering. As explained in other sections of this report, using the middle

⁵⁷ *The purpose of local government, Section 10, LGA 2002*

⁵⁸ *Covid-19 may have paused global tourism, but the forces driving it remain. Two-thirds of Queenstown Chamber of Commerce members think visitor numbers will be back to February 2019 levels within three years (Crux, 24 April 2020)*

of town for an airport instead of a diverse urban centre would undermine both these outcomes.



STEAMER WHARF AT DUSK, SOURCE: TOP10 HOLIDAY PARKS

When reflecting on this bigger scale, we think there is good cause for local business leaders to be open to the idea of Frankton Flats being used for an Alpine City Campus.

After all, the airport would not likely be moved for 10 or 20 years, and then only to an hour's drive away. There will also be a range of mitigations available, including a quality airport express bus service, reduced flight delays, cancellations and diversions, and potentially new electric, autonomous flying taxis.⁵⁹

New business challenges

The long-term, post-Covid-19 challenge for our local tourism businesses is not how to attract ever more tourists. The real challenges are:

1. **Managing visitor numbers.** Over-tourism degrades visitor experience and places stress on the host community, reducing tourism's social licence and the value for visitors,

⁵⁹ *Zephyr Airworks plans to be operational by 2024*

2. **Protecting the environment.** The district’s outstanding natural landscape is its core attraction for visitors,
3. **Improving productivity.** Tourism must be able to support the livelihoods of its workers, and
4. **Building resilience.** Stabilising visitor demand and enabling economic diversity.

Managing visitor numbers

The social licence of tourism in this district has been under threat. And with this, the capacity of the host community to be welcoming and positive towards visitors.

Business should not ignore the 92.5% of 1,507 submissions that opposed the expansion of Queenstown Airport noise boundaries.⁶⁰ It should not overlook the strong pushback from Wānaka, with 3,400 members of Wānaka Stakeholders Group opposed to jet services at Wānaka Airport. It should not ignore the 76% of Queenstowners surveyed by Tourism Industry Aotearoa who believe there is too much pressure from tourism.⁶¹

The adverse effects of airport growth are compounded by its current location in the middle of what has fast become the recreational and commercial centre for the local community. Many in the host community have come to resent the substantial increase of intrusive aircraft noise, the pressure of airport related traffic and the feeling of being crowded out of their own environment.

Expansion of Queenstown Airport’s ANB would exacerbate community concerns and the threats of over-tourism on the environment and business. Our research has

confirmed that existing aircraft technologies, such as larger capacity jets together and noise reduction innovations, already enables four-times the number of passenger movements within the existing ANBs than QAC acknowledged during its July-August 2018 community consultation. Instead of the claimed limit of about 3 million passenger movements, as many as 12 million passenger movements could already occur within the current ANBs.⁶²

Dual airport scenarios would further accelerate visitor growth and extend these same adverse impacts onto a second community. Already, the Wānaka community has overwhelmingly rejected any introduction of jet aircraft services to the Wānaka Airport.

Relocating the airport to CIAL’s site near Tarras would remove the three greatest concerns: intrusive jet-aircraft noise within highly populated areas, heavy airport-related traffic within the local’s town centres and Wānaka opposition to jet-aircraft.

Moving the airport in 10-years’ time to one hour’s drive from Queenstown Bay would not cause the collapse of visitor numbers to Queenstown Bay. As noted in

Chapter 4, it takes more than one hour to travel from feeder airports to a great many of the world’s tourist destinations. For most visitors, this would be normal and acceptable.

Protecting the environment

The fundamental element that makes this region attractive to visitors is its natural environment.



The fundamental element that makes this region attractive to visitors is its natural environment.

⁶⁰ [Summary of Public Consultation Outcomes](#), Mitchell Daysh, Oct 2018

⁶¹ [Mood of the Nation](#), March 2019

⁶² [Citation needed to AJ's work published by Protect Queenstown](#)

Queenstown Lakes District is not Las Vegas, and nor would it want to be. It is not adventure, party or razzmatazz that underpin the district's tourism industry. It is the stunning landscapes and beautiful environment.

Some argue that the impressive views from the flight directly into the Wakatipu Basin is a major highlight for visitors. But the reality is, that is not the reason for their visit. People come to this district for a host of reasons – holidays, weddings, conferences, adventure and many others – and on few, if any, occasions does the view from the last moments of the flight feature in their decision on whether or not to visit. But without question, in virtually all cases, the district's outstanding natural environment is fundamental to why they would travel here.

Degradation of the district's environment, more than anything else, is the tourism industry's biggest threat. We suggest that the alienation of its communities would be the second biggest threat.

Both the expansion of Queenstown Airport and the dual airport scenarios would inexorably degrade the outstanding environment that attracts tourists in the first place.

Relocation of the airport would not stop jet-aircraft noise. But it would move it away from the outstanding environments on which the tourism industry rely and away from the largest population centres. Our initial research of the proposed location near Tarras has identified fewer than 100 residential dwellings within a 12km radius, so aircraft noise would cause substantially less harm.

Improving productivity

Increasing the value per visitor has long been the strategic goal of the local tourism industry, but one it has failed to achieve and the productivity per worker in Queenstown Lakes has been decreasing.⁶³

Improving productivity is key to improving the wages and the living standards of the tourism sector's large workforce. Local business resistance to the increase in the minimum wage emphasises its structural dependence on a cheap, undervalued workforce.

The solution to improving productivity has always been the same – focus on quality, not volume.

In both regards, the Queenstown and dual airport scenarios would run counter to raising productivity.

- Locating airports directly within both the district's tourism hotspots panders to quantity ahead of quality, and
- The quality of visitor experience would be directly undermined by either the Queenstown or dual airport scenarios, with increasing jet-aircraft noise degrading the very environment tourists come to experience.

Building resilience

Covid-19 has been a wake-up call that shows how heavily the region's economy relies on tourism and on an underpaid workforce of temporary visa-holders. Improving business resilience within the tourism sector is necessary, but so too is promoting a more diversified economy.

Variability of demand

Many tourism businesses operate on slim margins and short cashflow buffers. In these conditions, variability of market demand is a problem.

The most common response to changing demand has been to adjust staff costs. This impact on employment is regularly absorbed and hidden within an itinerant

⁶³ See Chapter Nine of PART C: QUEENSTOWN AIRPORT – FACTS AND FIGURES, June 2020

workforce. It keeps wages low, at or near the minimum wage. Such uncertain jobs and low wages undermine community well-being.

Queenstown Airport's location in Frankton exacerbates the variability of demand. Its immediate proximity encourages low-cost, high-volume tourism of short duration. Exemplified by the weekend ski trip from Melbourne or Auckland – cheap flights with discounted accommodation and ski passes.

Such tourism is vulnerable to rapid changes in consumer confidence, economic cycles, the destination weather and seasonal conditions.

Diversifying the economy

As with productivity, years of discussion to diversify the district's economy have had little effect. A fundamental cause is the lack of commercial density for anything other than tourism.

Queenstown Bay concentrates accommodation, food and retail with each new business adding to the vitality and success of the whole. But this offers little to support enterprise that is not founded on the visitor market.



BRECON STREET STEPS, SOURCE: CONFERENCES & INCENTIVES NZ

To diversify its economy beyond business reliant on tourism, the district must develop a centre that provides and concentrates the facilities and commercial ecosystem those businesses would need.

Retaining Queenstown Airport in Frankton would reduce the potential to attract such business. It would both limit the land available to develop any significant concentration while also making it a less pleasant place to be.

In contrast, an attractive high-density urban centre focused on sustainable practice, environmental values such as that proposed by architect and urban planners David Jerram and Gillian Macleod would leverage the district's outstanding environment to attract high-value enterprises aligned with these values.

Conclusion

As the region's tourism industry matures, the ambition of business should be for sustainable success in tourism and the diversification of our economy. Useful goals

would include strengthening community, protecting environment, raising productivity and building resilience.

Any strategy that would retain Queenstown Airport within Frankton would undermine each of these goals.

Only the relocation of scheduled airport services to CIAL's proposed site near Tarras combined with the development of an Alpine City Campus on Frankton Flats, aligns with the ambition of sustainable success.

The Alpine City Campus proposal may have seemed wrong at first glance, but we believe it offers a single clear strategy that would deliver multiple, enduring benefits for the region. Perhaps one year ago it seemed far-fetched, but the MartinJenkins report, the impact of Covid, the purchase of 750 ha near Tarras by CIAL, and the proposed new legal framework for resource management and strategic planning, all scaffold this proposal, making it more viable and mainstream. The issue is no longer whether it would be possible. Rather, it is a question of political will.

We encourage local business leaders to read through all the sections of this report and to take time to reflect on the future for this district.



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General Aviation

Protect an iconic industry

General Aviation (GA) is an iconic business sector of the Lakes District and it is essential that it can continue to flourish within the region. We believe our proposal offers the best future for this flagship industry.

General Aviation includes smaller, fixed-wing aircraft, helicopters, aeroclubs and private jets. It operates from bases in Queenstown, Wānaka, Glenorchy and Kingston. GA currently contributes 43,000 aircraft movements at Queenstown Airport, with this expected to grow to approximately 49,000 by 2040⁶⁴.

In this section we consider each of the general aviation sectors.

Helicopters

Helicopter operations would continue to operate from a dedicated transport hub on Frankton Flats as part of our integrated Alpine City Campus proposal.

The Alpine City Campus design for Frankton Flats would include a major transport hub that would integrate surface transport with a vertical take-off and landing (VTOL) zone. The logical place for this hub, as shown in the Jerram-McLeod design⁶⁵, would be at the eastern end of the current airport runway where the Shotover and Kawarau Rivers provide natural flight corridors.



SOURCE: GLACIERSouthernLAKES.CO.NZ

General Aviation is an iconic business sector of the Lakes District and it is essential that it can continue to flourish within the region. We believe our proposal offers the best future for this flagship industry.

As well as helicopters, this VTOL zone would facilitate the new technology electric-powered VTOL aircraft such as the those developed by Zephyr Airworks in conjunction with Air New Zealand and with the support of the New Zealand government.⁶⁶ These are low noise and low emission aircraft designed to provide taxi or scheduled services for distances up to 160 kilometres. They would, therefore, be suitable transport options for those seeking a faster link to Wānaka or to CIAL's proposed new regional and international airport near Tarras. These new technology vehicles may also replace some helicopters for other short-haul excursions.

The relocation of all scheduled services to the new airport near Tarras would present the best opportunity for this sector. First, through the integration of VTOL with a dedicated transport hub within the Alpine City Campus, and secondly, with the

⁶⁴ QAC Proposed Noise Changes, June 2018

⁶⁵ See the design vision on page 24

⁶⁶ Air NZ, 18 Oct 2018

additional business from those who prefer to fly the shorthaul to the new airport near Tarras.

Queenstown fixed-wing General Aviation

The closure of Queenstown Airport would not be the end of fixed-wing sightseeing businesses based in the Wakatipu. While our proposal would require some changes, it presents no threat to the nature or scale of these businesses' operations.

The closure of the Queenstown Airport runways would allow the sale of \$1.2 billion surplus land,⁶⁷ with some of this money committed to the full development of an airfield specifically for the fixed-wing GA businesses based within the Wakatipu.

While beyond the scope of this current work, at least two locations warrant further investigation for Wakatipu's fixed-wing GA.

1. **Kingston aerodrome:** With consents and a sealed runway already in place, this new home of the Wakatipu Aero Club is 30 minutes from Frankton.
2. **Queenstown Hill:** While this has been deemed unsuitable for a large, jet-capable airport, Queenstown Hill could likely accommodate an airfield suitable for fixed-wing General Aviation.

In either case, the fixed-wing business headquarters, centre of operations and customer base would remain within the Wakatipu.

⁶⁷ Estimated at 2019 values. See chapter X on page Y for details.

No easy road for fixed-wing GA

While it's hard to predict the future, the opportunity to create an alternative, fully funded and dedicated airport for fixed-wing GA might be the best outcome for this iconic industry. Retaining Queenstown Airport in Frankton for scheduled jet services, whether standalone or as part of a dual airport strategy, could present more uncertainty for fixed-wing business than our Alpine City Campus proposal.



Retaining Queenstown Airport in Frankton for scheduled jet services, whether standalone or as part of a dual airport strategy, could present more uncertainty for fixed-wing business than our Alpine City Campus proposal.

QAC has been in negotiations to close the crosswind runway that is used by fixed-wing GA. Such closure would force all these aircraft to use the main, east-west runway.

The combination of both fixed-wing GA and large commercial jets using the same runway may become incompatible as traffic grows. The forecast expansion of scheduled jet services, as proposed by Scenarios Two and Three in the MartinJenkins socio-economic assessment, would result in commercial jets movements at less than four-minute intervals

during extended peak periods. It is difficult to imagine that small, slow aircraft would be allowed to clog up the flight path of large commercial jets during these busy times.

As jet aircraft numbers grow, fixed-wing GA might first have their hours of operation restricted. Then their operations might be squeezed out of Queenstown Airport, as happened to the Wakatipu Aero Club when its lease was summarily cancelled in August 2015⁶⁸.

The ANBs place a limit on the accumulated aircraft noise over a year and in the absence of any increase in the Queenstown ANBs, the growth in the number of jet flights could crowd out the noise allocation to fixed-wing GA. If the air noise boundary

⁶⁸ *Stuff*, Sept 2015

were extended, the increased number of scheduled jet flights could lead to increased restrictions on fixed-wing timetables.

Already deployed technologies have enabled the reduction of aircraft noise by 75%. Such engines and airframes will fly into Queenstown in coming decades. These quieter jets would allow *four-times the number of flights to operate within the existing ANBs.*⁶⁹ Such numbers of jets would likely be incompatible with GA fixed-wing operations using the same runway. And when they were finally crowded out from Queenstown Airport, there would be no easy source of funds needed to help establish an alternative operating centre.

With these potential future threats to fixed-wing GA at Queenstown Airport, we suggest it is worth considering the opportunity to establish a fully funded new operating centre paid for by part of the \$1.2 billion sale of QAC's Frankton land.

Private jets

Queenstown Airport handles about 250 private jets annually, a market expected to grow. We acknowledge this market contributes the largest per capita aircraft emissions that exacerbate climate change, but many argue it is also high value to the local economy.

The private jet market prefers for the jet to remain parked at the destination airport rather than having it parked elsewhere. There is currently limited space at Queenstown Airport for this, though QAC's master plans do show potential to extend private jet parking onto the recently purchased Lot 6.

While the dual airport scenarios would have capacity between Queenstown and Wānaka to accommodate private jets, CIAL's new greenfield airport with five-times the land area of Queenstown Airport would provide the greatest the capacity to

accommodate private jets and their associated concierge, support businesses and leasable hanger space.

The extreme-high-net-worth owners of private jets would not be inconvenienced by the location near Tarras, as they would use helicopters, or the new electric aircraft, to access their accommodation.

Wānaka General Aviation

Our Alpine City Campus proposal with scheduled all air services moved to CIAL's proposed airport near Tarras offers support and certainty for Wānaka general aviation.

It would forever remove the threat that Wānaka Airport become fully developed to the current size of Queenstown Airport by 2050 as proposed by QAC's dual airport



TITANIC NASA BALLOON, JULY 2016, WĀNAKA AIRPORT
SOURCE: AMERICAN ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE

⁶⁹ *reference needed*

strategy. This prospect has mobilised substantial public opposition, with Wānaka Stakeholders Group amassing 3,400 members.

Wānaka Airport offers unique potential. It is close to an international resort and has wide-open, uncrowded airspace. This combination makes it a perfect base for research, such as NASA's balloon programme and Air NZ's collaboration with Zephyr Airworks.⁷⁰ It also makes it great for hosting major events such as Warbirds over Wānaka.

GA operators at Wānaka Airport could become crowded out by the development of scheduled jet services under QAC's dual airport strategy. These would likely see Wānaka Airport become the default regional hub, as greater urban density and public pressure restricts the expansion of Queenstown Airport.

While Wānaka has room for a second parallel runway that would allow continued operation of fixed-wing GA, full expansion of scheduled jet services would increasingly become incompatible with the other programmes and activities that makes this airport special.

Whatever the assurances given today; they could easily come undone under the pressure of commercial operation.

The proposed commercialisation of Wānaka Airport by QAC also threatens GA operators. With its stated objective to increase shareholder value, QAC would seek to maximise the return on its asset and

increase rents. These extra costs would reduce profitability for GA businesses.

Add to this the prospect that Wānaka could become the region's principal airport if Queenstown Airport were closed. A compelling case for this might eventuate from the combination of:

1. Growing population pressure in the Wakatipu,
2. Increasing public concern in the Wakatipu regarding the adverse impacts of jet-aircraft noise on residential developments directly adjacent the airport and along the take-off and landing flightpaths,
3. The potential for QAC and its shareholders to recover \$1.2 billion from its Frankton landholding,
4. The improved profitability QAC would likely gain from the reduction of capital and operational expenditures to a single location, and because
5. Wānaka Airport would not have the operational limits, safety concerns or land constraints that limit growth at Queenstown Airport.

Conclusion

The different sectors and locations of General Aviation are differently affected by the alternative airport scenarios that could now be possible. We believe that our proposal to close the Queenstown Airport runways, fully fund the establishment of a helicopter hub on Frankton Flats and a new local fixed-wing airport for GA, and relocate all the district's scheduled air services to CIAL's new airport near Tarras, would

We believe that our proposal to close the Queenstown Airport runways, fully fund the establishment of a helicopter hub on Frankton Flats and a new local fixed-wing airport for GA, and relocate all the district's scheduled air services to CIAL's new airport near Tarras, would offer at least equal, if not the best, future prospects for general aviation in our district.

⁷⁰ [Air NZ, Oct 2018](#)

offer at least equal, if not the best, future prospects for general aviation in our district.

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Chapter Six

What about QAC?

The MartinJenkins analysis revealed that a single new regional airport would provide the best long-term connectivity and economic prosperity for the district. This chapter gives important reflection on the future of Queenstown Airport Corporation.

In this chapter:

- *We first learn that QAC is not a private company, but a vehicle Council uses to deliver on its statutory requirements.*
- *We find that QAC's dual airport model would cost 31% more and result in lower quality facilities than a new regional airport.*
- *We observe that Council and QAC gave no consideration to anything other than a dual airport model that would retain scheduled jet services directly into Frankton.*
- *We note that CIAL's proposal means our district could gain the best long-term air connectivity and economic prosperity without needing to pay the \$1.19 billion QAC's dual airport model would have cost, and*
- *That Council could claim back its share of \$1.2 billion from Queenstown Airport land and redeploy this towards other needed infrastructure and community facilities. Or retain ownership of the land while leasing long-term rights to build and occupy.*

- *So, Queenstown Lakes District ratepayers could be \$2 billion better off if Council endorsed CIAL's new regional airport and used QAC's Frankton land for an Alpine City Campus. Not to mention the economic, environmental and social benefits that such a campus would provide.*

A Council Controlled Organisation

Queenstown Airport Corporation unwittingly became a lightning rod for heightened community concerns. High rates of growth and lagging infrastructure investment had increased community stress and reduced the social licence of tourism within the district. Approaching its capacity limits, QAC undertook strategic planning for the next 25 years and its forecasts and plans have triggered a strong reactionary community response.

Serious questions have been asked, such as what rate of growth is acceptable, what is sustainable, what value to place on our environment, are the benefits and costs fairly distributed, how increased dependence on air travel fits with a responsible response to climate change, and many more.

All these questions go beyond the mandate of QAC, and yet its business strategy is the single biggest determinant that will drive all these outcomes and shape the character of this district for many decades to come.



THE STATEMENT OF INTENT OUTLINES QAC'S OBJECTIVES AND THE NATURE AND SCOPE OF ITS ACTIVITIES. COUNCIL'S CONTROL OVER THIS DOCUMENT GIVES IT CONTROL OVER QAC. SOURCE: QAC

Our Council being the supermajority shareholder of QAC does, however, mean the community, through Council, legally has complete control over QAC's objectives and the nature and scope of its activities. And, as a Council Controlled Organisation, the majority vote of shareholders (Council) can set whatever commercial or non-commercial objectives they deem appropriate. Significantly, these objectives do not need to include the normal private or listed company objectives of raising shareholder value and making profits,⁷¹ but should be shaped by Council to promote the social, cultural, economic and environmental well-being of the district's communities.

The Local Government Act 2002 provides "for the **transfer** of local authority undertakings to council-controlled organisations"⁷² (our emphasis) and for these to then be managed as separate entities. The intention is to make these utilities more efficient, but they remain accountable to the local authority, with control and governance structures prescribed in law.

On the 4th of March 1988, the recently formed QLDC used these provisions to establish the Queenstown Airport Corporation as a CCO. The function of a CCO is to deliver the services and fulfil the responsibilities required of them by their local authority owners. The job of QAC, then, is to do the job of Council in so far as this relates to airports.

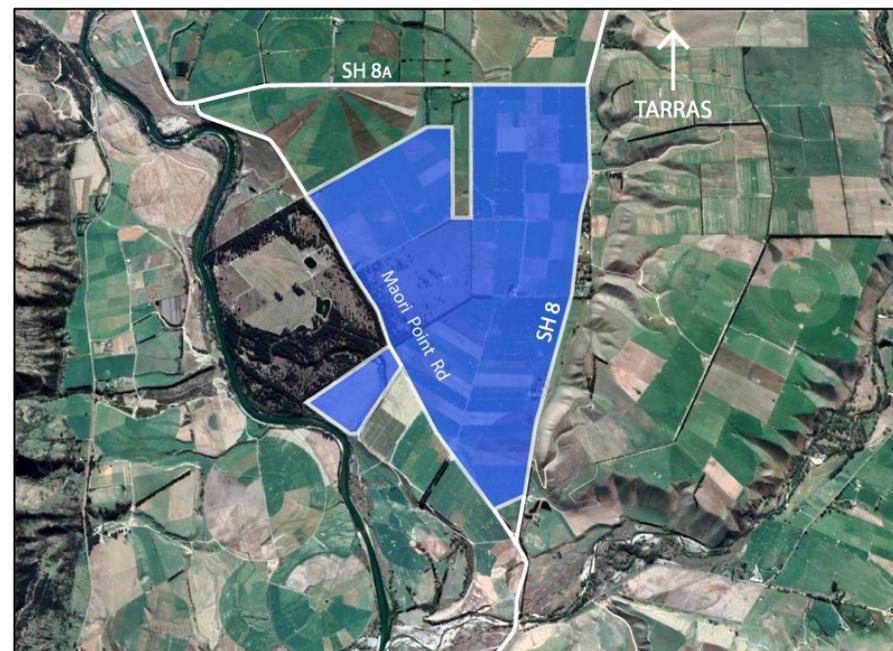
Council's job, its purpose according to the Local Government Act 2002, is to promote its communities' four well beings.⁷³ The Act requires Council to review QAC's statement of intent each year to confirm that the company's objectives remain aligned with Council's purpose and responsibilities.⁷⁴ If they don't, the Act requires Council to force the directors of QAC to make appropriate changes to the airport's statement of intent.⁷⁵

⁷¹ An example is the infrastructure company [Auckland Transport](#), an Auckland City Council owned company with \$1.3 billion annual revenues and over \$20 billion of assets.

⁷² [Section 55\(b\)](#), LGA 2002

⁷³ [Section 10](#), LGA 2002

Figure 9 – CIAL's 750 ha near Tarras



MAP SHOWING CIAL'S LANDHOLDING NEAR TARRAS, WITH SH8, SH8A AND MĀORI POINT ROAD PROVIDING EXCELLENT SITE ACCESS. SOURCE: WWW.TARRAS.ORG.NZ

Those responsibilities of Council, include the need to manage its resources with "prudent stewardship," to make "efficient and effective use of its resources," to periodically "assess the expected returns" of its investments in commercial activity and to take "a sustainable approach."⁷⁶

⁷⁴ [Section 65](#), LGA 2002

⁷⁵ [Section 65\(2\)\(b\)](#), LGA 2002

⁷⁶ [Section 14](#), LGA 2002

QAC, therefore, is not an independent company in control of its own destiny. It is a vehicle of Council and is used by Council to provide the service and infrastructure essential for both the district's air connectivity and for local aeronautical businesses.

It is with this lens that we assess how the resources and capabilities of QAC could be best used to serve the future needs of our district.

Best scenario

Prior to CIAL's announcement that it bought 750 ha near Tarras, our independent financial assessment of seven alternative expansion scenarios⁷⁷ had found that the best financial outcome for QAC would be the establishment of a new greenfield airport in the Cromwell-Tarras Valley together with the sale of most of its Queenstown Airport land.⁷⁸

But now, with CIAL prepared to assume all the legal costs and financial investment required for this new regional airport, there is absolutely no doubt. The QAC shareholders, Council, ratepayers, our local communities, the district and the region would all be better off letting CIAL takeover the responsibility for the district's air connectivity, allowing QAC to sell most of its Frankton landholding worth \$1.2 billion,⁷⁹ or retain ownership while selling long-term leases with the right to build and occupy.

This strategy would provide:

1. **The best long-term air connectivity.** According to MartinJenkins' analysis, it would deliver the greatest employment and economic prosperity for the region of all the scenarios they considered, even without considering any

benefit from the sale of Queenstown Airport land or the alternative use made possible of Frankton Flats.

2. **\$1.2 billion capital return to shareholders.** With only a helicopter hub required on Frankton Flats, most of the Queenstown Airport land could be rezoned high-density and sold. The \$1.2 billion value would be four-times the current value of QAC's physical assets and three-times the current commercial value of the shareholders' investment.⁸⁰ By any stretch, this must be seen as a good financial return for QAC.
3. **\$1.2 billion landholding.** As an alternative to selling its Frankton land, QAC could sell long-term lease with rights to build and occupy. This would generate far greater revenues and dividends than possible from Queenstown Airport, and could provide a mechanism for Council to mitigate excessive growth in urban property values.
4. **Savings of \$1.18 billion.** QAC's dual airport model would have required this much investment over the next 25 years.

With the many other benefits that this strategy would make possible – such as urban concentration onto Frankton Flats, economic diversification, and the host of other beneficial outcomes from an Alpine City Campus on Frankton Flats – it would by far promote the greatest social, cultural, economic and environmental well-being for the district's communities along with the most prudent, effective and sustainable use of the resources available to Council and the district.

The opportunity for Council to get a net gain of \$2 billion is not fanciful or inconsequential. Council's money is public money. It comes from taxes and our district has only a small number of ratepayers. We struggle to fund the local

⁷⁷ This completed work is published separately.

⁷⁸ In our proposal, some of QAC's Frankton land would be retained for a transport hub integrated with helicopter and other VTOL operations.

⁷⁹ This valuation is contingent on the land being rezoned from its current rural-general to high-density commercial and residential use. See [page XX for the analysis](#) supporting this valuation.

⁸⁰ The QAC board's estimate of the Corporation's commercial value is legally required to be reported to Council in its statement of intent but is notably absent from the version agreed by Council on 28 October 2020. In the 2018–2020 statement of intent (pre-Covid) it was estimated to be in the range \$466 million to \$483 million. Page 4, [SOI 2018-2020](#), QAC.

infrastructure we need to support a large visitor population. Our Council has petitioned government for a share of the GST paid in our district and it has worked hard to enable a bed tax to help Council revenues. This \$2 billion net gain Council could achieve by simply allowing CIAL to build and pay for a new regional airport is 24-times more than QLDC gets as revenue from the district's ratepayers each year.⁸¹

Public money is hard to get. Why is the Council choosing to ignore this massive windfall – without any investigation of these possibilities?

QAC tunnel vision

QAC's dual airport strategy was never based on what would be best for the future of this district. Instead, QAC was simply opting for the easiest way to incrementally grow capacity beyond the inevitable capacity limits at Queenstown Airport.

QAC had settled on this 'easy' overflow strategy many years ago and had never made any effort to consider alternatives. It's over 25 years since completion of the last of three major studies⁸² investigating alternative sites for the airport. The evidence suggests that QAC consulted none of these and gave no consideration to alternatives as part of its recent strategic planning.

QAC has confirmed that the simplistic 12-page brochure *Queenstown Airport Siting Study – April 2017*⁸³ published on 13 June 2019 constituted the total analysis and process that it had applied to investigating alternative sites or strategies.⁸⁴ This means the statements made in its public consultation document *Queenstown Airport Master Plan Options*⁸⁵ significantly misrepresent the level of work done for, or consideration given to, its analysis of alternative strategies.

⁸¹ Draft Annual Plan, QLDC 1 July 2020

⁸² 1987, 1988, and 1995

⁸³ Queenstown Airport Siting Study, QAC, June 2019

⁸⁴ LGOIMA response, 21 Nov 2019, In its formal response to our LGOIMA request, QAC confirmed that the 12-page, glossy brochure titled "Queenstown Airport Siting Study" was the "full account of the process and

analysis that was undertaken by Queenstown Airport... in relation to the potential option of relocating Queenstown Airport."

Given that our own independent analysis had shown QAC could achieve much better financial outcomes and service levels from a single, new, greenfield airport than it could from investing in two sets of duplicate assets in separate locations, it came as no surprise to us that CIAL would draw the same conclusions. And CIAL were not the only other group actively looking.

QAC had its chance

QAC should not have been surprised by CIAL's plan for an airport near Tarras. Along with Council, it failed to anticipate this because both have consistently refused to consider or assess any alternatives to the dual airport model and so remained blind to the opportunity.⁸⁶ Our own analysis found that QAC could and should have aimed to develop a new greenfield airport funded by the sale of the corporation's Frankton land as it would deliver:

- A more profitable and resilient company with a substantially stronger balance sheet,
- Better quality assets and operational capacity, and
- A better product offering for its airline and tenant clients.

We had found the new greenfield regional airport to be the best of seven scenarios that we had evaluated for the future development of QAC. A summary of our evaluations and conclusions are included in the next section of this report, Part Three beginning on page 149.

The following financial commentary is drawn from this earlier analysis.

⁸⁵ Queenstown Airport Master Plan Options, QAC, 2018

⁸⁶ Under election pressure, on 8 August 2019 Mayor Jim Boulton announced Council would commission an independent social and economic assessment. Martin Jenkins delivered this to Council on 15 June 2020, but as of December 2020 councillors have yet to consider the report at any workshop or meeting.

Comparative construction costs?

QAC's dual airport model would **cost at least \$280 million** more than investing in a new greenfield airport.

While it can be challenging to provide accurate estimates of future construction costs, it is easy to contrast the investment required for QAC's dual-airport model with that required for a new greenfield airport.

We can do this because QAC's 25-year dual airport model anticipated a completely new build from scratch of all its airport infrastructure at Queenstown Airport, in addition to all the new investment needed at Wānaka Airport. We can also easily compare the land acquisition costs needed for each strategy.

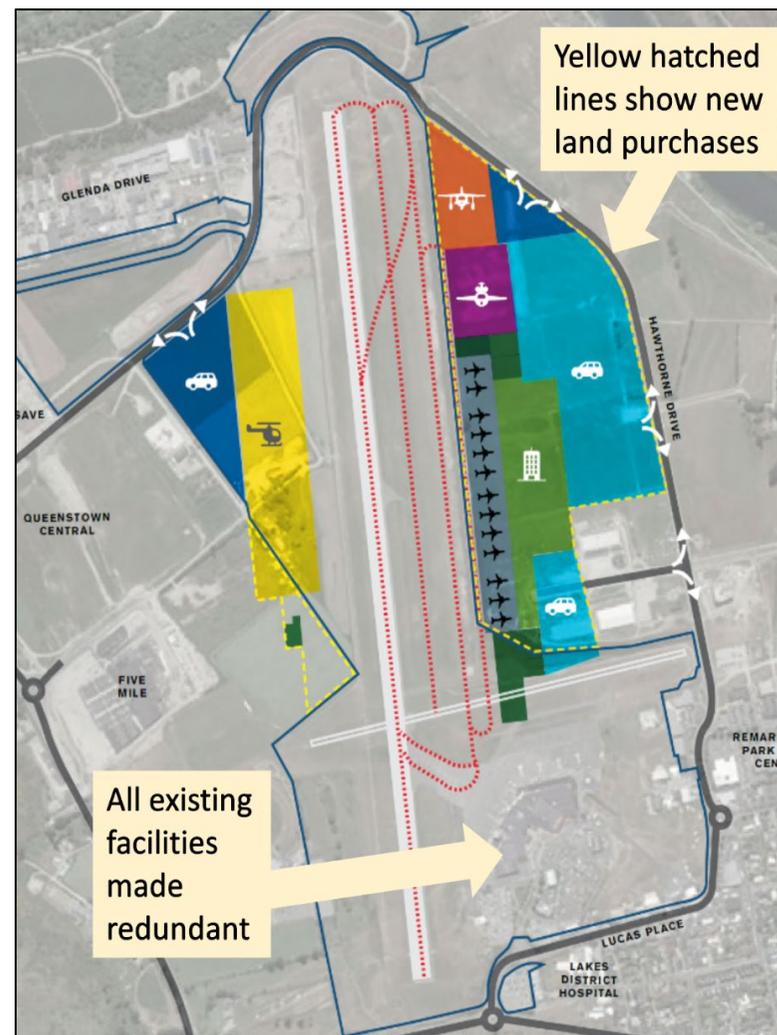
New construction costs

The new construction required at Queenstown Airport for the dual airport model is clear in Figure 9, which shows one of QAC's three master plan options for Queenstown Airport.⁸⁷ It proposes a brand-new main terminus servicing 13 jet aprons to the south side of the existing runway. It also includes new buildings and infrastructure in new locations to service helicopters, fixed wing, private jet and relocated car parking, plus the relocation of all relevant underground infrastructure. In this plan, the existing buildings and infrastructure would be redundant.

In addition to this new construction planned for Queenstown Airport, QAC expected to invest some \$300-\$400 million at Wānaka Airport⁸⁸ to bring its capacity up to two million passenger movements, the equivalent size of Queenstown Airport today.

With the new runway needed for Wānaka Airport and new parallel taxiway to be installed at Queenstown Airport, the runway construction would have similar total costs to that required for a new greenfield airport.

Figure 10 – Option 2 in QAC's master plan for Queenstown Airport



SOURCE: OPTION 2, PAGE 29, QUEENSTOWN AIRPORT MASTER PLAN OPTIONS, AUGUST 2017

⁸⁷ *Queenstown Airport Master Plan Options, QAC August 2017*

⁸⁸ *Airport details finally revealed, Wānaka Sun, 2 May 2019*

Building duplicated facilities across two locations would invariably cost more than if these were concentrated onto a single location.⁸⁹ So, the total new construction required for the dual-airport model over the next 25 years would be more than would be required for a new greenfield airport.

Figure 11 – Wānaka Airport 2045



GRAPHIC IMPRESSION OF CONSTRUCTION TO ENABLE 2 MILLION PASSENGER MOVEMENTS AT WĀNAKA AIRPORT.
SOURCE: WSG AND ANIMATION RESEARCH LTD

New land costs

In addition to the construction costs, both strategies require the purchase of additional land. The dual airport model requires QAC to purchase the additional land adjacent to the existing airports as shown in Figures 12 and 13. This purchase has already been completed in Wānaka, where QAC had bought 150 ha adjacent to Wānaka Airport for \$12.3 million, nearly doubling its land area. QAC has also spent \$11.3 million for a 100-year lease of Wānaka Airport.⁹⁰

In Frankton, QAC fought a 10-year battle using the Public Works Act to forcibly acquire the adjacent 15.3 ha known as Lot 6 from Remarkables Park Ltd. It took possession of this land on 1 November 2019 and has already paid RPL \$18.34 million, but the final amount will likely be higher as RPL has reserved its right to contest the value through arbitration, and ultimately the courts.⁹¹

In addition to Lot 6, the QAC Master Plan Options report shows that the company expected to purchase a further 30 ha of adjacent land in Frankton.⁹² The master plan Option 2 shown in Figure 9, for example, would require acquisition of the 26 ha identified as Lot 9 sandwiched between Lot 6 and Hawthorne Drive. Lot 9 has a current rateable value of \$81.1 million.⁹³ Figure 9 shows a further 4-5 ha to the north of the runway would also be purchased.

Also, in Frankton, QAC anticipates buying some 40 houses that are adversely affected by increased aircraft noise and we expect this would likely cost some \$70 million. It has already bought and demolished houses between Douglas Street and Lucas Place.

⁸⁹ We estimate increased construction costs of 10%, resulting from the multiple additional costs of design, legal services, engineering, supply, construction and duplication of facilities and services across two locations, amounting to some \$90 million.

⁹⁰ A judicial review brought by the Wānaka Stakeholders Group has contested the legal validity of this lease in the High Court in October 2020

⁹¹ Compensation of \$18.34 million was paid in September 2020 on a 'without prejudice' basis. [Page 10, Revised statement of intent October 2020](#)

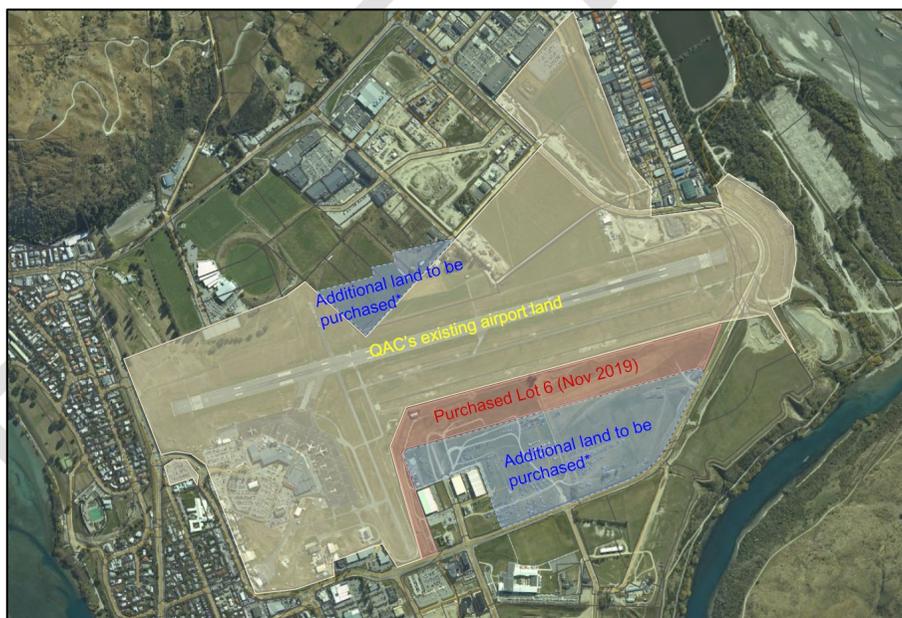
⁹² Additional land to be purchased is indicated by the yellow dashed lines in the master plan maps, as can be seen in the Option 2 map shown in Figure 9.

⁹³ Based on publicly available QLDC information that lists the QV rateable value of properties. [Property and rating information, QLDC October 2020](#)

As shown in Table 1 on page 63, QAC's dual airport model requires the purchase of significant additional land totalling at least \$200 million based on current QV valuations, and possibly tens of millions more depending on the court's determination of the price of Lot 6 and market prices at the time of future purchases. Of this, it has already spent over \$42 million.

In contrast, CIAL paid just \$45 million to purchase 750 ha in a perfect location for a new greenfield airport near Tarras. That is *five-times* the size of Queenstown Airport.⁹⁴ Even if it took \$20 million in legal fees to have this land rezoned, as

Figure 12 – QAC land purchases at Queenstown Airport



MAP SHOWING QAC LANDHOLDING ON FRANKTON FLATS, THE LOT 6 LAND FORCIBLY PURCHASED USING THE PUBLIC WORKS ACT 2002 AND THE ADDITIONAL 30 HA PLANNED FOR UNDER OPTION 2 OF QAC'S MASTER PLAN (OPTION 3 WOULD HAVE A SIMILAR AMOUNT PURCHASED, BUT PREDOMINANTLY TO THE NORTH OF THE CURRENT AIRPORT LAND.

SOURCE: FLIGHTPLAN2050

suggested by Wellington International Airport chair Tim Brown⁹⁵ when FlightPlan2050 first suggested a new regional airport, the CIAL total land acquisition cost amounts to only about \$65 million.

So QAC's dual airport model would pay *four-times* more for land than CIAL will for a whole new regional greenfield site. And even then, QAC would still be left with two airports having a total area less than half the area CIAL has purchased in a single site.

The CIAL site near Tarras is centrally located for the region, has safe flight approaches and existing roads on all sides to provide excellent site access. The opportunity cost for the land is low, reflected in the price of just \$6.43 per m².

In contrast, QAC's site in Frankton is greatly constrained by topography and urban development, is one of the world's least safe for scheduled jet services and faces

Figure 13 – QAC land purchases at Wānaka Airport



MAP SHOWING THE QLDC AND HOLDING AT WĀNAKA AIRPORT.

SOURCE: FLIGHTPLAN2050

⁹⁴ Including the recently acquired Lot 6, QAC's total landholding in Frankton is just 150 ha.

⁹⁵ ODT, 4 May 2019

growing public opposition. The opportunity cost for this flat central land that is ideal for the district's urban centre is massive, forcing the urban sprawl of some 30,000 new residents into the outstanding natural landscape of the Wakatipu Basin with all the associated high carbon costs, diminished social cohesion and lost potential drivers for economic diversification. This opportunity cost is reflected in the price of adjacent land on Frankton Flats ranging from \$896m² to \$1,000 m² according to the land values available from QLDC property records.⁹⁶

Table 1 – QAC's dual-airport land purchases

Land Purchased	Price/value
Wānaka Airport 100-yr lease (132.8 ha)	\$11.3 million
Wānaka-Luggate HWAY (106.49 ha)	\$6 million
825 Wānaka-Luggate HWAY (43.0 ha)	\$6.3 million
Lot 6, RPL (15.3 ha)	\$18.34 million (likely to be contested)
Lot 9, Red Oaks Drive, RPL (26.0 ha)	\$81.1 million (QV rateable value)
40 houses on Frankton Flats (@ average \$1.75 million)	\$70 million
Addition 5 ha on Frankton Flats identified on QAC Masterplan	\$7 million
QAC's additional land purchases	\$200 million

On straight cash terms, the cost of urban Frankton land is *140 to 155 times greater* than the cost of the CIAL land near Tarras.

⁹⁶ The land values of 5 Hawthorne Drive (Game Over), 197 Glenda Drive (Bidvest) and 34-36 Grant Road (ANZ, Mountain Lakes Medical Centre, and others) are \$896, \$897 and \$931 respectively, [Property Information](#), QLDC November 2020

Seemingly to highlight the extreme waste in the opportunity potential of Frankton land, QAC's master plan shown in Figure 10 would have almost all of Lot 9 – which

Are parked cars the best use for Frankton Flats?



SOURCE: STEPHEN JAQUIERY, ODT

has a current value of \$81.1 million listed on QLDC's property information – for car parking, with yet more land allocated to car parking north of the runway. Frustration at such waste, already evident with fleets of rental vehicles parked in Frankton fields, is frequently highlighted by media and concerned communities.

Our research suggests a new greenfield airport could be completed for about \$900 million. As noted earlier, it is challenging to accurately assess construction costs, but expert advice we have received can be reality checked against QAC's own estimate of \$300-\$400 investment into Wānaka Airport for 2 million passenger movements, CIAL's estimate there would be "\$350-\$400 million needed to build their new airport"⁹⁷ near Tarras and the capital expenditures for new terminal investments at Nelson and Christchurch Airports.

As the above analysis shows, the total construction costs of QAC's dual airport model were always going to be greater than building a single new greenfield airport. By our

⁹⁷ [CIAL CEO Malcolm Johns](#), Stuff 24 July 2020

estimate it would have cost at least \$290 million more, an increase of 31% greater than the cost of a new regional airport near Tarras.⁹⁸

Even more significant would be the debt burden and lesser quality facilities that would result from the dual airport model. We consider these in the following two sections.

How to pay for it?

Queenstown Lakes District has the extraordinary opportunity to have someone else pay for its essential airport infrastructure. The ratepayers of this district could save \$1,190,000,000 of expenditure now not necessary, and they could further recoup \$900,000,000 from its share of cash from high-value land QAC no longer needs on Frankton Flats. That’s a massive \$2 billion net gain.

This net \$2 billion financial gain would be in addition to the huge economic, social and environmental advantages that would flow from using Frankton Flats for an Alpine City Campus.

Even before CIAL stepped in with its proposed new regional airport, there was a massive difference between how QAC planned to finance the investment needed for its dual airport model compared with what could have been achieved from a single new greenfield strategy.

QAC’s dual airport model would require investment expenditure in the order of \$1.19 billion over the next 25 years. It’s only source of funds for this would be reinvested profits, increased debt and new equity from existing or new shareholders.

Figure 14 – Comparison between new regional airport & dual airport model

Tarras Airport	QAC Dual Airports
25-yr investment of about \$800 million	This would cost at least \$1,190 million
Paid for by \$1.2 billion land sale	Paid for from Profits, debt & new equity
Financial results are High profits, no debt & strong balance sheet	Financial results are Low profits, high debt & weak balance sheet
Performance outcomes are Safe, efficient high-quality facilities	Performance outcomes are Compromised, safety, less efficient and reduced-quality facilities

⁹⁸ Our research suggests that construction of a new greenfield airport near Tarras to cater for 7 million passenger movements would cost about \$900 million.

In contrast, the investment expenditure of about \$800 million needed for a new regional airport could have been sourced from the sale of QAC land on Frankton Flats.⁹⁹

The financial choice for QAC was either:

1. **Dual airport model:** funded by debt, profits or new equity resulting in lower profits, weaker balance sheet, suboptimal facilities, and frustrated clients, or
2. **Relocate to a new Cromwell-Tarras valley site:** funded by land sale, so no debt, reliable healthy profits, a strong debt-free balance sheet, better quality facilities and \$300 million surplus capital returned to shareholders.

These contrasting financial outcomes are summarised in Figure 14.

Assets fit for purpose

A dual airport model would inevitably result in airport facilities and performance characteristics that were lower quality than could be achieved with a single new greenfield airport. This would be the case regardless of whether the second airport was in Wānaka and owned by QAC or near Tarras and owned by CIAL. In this section we explain why.

Dual airport scenarios result in suboptimal assets

The dual airport scenario would inevitably result in two suboptimal airports, with the effects of duplication systemically causing lesser quality infrastructure and facilities at both airports than would otherwise be achieved at a single site.

Most airport investments, whether it was to upgrade the bathrooms or to install new technologies to assist aircraft, would be site-specific. Paying for these across both

sites would mean double the cost and therefore delay the investment or reduce its financial return.

Alternatively, if a new facility or technology was installed at just one of the airports, then it would benefit only those using that airport. Such investment would serve a smaller market and so reduce both the market benefit and the company's financial return on that investment.

Either way – doubling the installation cost for two airports or providing improvements to just part of the market – both reduce the return on investment. The inevitable consequence would be that improvements would be fewer, later and of a lower order than if there was only one airport.

Dual airport results in suboptimal product

The dual-airport scenario would also lock in a product and service structure that would give less value for each airport's clients – the airlines and the retail and business tenants – than could be achieved from a single site.

Airlines would be disadvantaged by the need to operate in two locations instead of one. They would face additional on-ground costs by being forced to replicate services at both airports. The schedules and destinations they could offer at each airport would be less comprehensive than if run from a single location.

Retail and all other tenants of the airports would also be disadvantaged. Either they would face additional costs to operate at both airports, or they would be limited to a smaller market at just one airport.

⁹⁹ This valuation is based on the land being rezoned to high-density commercial and residential. Our valuation is informed by discussion with realtors, analysis of the airport valuation completed annually by

Seagars, consultation with long-standing local developers, and analysis of QV valuations from QLDC online property information. The total value of \$1.5 billion was reduced by 20% to allow for public amenity.

New central airport scenario

In contrast, CIAL's new regional airport near Tarras would provide the most spacious airport with the most favourable flight paths, most favourable wind and weather conditions and most uncluttered skies.

Focus on a single site would ensure the best infrastructure and facilities.

The location, facilities, and centralised market would all provide the best product for client airlines and tenants.

The centralised, single location would also reduce the airport's costs and streamline its supply lines.

QAC's rental income

We note that QAC's dual airport scenario may have increased the revenues that QAC could have earned from its tenant businesses, as many of these would have been forced to lease space at both airports. This, however, together with the extra fitout and other costs associated with two locations, would have added to the cost burden on these ancillary businesses. Any gain to QAC would have come at a far greater loss to the profitability of these tenant businesses and their loss of profitability would endure for all years to come, undermining the economic vitality and wages of the district.

Queenstown Airport limitations

QAC acknowledges the capacity limits of Queenstown Airport in its *Queenstown Airport Master Plan Options* report. Under the heading 'What's the right number?' the master plan forecasts airline demand for 7.1 million passenger movements by

2045¹⁰⁰, however it states: "we believe about 5 million passenger movements per year is more sustainable for Queenstown Airport."¹⁰¹

While QAC offers no reasoning for this judgement call, it is easy to see that Queenstown Airport would remain constrained by:

- The operational constraints and safety issues of its restricted runway and minimal emergency runoff zones¹⁰², challenging topography, severe weather, wind shear and busy airspace all combine to compromise safe operation.¹⁰³,
- The physical limits of land available at Frankton Flats,
- Urban encroachment from the growing centres of Five Mile and Remarkables Park,
- Resistance to air noise boundary expansion, with these proposed to include Kelvin Peninsula, Goldfield Heights, Shotover Country and Lakes Hayes Estate, an additional 4,000 properties.
- Aircraft noise that causes environmental degradation of the Wakatipu Basin, and
- Noise, congestion and growth all undermining the airport's social licence.

It is these limits to expansion at Queenstown Airport that appear to drive QAC's decision to develop 'overflow' capacity at Wānaka Airport, and not any supposed view that two airports would be a better strategy for the region. The overflow option was simply the easiest choice and the evidence confirms that QAC made no effort to consider alternatives.

¹⁰⁰ Based on *Aviador Passenger Demand Forecasting Report 2018*, QAC

¹⁰¹ *Queenstown Airport Master Plan Options*, Aug 2017.

¹⁰² Runway End Safety Area At QAC are just 80 m, compared with the industry standard of 240 m.

¹⁰³ See Chapter Seventeen – Airport safety, beginning on page 116.

The air noise boundaries

Prior to Covid-19, QAC had expected to reach the limits of its current air noise boundaries (ANB) by 2022. This had forced QAC to initiate public consultation on proposed expansion of the noise boundaries in July-August 2018.¹⁰⁴ These expanded ANBs would increase the number of properties within the Outer Control Boundary (55dB L_{dn}) from 791 to 3936.¹⁰⁵

The air noise boundary restricts the number of scheduled flights allowed at the airport by limiting the total “bucket of noise” flights can produce over a 24-hour period. The proposed expansion would let QAC more than double current passenger movements, from around 2.4 million a year in 2019 to 5.1 million by 2045, increasing from 15,718 to 41,611 the scheduled flights each year. Their figures show this would almost triple the average number of daily flights from 50 to 145.

But their assessment is based on the use of current aircraft. Our research shows that new technologies to reduce aircraft noise are already available and would enable four-times the number of daily flights, up to 580, within the existing ANBs.¹⁰⁶

ANBs extend beyond the airport’s physical property boundaries and they place significant development restrictions on private property. These exclude activities deemed sensitive to aircraft noise, such as residential activity, visitor accommodation, community activity and childcare facilities, schools and certain areas of hospitals.

As well as excluding these activities within a designated ANB, a range of building requirements are imposed, including additional soundproofing, restrictions on the opening of windows and requirements for mechanical ventilation.

These development restrictions have a substantial effect on private property values. A clear example is the \$18.34 million that QAC has offered to pay Remarkables Park Ltd for the enforced purchase of Lot 6.¹⁰⁷

This land is part of the Remarkables Park Zone within the QLDC District Plan that provides expressly for integrated high-density development, including building heights up to 18 m. The typical rateable value of land in this zone is in the range of \$900-\$1000 m², as evidenced by multiple properties in QLDC’s online information database.

Despite it being in this high-value zone, Lot 6 is overlaid with an airport designation and half of it falls within the current inner air noise boundary while the remainder is within the 60dB L_{dn} boundary. The QAC price offer of \$120 per m² shows the airport designations have effectively robbed 88% of this land’s value. Without the airport designations, RPL would otherwise expect the market price of this land to be upwards of \$150.3 million.

The airport designation and ANBs appear to have directly cost RPL \$122 million on its 15.3 ha private property of Lot 6. That same loss of value will extend to a greater or lesser extent to all other private property within the airport and air noise boundary designations. Collectively, this would amount to several hundreds of millions of dollars.

It’s not surprising that the community overwhelmingly rejected any expansion of Queenstown air noise boundaries, with 92.5% of a record-breaking 1507 submitters opposing the expansion and only 3.7% in favour.

¹⁰⁴ [Queenstown Airport Proposed Noise Changes](#), QAC June 2018

¹⁰⁵ [Page 15, Queenstown Airport Proposed Noise Changes](#), QAC June 2018

¹⁰⁶ [Citation needed](#) to AJ’s analysis

¹⁰⁷ Remarkables Park Ltd have accepted this offer ‘without prejudice’, meaning they reserve the right to contest the value through arbitration and the courts.

Covid-19 impact

Covid-19 has had a dramatic effect on Queenstown Airport Corporation with annual revenue reduced by more than 50%. While domestic flights have resumed, the future of international travel remains uncertain.

QAC has undertaken to safeguard its core capability¹⁰⁸ and it will take some years for its business to recover. But experts expect the Covid-19 crisis will only be a medium-term setback.

The airline trade body IATA has lowered its recovery expectations for global passenger traffic, forecasting that it would likely be 2024 before the return to demand levels of 2019, conditional on getting the vaccine some time in the second half of 2021.¹⁰⁹

We can expect that the number of visitors and flights are likely to return to pre-Covid-19 levels within four or five years and the need for airport expansion and its attendant issues will again be pressing. The fundamental issues have not changed, we have only been given a respite and the question now is whether we will use this time wisely.

QAC, the Council and the community now have an opportunity to investigate and work through the options thoroughly.

QAC opportunities

There remains tremendous opportunity available to QAC if it chose to embrace the CIAL proposal. It could encourage CIAL to develop a full-sized regional airport instead of a small overflow one, and cooperate with transferring all scheduled services when it finally opens in 10 or 15 years.

One possible opportunity would be to then sell its Frankton landholding and return this capital back to its shareholders. This would have its shareholders realise several

times more financial value than if the assets remained operating as an airport, particularly if CIAL built an airport near Tarras and the two competed head-to-head.

A second opportunity would be to retain ownership of its Frankton landholding and reshape its business activity. QAC charges businesses for the use of its land and buildings. A little over half its revenue comes from landing fees for the use of its runway and terminals. Nearly 30% is lease income from companies that rent shop for other commercial space, and 7% comes from providing parking.

The QAC executive team essentially has the skill set of a landlord and developer. If Council's strategy became the development of an Alpine City Campus centred on Frankton, then Council as the supermajority shareholder could direct its Council - Controlled Organisation to lead with the master planning and coordinated, high-density urban development of the 150 ha it owns.

In contrast, if QAC chose to not consider these opportunities and instead committed to direct competition with the new airport near Tarras, it would inevitably weaken its commercial position and the tremendous economic, environmental and social benefits possible from developing Frankton would be squandered.

Conclusion

From our analysis, it has been difficult to understand why the board of QAC and Council staunchly resisted any investigation into an option of a new central location.

Our evaluation has found that relocation of scheduled air services from Queenstown Airport to CIAL's proposed airport near Tarras would:

¹⁰⁸ *Statement of Intent, QAC, revised in October 2020*

¹⁰⁹ *FlightGlobal, 30 September 2020*

1. Ensure the best possible air transport infrastructure and connectivity to support the future economic prosperity and employment in our district,¹¹⁰
2. Save \$1.19 billion unnecessary expenditure by Council owned QAC into sub-optimal dual airports,
3. Provide \$900 million land assets or cash equivalent to Council, a windfall resource it could redeploy to much needed new infrastructure and community facilities,
4. Enable development of an Alpine City Campus on Frankton flats that would:
 - a. promote economic diversification to high-value knowledge enterprises,
 - b. greatly reduce urban sprawl throughout the Wakatipu Basin by accommodating 30,000 residents within Frankton Flats,
 - c. greatly reduce future construction and transport costs and emissions by concentrating urban development,
 - d. protect our outstanding natural environment by removing jet aircraft noise and reducing urban sprawl,
 - e. increase social and community well-being by reducing suburban isolation.
5. Improve the Wakatipu environment that is the draw for visitors, and
6. Avoid the loss of social licence with the Queenstown and Wānaka communities.

QAC would retain the role of managing Wānaka Airport, the helicopter and VTOL transport hub on Frankton Flats, the new GA airport for Queenstown fixed-wing aeronautical businesses, and Kingston and Glenorchy airfields. There would likely also

be an increasing role in managing the district's infrastructure and landing zones for the future electric drone VTOL aircraft.

For those who have been committed to the view that it is imperative at all costs to retain Queenstown Airport in Frankton, we suggest it is time to reflect and reconsider. How do you stack the personal convenience of saving half-an-hour-drive-time a few times a year against the massive districtwide community benefits outlined above? How do you defend – against contrary evidence throughout the world – your belief that tourists won't visit Queenstown if it takes them 50 minutes instead of 15 to travel in from the airport?

Unfortunately, through being entirely wedded to retaining the airport in Frankton, independent expert investigations into alternative scenarios haven't been commissioned. The closest to this, the Council commissioned MartinJenkins report in fact suggests a new regional airport would offer the best long-term prosperity for the region. But the conclusions of this study have been ignored, with Council allocating no time in meetings or workshops for counsellors to consider the report's findings.

¹¹⁰ see *MartinJenkins socio-economic assessment, June 2020*

Chapter Seven

Economic impacts

Queenstown Lakes District creates the impression of wealth, but economic data paints a quite different picture – local productivity per worker is amongst the lowest in New Zealand.

In this chapter we first look at some of the hard evidence that shows the low relative performance of our local economy. We highlight how GDP-focused growth fails to promote the communities’ well-being, the goal of which is Council’s legal responsibility. We highlight new economic tools that do measure communities’ well-being, and we use their framework to map worthy economic goals. From this, we conclude that an Alpine City Campus on Frankton Flats would be Council’s best economic strategy to increase the well-being of its communities.

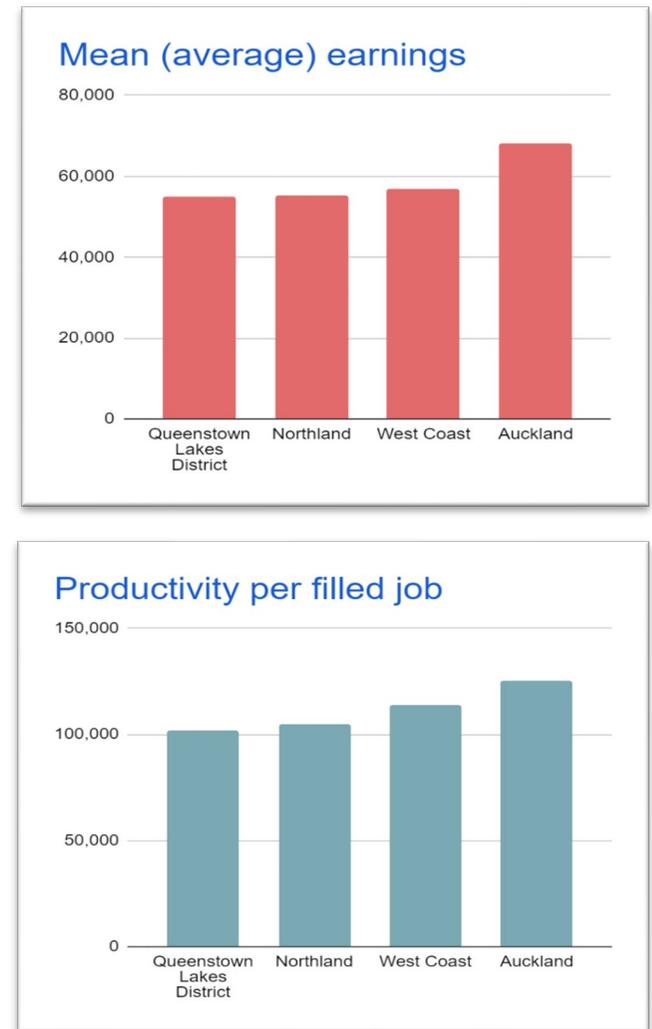
Queenstown underperformance

Analysis of Queenstown Lakes District’s economy shows it has delivered poorly for its local community.

- Queenstown Lakes’ “mean income” was 15% lower than the mean for NZ in 2018.¹¹¹
- Queenstown Lakes’ productivity (GDP created per worker) is \$102,039. This is less than Northland’s and 10% lower than West Coast’s \$113,620.

¹¹¹ “Mean” income is what’s commonly known as “average” income. It is the total incomes divided by the number of people earning and is the measure of income MartinJenkins consistently reference in their socio-economic impact assessment, with a value of \$55,082 for the district. Even though this is just 88% of the national mean income, it still overstates typical local incomes because it includes a significant number of

Figure 15 – Queenstown's economic underperformance



SOURCE: STATS NZ, FLIGHTPLAN2050

locals who earn exceedingly high incomes, and who earn incomes from outside the district. The effect of this is to distort the average upwards. The “median” income better reflects the local situation. The median is the middle value after all incomes have been ranked by value. The district’s median income is just \$50,000.

Queenstown Lakes workers produce on average 23% less revenue per day than those in Auckland.

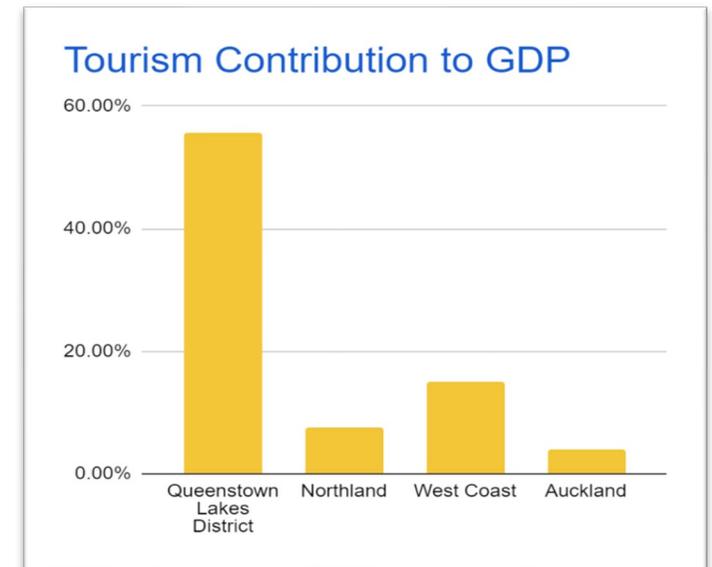
- Queenstown Lakes' "average" income for workers is \$55,082. This is less than Northland's \$55,318 or the West Coast's \$56,758 – two regions often identified as New Zealand's poorest.
- Queenstown Lakes' economy (GDP) grew at 4.6% in 2018. But the district's population grew by 5.7% and employment by 7.1%. So, the district's GDP growth was simply more people, more hours worked and a net negative return for those in the workforce, with profit margins channelling to business owners and landlords.
- Even as they earn less, the living costs for Queenstown Lakes' workers exceed those of Northland or the West Coast. Average Queenstown rents of \$650 per week far exceed the West Coast's \$260 and Northland's \$380.
- The district's principal resource, its outstanding environment, has been degraded with increased jet-aircraft noise and sprawling development even as the livelihoods of its workforce have deteriorated.
- Congestion overwhelms community investment in road upgrades, yet the underlying paradigm of spreading urban development remains.

The Infometrics data shown in Figure 16 highlights Queenstown Lakes' dependence on tourism. The contribution tourism makes to the economy of Queenstown Lakes (55.6%) is much larger than Northland (7.6%), West Coast (14.9%) or Auckland (4%).

Connecting the dots here, we may conclude that the relatively poor economic performance of Queenstown Lakes District has something to do with tourism, on which the local economy is mostly based.

Sir Paul Callaghan, founder of the MacDiarmid Institute, said the tourism sector delivers incomes that are only two thirds of New Zealand's average: "The more tourism, the poorer we get. Tourism is great for employing unskilled people. It is absolutely not a route to prosperity."¹¹²

Figure 16 – Queenstown's relative dependence on tourism



SOURCE: INFOMETRICS, FLIGHTPLAN2050

¹¹² StrategyNZ conference, March 2011

GDP a false aspiration

The adverse economic outcomes for most working people in our district have persisted even while the district’s aggregate GDP growth outperformed most regions of New Zealand. How could that be?

GDP measures the total income/expenditure on money transactions. It doesn’t distinguish between good or bad spending, it doesn’t recognise any non-money transactions or recognise values such as social cohesion or good environment, and it offers no insight into who gets the money or how fairly its distributed.

Business profits and commercial rents may be high, the total spending and GST for government this generates might also be high, but the benefits of this don’t translate to high productivity because tourism requires a large workforce. And low skilled work, itinerant labour and flexible work contracts offers little leverage for employees to negotiate higher wages with business owners.

The evidence shows that GDP growth in Queenstown Lakes District has funnelled increased wealth to a few while reducing the livelihoods of its workforce, and it exemplifies the invalidated past economic mantras that claimed “trickle-down benefits”, “a rising tide lifts all ships”, or “what is good for business is good for all.”

Low productivity and low wages cause harm to the district’s communities. Workers are forced to crowd into flats, often sharing rooms and hot bunking to reduce accommodation costs. High staff turnover results from incomes insufficient for workers to settle in the district and causes an excessively itinerant workforce that often has little long-term commitment to the local community. A profile now so entrenched in Queenstown Lakes District it is accepted as normal. Normalised to the extent that in the post Covid environment, local leaders petition government to

further liberalise foreign visa applications to secure low-paid workers rather than reconsider the economic framework.

Reliance on GDP to measure our economy has promoted volume and numbers ahead of value and quality. You get what you measure and “GDP measures everything except that which is worthwhile,” in the famous words of Bobby Kennedy.¹¹³ Yet Council and QAC continue to use GDP growth as their baseline measure for decisions regarding the airport’s future. The Council commissioned MartinJenkins assessment highlights relative GDP growth as the principal benefit when contrasting four airport scenarios – in just the last two pages of 226 did it even mention the four well beings framework required by the Local Government Act 2002. QAC frequently emphasises the airport’s contribution to the district’s GDP as its primary benefit.

This reliance on GDP to guide Council economic policy is no longer acceptable. Government changed the role of Council in May 2019,¹¹⁴ and its purpose is no longer to develop and build infrastructure for growth. The purpose of Council now is to promote the social, cultural, environmental and economic well-beings of the people who make up the communities within its district, including future communities¹¹⁵. And to do so according to the principles of prudent stewardship, sustainable practice, enhancing the environment and efficient resource use¹¹⁶.

This new purpose requires new measuring tools.

A new economic paradigm.

The new law, making Council’s purpose to promote the four well beings, is a radical change and it requires a substantial change in thinking.

¹¹³ University of Kansas, 18 March 1968

¹¹⁴ The four community well beings in the LGA are not new. They were first introduced into the LGA in 2002 and continued for 10 years until 2012, when repealed by the National government. They were reinstated by the Labour government in May 2019.

¹¹⁵ Section 10, LGA 2002. Within this legal clause, the well-beings each have equal weight. All communities are equally important. The future has the same weight as the present.

¹¹⁶ Section 14(1)(g) and (h), LGA 2002

GDP is not a good measure of social, cultural, environmental or economic well-being and so Council needs to adapt both its measures and its goals.

To assist with this, the Society of Local Government Managers (SOLGM) has developed short descriptors for each of the four well-beings, as are shown in Figure 17. Based on these, it has developed a fully operational toolkit to help Council’s measure the four well beings of their communities. These include 70 indicators and 234 measures spread across all four well-beings, plus a demographic category.¹¹⁷

In addition to developing this framework, SOLGM has also created the data access tools that gather the statistics and evidence across all its measures. This provides an effective, real-time dashboard to assess and measure changes to the district’s well-being. It provides a framework Council could use to set objectives, develop policy and assess progress towards goals.

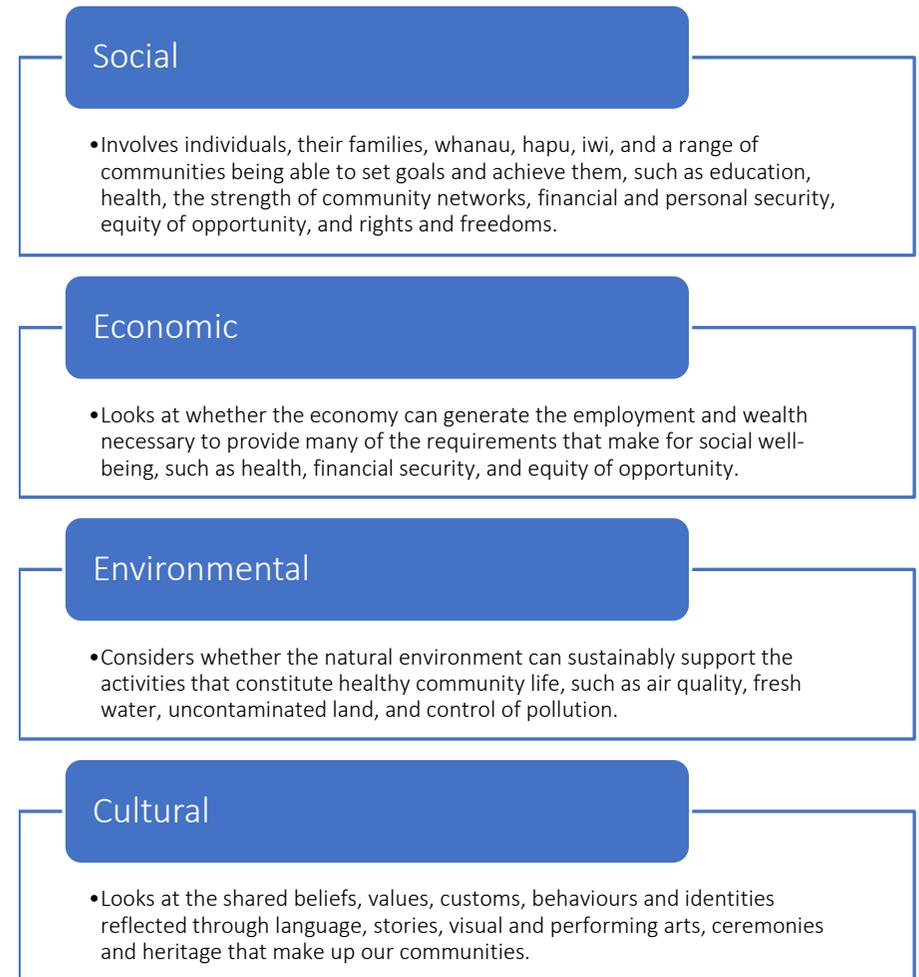
But, at the time of writing, QLDC is not subscribed to use this service and it is not clear what framework, if any, Council is using to assess the community well-being effects of its Frankton master plan and airport decisions.

Economic targets

Council economic goals must no longer focus on growing the district’s GDP. Instead, Council’s aspiration for economic growth must now equate to improvements in the well-being of present and future communities across all four criteria: social, economic, cultural and environmental.

Such economic goals would include, for example, increased wages and productivity, economic diversification to strengthen resilience and raise productivity, improved housing affordability, reduced carbon footprint per person and per dollar earned, reduced transport emissions through shorter average commute distances and increased public and active transport viability, improved environment through

Figure 17 – The community well beings under the LGA



SOURCE: THE SOCIETY OF LOCAL GOVERNMENT MANAGERS

¹¹⁷ Community well-being data service, SOLGM.org.nz

reduced urban sprawl and reduced aircraft noise in the outstanding natural environment, reduced global emissions through reduced dependence on tourism and long-haul travel, improved social cohesion by easier access to concentrated community facilities, stronger financial livelihoods and quality connections within urban living environment and improved cultural vitality through additional investment in community facilities and infrastructure enabled by capital returned from QAC.

We think everyone could agree to these goals – they are aspirational and would substantially improve community well-being across all four criteria.

The Input-Output model shown in figure 18 illustrates a pathway towards achieving all these goals. The development of an Alpine City Campus on Frankton Flats combined with relocation of scheduled airline services to a new airport near Tarras offers a single unified strategy to grow well being.

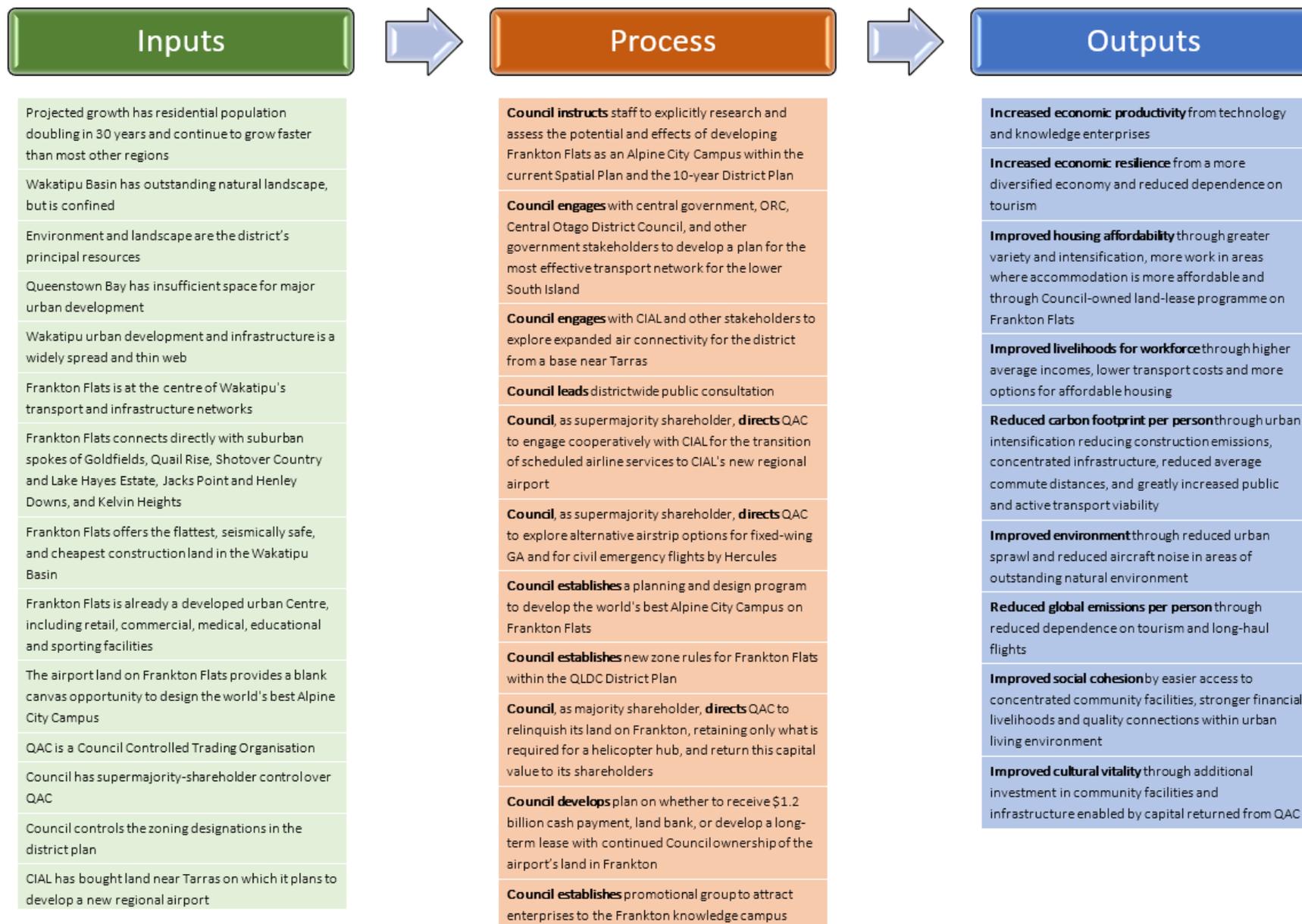
What makes this strategy enormously powerful, is that all the levers, all the action, all the initiative, rests with one entity – Queenstown Lakes District Council. It is completely within the power of our Council to drive this whole strategy and, in so doing, to greatly improve the well-being of all our communities, structurally and systemically.

The strategy to relocate all scheduled air services to a single, new, regional site near Tarras offers the best opportunity to increase the well-being of the district's communities. It would:

- Provide the greatest air connectivity for our region.
- Create a central Alpine Urban Campus in the Wakatipu that would:
 - Attract new, non-tourism business to help diversify the economy,
 - Improve infrastructure efficiencies to reduce long-term resource impacts and expenditures,

- Take the pressure off current trends of high-volume and low-value visitors, offering better opportunities to increase tourism sector productivity across the region,
- Protect and enhance the district's principal resource, its environment,
- Increase affordable living options for residents, both within Frankton and by increasing employment elsewhere in the region,
- Centralise the supply chain to the Cromwell area, creating efficiencies,
- Distribute economic opportunity more broadly throughout the region.
- Respect future generations by protecting what is important and enabling new opportunity from an airport without the constraints of geography, safety or urban encroachment.

Figure 18: Input-Output model showing economic strategy for Queenstown Lakes District Council



New direction!

Changing our measure of economic growth from GDP to the four well beings provides dramatic new insight. We find Council and QAC's strategic direction is heading in completely the wrong direction.

The dual airport model using Queenstown and Wānaka Airports would enable huge numbers of tourists to arrive directly to within 15 or 20 minutes of their hotels. In this way it may drive high growth in GDP for the tourism sector. But it would also drive the worst possible outcome across all four of the social well-being criteria.

The plans to retain Queenstown Airport in Frankton would:

- Continue emphasis on tourism, New Zealand's lowest productivity industry sector, entrenching low wages, high staff turnover and overdependence on young foreign travellers for labour.
- Prevent development of a focused urban centre within the district that could attract a significant number of technology and knowledge businesses. This would inhibit business diversification, strengthen dependence on tourism and reduce economic resilience.
- Continue developer-led urban sprawl throughout the Wakatipu Basin degrading the outstanding natural landscape, creating disconnected suburban communities, increasing dependence on private vehicles, inefficiently stretching transport and other infrastructure, reducing the viability of public transport, and increasing carbon footprint per person through higher construction costs and longer commute distances.
- Reduce housing affordability by substantially reducing urban densification, reducing economic opportunity and jobs in areas with more affordable housing, and losing the opportunity for new land ownership models possible if Council were to retain public ownership of QAC's 150 ha and long-term lease rather than sell the land.

- Increase urban sprawl, excessive traffic and excessive jet aircraft noise that would all undermine the quality of our local environment, the district's greatest taonga.
- Increase isolated suburbs and entrench low wages, which together with increased inequality between local workers and those who move here with wealth, would undermine the district's social well-being.
- Choosing not to redeploy Council's share of \$1.2 billion value from airport land into other much-needed amenities would diminish community well-being.

Conclusion

The economic conclusion is simple and straightforward: if the goal is to promote the communities' social, cultural, environmental and economic well-being in the medium and long-term, then the best economic strategy is to use Frankton Flats for an Alpine City Campus and to relocate all airline services to the proposed CIAL airport near Tarras.

Chapter Eight

Council

Council owns QAC, through which it provides transport connectivity essential to support our communities' social and economic well-beings. The Local Government Act 2002 provides "for the transfer of local authority undertakings to council-controlled organisations"¹¹⁸ [our emphasis] and for these to then be managed as separate entities. So, QAC is simply the vehicle that Council uses to provide vital transport infrastructure.

In this chapter, we note Council's short-sighted response to CIAL's Tarras proposal, we identify the substantial benefits CIAL offers to the Council, we explain the significant increase in revenue Council could get from rezoning the airport's Frankton land compared with the dividends it receives from QAC, we highlight the ongoing savings Council would get from having more concentrated and high-volume infrastructure, and we show how the relocated airport would better achieve Council's core responsibility of promoting its communities' well beings.

With CIAL's proposal greatly increasing the number of conflicting stakeholders – most being government entities and publicly owned companies – we call for Central Government to take control of the process.

¹¹⁸ [Section 55\(b\)](#), LGA 2002

¹¹⁹ [ODT](#), 26 November 2020

Council pushback

CIAL's proposed airport near Tarras was a surprise for Council. Mayor Boulton describes it as "predatory activity", "morally questionable", and an "unwelcome intrusion into our district" that threatens to undermine the value of Council's investment in QAC.¹¹⁹

These comments suggest the Mayor views Council's ownership of QAC primarily as a financial investment in a commercial company instead of it being the vehicle through which Council provides the core transport infrastructure that is its responsibility. The usefulness of the airport to the region remains regardless of who owns it and, as this report shows, a single, regional airport is demonstrably more useful.

It appears that Council and QAC plan to first ignore the CIAL proposal and then to aggressively compete head-on to 'protect their patch'. The revised statement of intent agreed by Council on 28 October 2020 makes barely a mention of CIAL's land acquisition and the QAC Board of Directors assert they are "confident that the region is well served by its existing airports now and into the future."¹²⁰

Under the Mayor's leadership, Council advised the QAC Board Chair to fend off the CIAL competition and directs QLDC to "investigate what reasonable steps it [may] take to oppose CIAL's endeavours". The Mayor has written Christchurch Mayor Lianne Dalziel "expressing my disappointment" and directly petitioned Christchurch airport's Chief Executive Malcolm Johns to discourage and obstruct the CIAL proposal.

QLDC's CEO Mike Theelen, QAC's CEO Colin Keel, and AIAL's Adrian Littlewood have all been "scathing of the plans by Christchurch airport".¹²¹

If anything, this concerted pushback highlights the weakness of the Queenstown Airport product and QAC's proposed dual airport model. The threat that CIAL's new regional airport would better meet the needs of airlines and all the many ancillary

¹²⁰ [Statement of Intent October 2020](#), QAC

¹²¹ [ODT](#), 26 November 2020

airport businesses, let alone the growing number of travellers to the region rather than specifically to Queenstown, is real.

Such reaction, however, is extremely short-sighted and if continued would result in enormous lost opportunity for Queenstown Lakes District, its ratepayers, its communities and the broader region. It completely fails to consider the purpose and role of an airport as fundamental infrastructure for the region and focuses entirely on the false paradigm of competitive private enterprise rather than public good, which ought to be the lens applied by Council.

Tarras a windfall for Council

The CIAL proposal offers massive benefits for Council and its ratepayers. It would relieve them from the obligation and substantial cost¹²² of paying for air transport infrastructure, allow them to recover over \$1.2 billion in assets currently tied up in airport land that could be redeployed to other much-needed community facilities, and it would enable a much more healthy, prosperous and sustainable urban development of the Queenstown-Wakatipu area. It would:

1. Provide our district with a new regional airport.

One that would fully satisfy all our district's infrastructure needs for scheduled-air-service connectivity, with five-times the land area, unrestricted capacity, central to the region and at a single location to enable more efficient and profitable operations for all associated businesses. It would also be much more resilient to reduction in traffic, with one-thousandth the financial opportunity cost for the land resources it consumes, much less environmental opportunity costs, and the financial backing of a far larger entity.

¹²² In the section headed 'QAC had its chance' beginning on Page 54 of Chapter Six, we compare the investment cost of QAC's dual airport model with CIAL's Tarras proposal. Our analysis shows QAC's masterplans for ZQN and its Wānaka intentions require over \$202 million **additional** land acquisition (at QV valuations) and \$900 million capital expenditure, vs CIAL land costs of \$45 million and \$800 million capital investment.

2. Save Council from having to pay for it.

Council, through QAC, would not need to spend the more than \$202 million on new land acquisitions plus \$900 million new capital expenditure planned, as would otherwise be required for QAC's dual airport model over the next 25 years.

3. Release \$1.2 billion value.

Council would receive its share of the huge \$1.2 billion investment that is currently tied up if the Queenstown Airport land were rezoned and sold. That's *three-times* the commercial value of Council and AIAL's current investment in QAC.¹²³ These funds could be redeployed to much-needed new community facilities.

4. Enable high-density development of Frankton Flats.

This would enable a massively more efficient and sensible development of the Wakatipu, improving the efficiency of all Council-funded infrastructure while reducing its capital and operational costs, rationalising the transport network and greatly enhancing public and active transport – all of which reduces the cost burden on individual ratepayers.

Mayor Jim Boulton's response to CIAL's proposal is misguided. It appears to be trapped in the narrow lens of private enterprise as if the airport were just a financial investment, but this is not the case. QAC is a Council Controlled Organisation, a vehicle through which Council delivers air-connectivity infrastructure for the well-being of its communities.

If CIAL could deliver a better airport solution for the region's communities and allow the Queenstown Lakes district to release enormous value and opportunity from Frankton land locked up by the airport, then it behoves Council to seriously consider

¹²³ The QAC board's estimate of the Corporation's commercial value is legally required to be reported to Council in the statement of intent but is notably absent from the version agreed by Council on 28 October 2020. In the 2018–2020 statement of intent (pre-Covid) it was estimated to be in the range \$466 million to \$483 million. Page 4, [SOI 2018-2020](#), QAC.

this proposal using the lens of public good instead of the framework of private enterprise.

It makes no sense for any Council to insist on paying for infrastructure that someone else has offered to provide. Central Government, for example, pays for the state highways and it would be ridiculous for the Queenstown Lakes District Council to refuse this and to instead insist that its ratepayers should pay from their local rates for these essential roads.

For the Queenstown Lakes communities, the commercial operators and visitors to the district, it is irrelevant who owns the airport. Their need is for infrastructure that provides the best connectivity solution. If Frankton could retain a helicopter hub and fixed-wing GA could be relocated to Kingston or Queenstown Hill, why not let CIAL build a more centrally located regional airport for all scheduled services when we know Queenstown Airport's capacity is constrained and its location thwarts sensible, high-density urban development on Frankton Flats.

Ownership is highly relevant, however, to the ratepayers of Queenstown Lakes District. If they could pass the airport responsibility onto some other entity, *then they could release a huge \$1.2 billion* currently tied up by the airport's land and redeploy this to other community facilities that they can't otherwise afford. In financial terms, that's *three-times* the total pre-Covid commercial value of QAC.

Far from being "predatory activity" or an "unwelcome intrusion into our district" that threatens to undermine the value of Council's investment in QAC, this represents a massive 300% financial windfall for both shareholders, the Council and Auckland International Airport Limited. AIAL would get \$300 million for their \$27 million investment into QAC ten years ago.

By law, Council is required to manage its resources with "prudent stewardship," to make "efficient and effective use of its resources," to periodically "assess the

expected returns" of its investments and commercial activity, and to take "a sustainable approach".

Such principles must oblige the Council to seriously consider how the CIAL airport proposal could help it rationalise the district's air connectivity infrastructure and produce better total outcomes for its communities for the least cost to its residents. Ratepayers surely expect Council to get the maximum benefit possible for the district from the rates they pay.

It is deeply concerning that the Council refuses to seek any expert advice, investigation, research, analysis or evaluations of any of the many factors that could inform their decisions regarding CIAL's proposed airport near Tarras. At the time of writing, neither Council nor QAC have reached out in any constructive manner to CIAL. Councillors have yet to consider the MartinJenkins report. QAC remains locked on its dual airport model.

Greater revenue from rates

Much is made of the financial dividends the Queenstown Airport Corporation pays to Council. But these arguments fall far short of a full accounting, even before the impact of Covid-19.

In QAC's *Annual Report 2019*, for example, the Chair and Chief Executive's Report states that Queenstown Lakes District Council is to receive "a dividend declared of \$6.2 million, which equates to \$237 per rateable property in the district"¹²⁴. This seeks to emphasise the value of the airport's dividend to reduce the cost of local rates. Mayor Jim Boulton has also frequently highlighted the annual dividend as good reason to retain the airport in Frankton.

We note that such dividends have only been a feature of the past ten years, from when 24.99% of the company was sold to Auckland International Airport Ltd. While

¹²⁴ [Annual Report 2019, QAC, June 2019](#)

useful, the \$6.2 million was only 3% of QLDC’s budgeted revenue for the financial year beginning 1 July 2019-2020¹²⁵.

As an investment return it is at the lower end of performance, with 2019’s declared dividend of \$8.2 million representing just a 1.7% return on QAC’s pre-Covid enterprise value, assessed as \$466 – \$483 million.¹²⁶

The shock of Covid-19 has wiped dividends from the current year, leaves their future value in doubt, and highlights the business risk associated with airport ownership. With future pandemics likely, with the effects of climate change on future air travel being uncertain, with QAC’s ambitious billion dollar capital investment plans needing debt funding, and with competition from CIAL’s proposed new regional airport near Tarras, it is clear Council cannot rely on this dividend revenue in future years, or decades.

More significantly, the focus on QAC’s dividend payments to bolster Council’s annual revenues has deflected attention from the fact that **Council would get significantly greater and more certain revenue** from rates if the airport land were rezoned to high-density residential and commercial.

Even though it sits in the middle of Frankton Flats and offers the most central and best flat land for construction in the district, Queenstown Airport is at present mostly zoned Rural General. This reduces the airport’s land value to an average \$157 per m², reducing the annual rates it pays to Council to just \$456,282.¹²⁷

If rezoned to high-density residential, the airport land value would be at least \$1.2 billion. At that value, even as vacant, undeveloped land, QLDC would receive annual rates revenue of **\$16,570,400** from the landowners.¹²⁸ That equates to a \$634 subsidy per rateable property in the district compared to the \$237 obtained from

QAC’s dividend paid in 2019. It would be 20% of all rates paid by property owners and 8% of Council’s total revenue.¹²⁹

This is evident in the analysis shown in Figure 20, which uses the rating differential that QLDC currently applies to sections of vacant land that are zoned high-density residential, such as that in William Rees Place¹³⁰ near the Kawarau Bridge. We have applied this same rating profile to the bare, unimproved land currently owned by QAC in Frankton as if it were zoned high-density residential and subdivided into 10,000 separate properties having a combined value of \$1.2 billion,¹³¹

Figure 19 –Potential QLDC rates revenue from bare airport land

Vacant High-Density Residential Land in 10,000 titles				
Reference	Description	Property value	Rate	Value
3120039	Recreation & Events Charge	10,000	183	1,830,000.00
3120040	General Rate Vacant Sections	1,200,000,000	0.0036	43,200.00
3120033	Roading Vacant Land Wakatipu	1,200,000,000	0.0326	391,200.00
3120028	Stormwater Vacant Wakatipu	1,200,000,000	0.0116	139,200.00
3120034	Aquatic Centre Charge Wakatipu	10,000	106	1,060,000.00
3120030	Governance & Regulatory Charge	10,000	94	940,000.00
3120038	Governance Vacant Section	1,200,000,000	0.0157	188,400.00
3120032	Recreation Vacant	1,200,000,000	0.0172	206,400.00
3120031	Regulatory Vacant	1,200,000,000	0.0185	222,000.00
3120027	Sewerage Queenstown - .50	10,000	339	3,390,000.00
3120035	Sports Halls & Libraries	10,000	358	3,580,000.00
3120036	Water Queenstown Annual Charge	10,000	280	2,800,000.00
3120029	Waste Management Charge	10,000	122	1,220,000.00
3120037	Uniform Annual General Charge	10,000	56	560,000.00
Total rates forgone				\$16,570,400

SOURCE: QLDC RATES SETTINGS 2020, FLIGHTPLAN2050

¹²⁵ [Annual Plan 2019-2020](#), QAC, July 2019

¹²⁶ [Annual Report 2019](#), QAC, June 2019

¹²⁷ [LGOIMA request](#), QLDC, Feb 2020

¹²⁸ A detailed analysis of rateable value is provided in Chapter Eight of Part C: Queenstown Airport, the right approach, June 2020.

¹²⁹ Calculations based on the accounts in QLDC’s 2019 Annual Plan.

¹³⁰ [QLDC website](#), Feb 2020

¹³¹ [Citation needed](#).

Future construction on these properties would more than double their value, and this would further increase the annual rates Council would charge. If the zone were to include high-density residential *and commercial*, then it would provide even greater rates revenues.

Council would get *more than three-times* the dividend revenue it has received from QAC in the past. And this would be assured in perpetuity, unlike the fickle and uncertain future dividends that QAC may or may not provide.

There would be downstream costs for Council resulting from this revenue, as it would be liable for the provision of infrastructure and services, including: roading, sewerage, water, wastewater, stormwater, as well as community and recreation facilities. But many of these costs would be funded by additional Development Contributions, and Council's infrastructural costs concentrated onto Frankton Flats would be significantly less than if this infrastructure were instead thinly distributed throughout the Basin.

Ongoing infrastructure savings

The ability to use Frankton Flats for high density urban development would greatly improve the efficiency and reduce the costs of ratepayer funded infrastructure. Frankton Flats is the most central and efficient place to install high-volume infrastructure, and its high-density development would enable enormous long-term efficiency and financial savings for both capital costs and ongoing operational costs.

In contrast, leaving the airport in Frankton forces future development to spread across the Wakatipu Basin, spreading Council's infrastructure into a thin and costly web that's as bad for climate change as it is for ratepayer bank accounts.

¹³² [Section 10, LGA 2002](#)

Council's objectives

Council's core job is to promote the well-being of its communities in the present and for the future.¹³² In Table 1 we list a wide range of aspects that impact on communities' well-being and consider how they could be *improved* (objective) or *reduced* (adverse outcome).

Our research and analysis have clarified that the relocation of Queenstown Airport and use of Frankton Flats for a high-density Alpine City Campus would achieve *all* the listed objectives and avoid *all* the adverse outcomes. It offers a single, clear and straightforward strategy that would increase our communities' prosperity, enhance our environments, improve social and cultural well-being and mitigate against climate change.

Table 2

Aspect	Objective	or	Adverse outcome
1. Urban development	is contained and concentrated	or	we continue the proliferation of urban sprawl.
2. Our transport networks	enhance public and active systems	or	we increase reliance on private vehicles.
3. Our infrastructure of sewerage, water and power	is efficient and cost-effective	or	becomes a thinly distributed network.
4. Our carbon footprint per person	is systemically reduced	or	increases.
5. Our local economy	is diversified and enriched	or	remains dependent on tourism.
6. Our local average wages	increase by increasing the proportion of	or	remain low through tourism's low-paid workforce.

	higher productivity business		
7.	Our district’s outstanding environmental values	are retained	or diminished.
8.	Our people and communities	become more connected	or more isolated.
9.	Our district’s housing	increases the variety of options, including many more affordable	or remains primarily standalone houses in dispersed suburbs.
10.	The region’s air connectivity	can expand as and when or if demand grows	or faces capacity constraints with greater safety risks or highest opportunity cost for stranded assets.
11.	Businesses auxiliary to the airport or servicing air travellers	have lower lease and fixed costs driving improved profitability	or face higher rents and duplicated fixed costs, a constrained or split market and diminished profitability.
12.	The cost burden per ratepayer	decreases through more concentrated, cost efficient infrastructure and services	or greater increases in rates.
13.	Council (ratepayers) has	an additional \$1.2 billion for new capital investment in community projects	or no additional funds.

All the objectives in Table 1 could be achieved by moving the airport and developing a high-density Alpine city campus on Frankton Flats. Conversely, all the adverse outcomes *would become inevitable* if Queenstown Airport was to stay in Frankton.

By viewing the airport solely as a financial investment, one that it is now staunchly protecting, Council is failing to understand the infrastructural role of the airport. As previously noted, the usefulness of an airport to the region remains regardless of who owns it. As Table 1 shows, Council’s clinging to ownership is undermining its ability to deliver on its core responsibilities, being to promote its communities’ well-being now and for the future.

Council holds the key to our district’s future sustainability and well-being. As the Input-Output economic model in Figure 18 on page 75 shows, Council holds all the cards that could lead the process for the best economic and social outcomes for our district. Currently, however, Council is choosing not to play these and is instead choosing to obstruct CIAL, setting the district and region on the path for the most adverse possible outcomes as shown in Table 1.

Control of the airport

Some have expressed concern that the local community would lose control over the airport if its operation were transferred from the locally owned QAC to the Christchurch-based CIAL. QAC’s Board of Directors has used the current statement of intent to warn that “QLDC and its residents would be reliant on the resource management process alone” and so would lose some control over airport infrastructure.¹³³ Emphasising this, QAC board chair Adrian Young-Cooper warns that “QLDC and its residents will have no direct role in managing the social and economic impacts of a new airport.”¹³⁴

It’s true that our local Council has supermajority shareholder control over QAC’s objectives and the nature and scope of its activities. The legal status of this control

¹³³ *Statement of Intent, QAC, 28 October 2020*

¹³⁴ *Mountain Scene, 26 November 2020*

was robustly argued in court by both QLDC and QAC’s legal teams,¹³⁵ but effective control by our local Council continues to be extremely weak, with it showing little desire or capacity to exercise its rights through the statement of intent.¹³⁶

Councillors were not, for example, consulted on the sale of 24.99% of QAC to Auckland International Airport Ltd in 2010 and had no ability to overturn that action despite their objection to it.¹³⁷ Since then, the community has been given scant information on a Strategic Alliance Agreement (SAA) signed between QAC and its minority shareholder AIAL, when this purportedly gives greater rights to AIAL than its minority ownership would warrant and creates unspecified obligations QAC have towards AIAL. It is further concerning that the SAA requires QAC to consider the effects of its actions on AIAL, but not on Queenstown Lakes District Council or our community.¹³⁸

QAC has consistently overreached its self-perceived right to set its own objectives as an independent commercial entity, as evidenced by the tone and content of the Company Profile it provided for the induction of incoming councillors.¹³⁹ This overreaching continues despite the enormous engagement and representations by organised community groups over the past two years.

QAC has, for example, included the commitment to “growing shareholder value” and “ongoing payment of dividends” in the current statement of intent.¹⁴⁰ Any objectives that direct a Council Controlled Organisation to grow shareholder value or to pay dividends are legally the prerogative of Council to determine, as the majority shareholder. But the current statement of intent inserts these under the heading Commercial Entity in a section on governance, and thereby the Board of Directors falsely assert these to be an intrinsic function of QAC. This is not a minor concern,

because the objective of ‘growing shareholder value’ is both endorsement and directive for QAC to pursue a growth strategy, which is a major issue of concern expressed broadly within the community.

The past two years has seen a high level of engagement by large sections of the community concerning the objectives of QAC and the nature and scope of its activities. An unprecedented 1507 submissions that included five Community Associations and the Chamber of Commerce responded to QAC’s own consultation in July-August 2018, with 92.5% opposed to expansion of air noise boundaries at Queenstown Airport. Since then, well-organised groups such as Protect Queenstown, Wānaka Stakeholders Group and FlightPlan2050 have frequently petitioned Council and written innumerable messages to councillors.

The 3500-member Wānaka Stakeholders Group is evidence of a broadly-based and overwhelming community rejection of QAC’s dual airport model that proposes scheduled jet services at Wānaka Airport.

Council itself has three times rejected QAC’s statement of intent and sought specific assurances that it would, for example, not seek to expand the Queenstown air noise boundaries or use a ‘demand driven’ approach.

Yet despite all this, QAC’s statement of intent continues its growth directive, avoids any commitment to remain within the existing air noise boundaries and remains committed to its dual airport model. Significantly, there is no evidence in the statement of intent of any work done or planned that could help inform QAC’s

¹³⁵ Court documents, Judicial Review taken by WSG against QLDC and QAC, Queenstown High Court, 21-25 September 2020

¹³⁶ QAC’s statement of intent is the legal mechanism through which Council can exercise directive control over QAC’s objectives and the nature and scope of its activities.

¹³⁷ The Office of the Auditor General used this sale as an example of poor control and governance in its comprehensive report on Council Controlled Organisations, [Example 4, appendix 1](#), governance and accountability of Council controlled organisations, OAG 2015

¹³⁸ WSG legal counsel argued this when submitting the SAA during the September 2020 judicial review hearing in the High Court, but the agreement contents remain secret and could not be made public outside of the court hearing.

¹³⁹ [Company Profile and FAQs](#), QAC September 2019. We include here a [copy of our response](#).

¹⁴⁰ Page 20, paragraph 2 under the heading Commercial Entity, [Statement of Intent year ending June 30, 2021, October 2020](#)

directors or management on any alternative strategies or meaningful compromises in response to the issues raised by the community.

The experience of the past two years demonstrates that the local community has little directive control over QAC and leads to the inevitable conclusion that it would not lose much if management and ownership of the region's airport infrastructure vested with CIAL and Christchurch City Council.

Time for government

The purchase of 750 ha near Tarras by CIAL has substantially changed the process and increased the complexity for Council to achieve the best transport infrastructure for this region.

There are now multiple communities affected across different Council districts, including Queenstown, Wānaka, Upper Clutha, Cromwell, Tarras, and Alexandra.

There is also a plethora of new stakeholders that can make decisions and drive often competing strategies. These include five publicly elected councils: Queenstown Lakes District Council, Central Otago District Council, Otago Regional Council, Christchurch City Council and Auckland City Council. There are three publicly owned airport companies, with QAC and AIAL unified in competition against CIAL. There are three national electorates, being Southland, Waitaki, and Te Tai Tonga.

Other councils and their airports will be affected, such as Dunedin City Council, Dunedin Airport, Invercargill City Council and Invercargill Airport.

Despite this being an issue of national importance – for tourism, regional and international transport, urban development, housing affordability and climate change – none of these local-and-central government and publicly owned entities have any legal mandate requiring them to coordinate. There is no national airport infrastructure plan or planning body, as we have for the road network with NZTA. This gives us no confidence that the various stakeholders will develop the best infrastructure framework for the region and nation's greater good. Already the QLDC

Mayor, its CEO and the CEO of QAC have come out with guns blazing to protect their patch.

We believe it is time that this proposal was examined by a body that has wider view and less self-interest. Central Government should lead and direct this process, because no one stakeholder appears capable or has a mandate to do so. And many of the issues at its heart – climate change mitigation, regional disbursement of tourism, impacts of tourism and over tourism, efficient national transport infrastructure, and so forth – are issues that ought to be considered on a nationwide front, not by competing and under resourced councils.

Conclusion

Council and local ratepayers would be much better served if Council were to support CIAL to develop a new regional airport near Tarras and instead focused its attention on the master planning and zoning for a high-density urban campus on Frankton Flats.

This would relieve Council from the obligation and \$1.1 billion cost of paying for air transport infrastructure, allow it to recover over \$1.2 billion in assets currently tied up in airport land and to redeploy this to other much-needed community facilities, and it would enable a much more healthy, prosperous and sustainable urban development of the Queenstown-Wakatipu area.

It would also provide Council more than three-times the annual revenue than the dividends it has previously received from QAC, and this revenue would be far more reliable and would continue to grow.

Council would have ongoing savings from the urban densification of Frankton, as all its infrastructure obligations could be provided with greater cost-effectiveness and operate more efficiently.

Council's objectives to promote the communities' well beings, now and for the future, would be much more effectively achieved. As would its goals to grow public transport and to reduce districtwide emissions per person.

As Council shows no sign that it will even consider the opportunities made possible by the CIAL proposal, we believe it is time for Central Government to take control of the process.

DRAFT

Chapter Nine

Tourism

*Tourism has become the largest sector of the New Zealand economy and principal earner of foreign exchange. But “the recent pace and scale of visitor growth has effectively outstripped the capacity of our system to respond in some areas”.*¹⁴¹

Over the short-term, the effects of Covid-19 diminish the negative impacts of international tourism. The long tail of Covid may also slow the growth of tourism demand over the medium and longer-terms.

That said, the fundamental drivers of tourism demand for visitors to New Zealand – the growing middle class through Asia and India, retiring boomers in western countries and youth mobility – will almost certainly build back visitor numbers, and these issues will return.

In this chapter we review government’s tourism strategy to more widely distribute tourism, destination management, expectations visitors have of Queenstown Lakes District and the goal to increase value. We reflect that the relocation of all scheduled services from Queenstown airport to a new regional airport near Tarras would provide a structural reset that would better deliver on the tourism strategy.

Distribute rather than concentrate

Beyond the Covid horizon, the government tourism strategy’s aim to better distribute the impacts and benefits of tourism remains a sound approach.

Recent years have seen enormous visitor pressure on specific tourism hotspots, resulting in significant environmental degradation and push back from overwhelmed local communities.

We could learn from this experience to better plan and structure the tourism offering within the Queenstown Lakes District to mitigate its negative impacts more effectively. The shock of Covid-19 offers a pause and a chance to recalibrate. How could the region better gain the economic value tourism offers while at the same time reduce its damaging environmental and social impacts?

Ease hotspots

Experience has already shown that the airport in Frankton systemically supports the growth of high-volume tourism directly into the hotspot of Queenstown. Its immediate proximity also encourages short-stay visitors. These effects drive the local industry to high volume and low value tourism, while increasing the negative environmental, social and climate change impacts.

¹⁴¹ [NZ-Aotearoa Government Tourism Strategy](#), Ministry of Business, Innovation & Employment and the Department of Conservation, May 2019



WALKERS LINE UP FOR PHOTOS ON MOUNT ROY – ONE OF MANY LOCAL INDICATORS OF OVER TOURISM
SOURCE: REDDIT

The airport's transition over the past ten years, from being a destination to becoming a regional hub, has amplified the pressure onto the already hotspot of Queenstown.

Recent experience has seen many of the district's local attractions overrun by visitors, with significant adverse effects. These have challenged the social licence of tourism within the Queenstown and Wānaka communities, as documented by Tourism Industry Aotearoa (TIA) in its *Mood of the Nation* report.¹⁴²

Destination management

The concerns of over-tourism and need for destination management are well understood. Stanley Plog's bell curve was first published in 1967 and Professor Richard Butler published his Tourism Area Life Cycle Model in 1980. Both analyse the initial growth, maturation and decline of tourist demand for any destination.

They both identify how a disconnect between the different interests of key stakeholders in a destination is cause for their eventual decline. Most businesses operators in tourist destinations such as Queenstown and Wānaka seek growth in

numbers and can manage these within their business. If numbers grow too much for a restaurant or hotel owner, they simply open a second, or third. This enables continued growth for the business and increased profit for the owners.

But for the destination as a whole and its host community, increased numbers cannot be indefinitely absorbed. There are thresholds where the environment becomes degraded, where the experience loses authenticity, where crowding becomes a problem and where the host community become overwhelmed. These in turn undermine the value of the experience for visitors.

The community pushback on air noise boundaries in Queenstown and jet-aircraft proposals for Wānaka are evidence that Queenstown Lakes District has crossed some of these thresholds.

The Queenstown Lakes' small communities are particularly vulnerable to being overrun by an excessive growth of visitor numbers. Far more tourists visit popular destinations such as Auckland, Sydney, Hong Kong, Paris and London, but the large size of their local communities allows millions of visitors to be absorbed without those destinations losing their identity or authenticity.

This is not the case with, for example, Venice. Over-tourism there has overwhelmed the historic township and resulted in many locals leaving, with the resident population in steady decline, from 140,000 in 1962 to now less than 52,000 and losing residents at a rate of 1000 per year.¹⁴³ In consequence, the visitor offering has become little more authentic than a trip to Disneyland.

To protect the authentic tourism offering of the Queenstown Lakes, we must first protect and enhance the local communities. Diversification of the local economy to include an ever-growing proportion of high-value knowledge enterprise is perhaps the most effective way this could be achieved.

¹⁴² *Mood of the Nation*, Tourism Industry Aotearoa, Mar 2019

¹⁴³ *'Kill Venice': a systems thinking conceptualisation of urban like, economy, and resilience in tourist cities*, Humanities & Social Sciences, Nature.com, 5 November 2020

It is Queenstown Lakes District Council’s role to take control of this balance between growth of visitor numbers and protecting the district’s communities and environment.

With a third to a half of visitors arriving by air,¹⁴⁴ the airport provides one of the most effective tools to structurally influence the distribution and impact of visitor numbers on the destinations they visit. Relocating all domestic and international scheduled services to a single new regional airport would both better distribute visitor impacts and provide for the establishment of a fantastic Alpine Township on Frankton Flats – strengthening and enhancing the destination’s authenticity.

Destination expectations

The outstanding natural environment of the Queenstown Lakes District is the foundation of the district’s value for visitors – as it is for most residents. Over the years Queenstown may have attracted tourists as the Adventure Capital of the world, and more recently as Party Central, but it is the exceptional environment that is the district’s taonga.

Visitors who make the effort to travel to this district have high expectations of the quality of its environment. The huge growth in jet-aircraft noise within the Wakatipu Basin over the past decade has significantly diminished this experience for them.

Whether from the golf courses, the trails, Skyline’s viewing platform, or any other outdoor vantage or activity, visitors’ experience has been negatively impacted by this intrusive, industrial-level noise that has come to pervade the environment.

Retaining Queenstown Airport in Frankton would drive new development to sprawl across the Basin’s outstanding landscapes, further eroding the environmental

qualities valued by visitors, undermine public transport and increase traffic congestion.

Grow value

However important tourism is for employment and earning foreign exchange, it is also one of the lowest productivity sectors of the economy with revenue generated per worker just 80% of the New Zealand average.¹⁴⁵

Low productivity means the economic benefit from tourism is modest. Added to this, over-tourism can externalise many of its costs to the environment and local communities.

These concerns make it important to optimise the industry’s infrastructure to enable the highest value return while mitigating as much as possible the externalised costs.

Our analysis of QAC’s dual airport model found it would achieve the exact opposite. That strategy would fail tourism by:

- Entrenching two suboptimal airports,
- Aggravating the over-tourism of known hotspots,
- Systemically increasing the overhead and operational costs of all businesses associated with the airports and visitor arrivals,
- Undermining the value of the district’s primary resource, the outstanding natural environment, and
- Further undermining the industry’s social licence within its two most important host communities.

¹⁴⁴ QAC’s Chief Executive Colin Keel told the Kelvin Peninsula Community Association’s meeting in August 2018 that 50% of the district’s visitors arrive through the airport. At other meetings, both QAC and QLDC have used a figure of 30%. MartinJenkins state it’s 33.3%, but rely on a newspaper report that wrote, “it’s

thought a third of visitors arrive by air”. No one has produced any credible evidence on this, or on other key data that should inform these discussions.

¹⁴⁵ See Chapter Seven – ‘Economic impacts’ beginning on page 67.

Opportunity for reset

The current hiatus, devastating as it is for local businesses, gives an opportunity to take stock and re-think the communities' goals and aspirations.

QAC's dual airport model would run completely counter to any mitigation of the industry's negative pressures on local communities. Landing visitors directly into New Zealand's two premier resorts when both already exhibit signs of being overwhelmed would duplicate these negative effects rather than relieve them.

Cheap flights directly into both Queenstown and Wānaka would further promote volume over quality without enhancing either the local or regional communities, or the tourist economy.

In contrast, directing all scheduled domestic and international air services to CIAL's proposed new regional airport near Tarras would reduce the pressure on these resorts and improve distribution to the Central-Otago-wide attractions.

Close enough

The idea expressed by some that the tourism economy of Queenstown would fail or suffer significant adverse effects if all domestic and international scheduled air services were relocated further afield to near Tarras is misplaced. We note that Chamonix (France) and Whistler (Canada) are respectively 1:30 hrs and 2:30 hrs from their feeder airports, and this is typical of many international resorts. CIAL's proposed new site is just 54 minutes' drive from Frankton.¹⁴⁶

Relocation of the airport to within one hour of Queenstown and Wānaka would not deter tourism. Rather, we suggest it would protect their environments and communities from the airports' many adverse effects and so enhance their appeal as

attractive destinations worthy of longer stays, offering greater economic value and reducing flight missions per visitor-day.

Conclusion

The relocation of all scheduled services from Queenstown Airport to CIAL's proposed new airport near Tarras would be the best option to structurally develop a more stable and sustainable tourism industry. One that would grow and distribute its value while reducing and mitigating its harmful impacts.

¹⁴⁶ As evidenced by Google Maps data recorded in the Figure 7 – Map showing typical drive time on page 33.

Chapter Ten

Resource use

The land, sky, lakes and rivers combine to make Queenstown Lakes District a region of outstanding natural beauty and this environment attracts a talented and diverse community. Together, the landscape and the people are this region's principal resources and assets.

In this chapter we contrast the impact of jet aircraft noise on areas of high and low population densities and assess the financial, environmental and social opportunity costs of QAC's dual airport model compared with a single regional airport strategy.

Council's responsibility

Council has a legal responsibility to use its resources well. As its guiding principles, the Local Government Act 2002 requires Council to:

- *“Ensure prudent stewardship and the efficient and effective use of its resources,*
- *Promote the social, economic, and cultural well-being of people and communities,*
- *Maintain and enhance the quality of the environment, and*
- *Meet the reasonably foreseeable needs of future generations.”¹⁴⁷*

These principles guide our analysis as we consider the region's resources.

¹⁴⁷ [Section 14\(1\)\(g\) and \(h\)](#), LGA 2002

¹⁴⁸ [Queenstown Airport Siting Study](#), p10, April 2017

Jet-aircraft noise

Noise and pollution from jet aircraft impact negatively on both the environment and the experience of those within it. Public campaigns around the world are drawing attention to these impacts, which are increasingly quantified by international research showing pollution in both global and local environments.

The strong push-back from Wānaka's community to scheduled jet services and from Queenstown's community to expansion of the air noise boundaries gives insight into the depth of the concerns of both host communities.

QAC's dual airport model would, in effect, duplicate the negative impacts on to two communities rather than one, onto the region's two most outstanding environments and onto the largest possible number of people in the region.

QAC's Airport Siting Study incorrectly suggested that the sharing of these negative impacts would be a strength of the dual airport strategy.¹⁴⁸ This is not so. It would double, not diminish, the damage done.

Least adverse effects

The relative size of the adverse noise impacts from each of the airport locations becomes clear in Figure 21, which includes three maps showing a 12 km radius around each of the three airports. Within that 12 km radius around Queenstown Airport, 75,000 people are affected, most living within 6 km and directly in line with the runway and resulting flightpaths. The Wānaka Airport has some 48,000 people affected within the 12 km radius of the airport, with Luggate and Albert Town directly under the takeoff and landing flightpaths.¹⁴⁹

¹⁴⁹ Population figures are for the year 2018, [QLDC July 2020](#)

In contrast, our research has identified fewer than 100 residences within 12 km of CIAL’s proposed airport near Tarras.

The rural suburb of Queensbury sits equidistance between the Wānaka and the proposed Tarras Airports but, crucially, is directly in line with Wānaka Airport’s runway while it sits 6 km to the side of the proposed Tarras runway and flightpaths, further than Arthurs Point is from the Queenstown Airport. The residents of Queensbury would likely be less adversely affected by aircraft noise from the proposed CIAL location than they would from QAC’s proposed dual airport model that would have jet flights operating from Wānaka Airport.

The Pisa Moorings community is outside the 12 km radius, some 15 km from the CIAL property boundary, while the distance to Cromwell is 23 km, just 8 km closer than it is to Queenstown Airport. Given that Queenstown Airport flight protocols require jet-aircraft approaches to route via Cromwell and the Kawarau Gorge, there would be

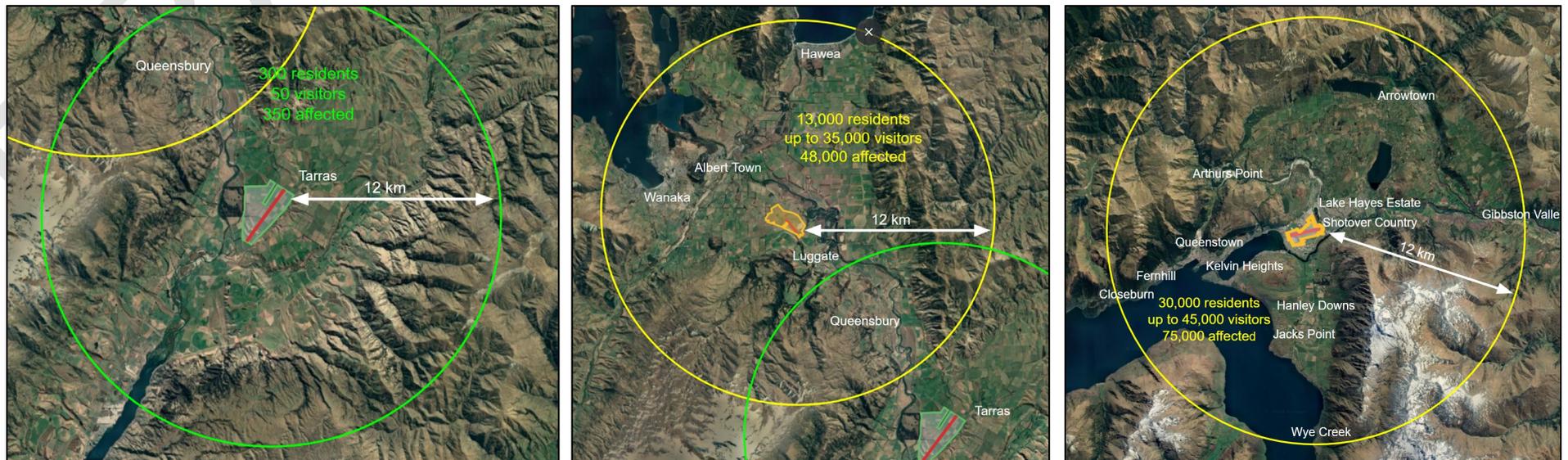
little in the way of noise difference to Cromwell whether the aircraft were destined for Queenstown or CIAL’s proposed site near Tarras.

The closure of Queenstown Airport for all but helicopters and passenger drones, and the transfer of all scheduled domestic and international flights to CIAL’s proposed new airport near Tarras would be profoundly better use of the district’s resources.

Firstly, it would massively reduce the adverse impacts of aircraft noise on the greatest number of people and communities. As well as removing the jet and fixed-wing GA noise from the Wakatipu Basin, it would also eliminate any need to introduce scheduled jet services to Wānaka Airport, as would happen with the dual airport model promoted by QAC and QLDC. The adverse noise impacts on those living within 12 km of a jet airport would reduce from 123,000 people affected to only about 350.

Some argue that such plans would be totally unfair for those who live near Tarras, as currently they have no airport at all and don’t want one foisted upon them. We

Figure 21 – The airport’s 12km impact radius on environment and population centres



SOURCE: QLDC POPULATION DETAILS FOR YEAR 2018, GOOGLE EARTH, FLIGHTPLAN2050

understand this concern and empathise with those affected. But to have this be the reason to refuse a Tarras option and stick only with QAC's dual airport model would be to ignore the far greater *new* adverse impacts that QAC's plans would have on the many thousands of people living near the Queenstown and Wānaka Airports.

Relocation of Queenstown Airport to a single site – one more remote from population and in an area with less dramatic and economic environmental value – would have much less adverse noise impacts on the region's communities and high-value environmental resources.

Jet-aircraft noise is not the only issue. Next, we discuss the real and opportunity costs.

Opportunity cost

Opportunity cost identifies the lost benefit of alternative outcomes once a decision is made. It is a powerful tool to help evaluate alternative options.

A jet-airport on Frankton Flats has substantial financial, environmental and social opportunity costs. This is in dramatic contrast with the proposed airport site near Tarras, which has little opportunity cost.

Financial opportunity cost

Our previous analysis in the 'New land costs' section of Chapter Six beginning on page 61 highlights the difference in the value of Queenstown Airport land relative to other land on Frankton Flats.

Most of the land values in Remarkables Park to the south of the airport and Queenstown Central to the north has QV values listed on QLDC's property database in the range of \$700 per m² to \$1000 per m². In contrast, Seagars Registered Valuers and Property Advisors¹⁵⁰ assess most of the airport's land at just \$34 per m². This

shows that the airport land would provide *30-times* more value to our district if it were instead used for urban development.

In most cases these financial opportunity costs are unavoidable because airports are essential connectivity infrastructure and usually cannot be moved. This is the case, for example, with Wellington Airport. In our case, however, the scheduled jet services that currently rely on Queenstown Airport could be easily routed to CIAL's proposed new airport near Tarras within 10 or 15 years.

The MartinJenkins socio-economic analysis found that a new regional airport would generate greater prosperity and employment for the region than retaining scheduled jet services at Queenstown Airport. From this we can conclude that relocating these services to CIAL's proposed new site near Tarras would have at least as good economic benefit for our region than retaining Queenstown Airport in Frankton. The opportunity cost between those two options would be negligible.

By then, however, the inflation-adjusted value of urban land in Frankton could easily be double what it is now, with the financial opportunity cost of retaining the airport in Frankton becoming *60-times* more than the alternative high-density urban use.

In contrast, the opportunity cost of rural farmland near Tarras is small. Farm sales in Otago for the 3 months to May 2019 averaged \$1.67 per m² (\$16,879 per hectare). Developed dairy land, the most expensive, was \$3.74 per m². So, the average \$6.43 per m² paid by CIAL represents a premium price paid to the landowners. Far greater value could be generated by using this land for an airport that could ever be achieved farming.

Environmental opportunity cost

Chapter Eleven beginning on page 96 focuses on environmental impacts. The analysis presented there shows the tremendous environmental benefits that would flow from

¹⁵⁰ [Seagars valuation report for QAC annual accounts, 30 June 2018](#)

the closure of Queenstown Airport (to all but helicopter and passenger drones) with the opportunity then for high-density urban development of Frankton Flats.

The development of Frankton Flats into a joyously liveable urban campus to accommodate at least 30,000 residents and explicitly designed to suit those working in high-value knowledge enterprise would have enormous environmental benefits for the district. These are detailed in Chapter Eleven, but stem from the six threads below.

High-density urban construction would substantially lower emissions and carbon footprint per person compared with the same population spread in suburban developments throughout the Wakatipu Basin.

High-density urban lifestyles also generate significantly lower emissions per person with, among other things, less use of private vehicles, shorter commutes and less road and parking construction.

Economic diversification to non-tourism, high-value, knowledge-based enterprise is the most powerful way to reduce the district's future dependence on long-haul air travel. But to be substantial and long-term, this would require the concentration of talent only possible through the high-density urban development of Frankton Flats.

Far more fuel-efficient flights, with as much as 7% reduction of emissions per flight and significantly more emissions reductions per passenger, is possible from CIAL's proposed Tarras site than is possible from Queenstown Airport.

Vehicle emissions would be significantly reduced, as explained in the section 'Vehicle emissions' beginning on page 97.

Less emissions from airport construction. This seems counterintuitive if a new airport is to be built, but QAC's dual airport model proposes more new

construction than would be needed at a single central site, as explained in the section 'Comparative construction costs?' beginning on page 60.

Our environmental analysis shows there would be considerably more adverse environmental impacts and greater harmful emissions if Queenstown Airport were retained in Frankton.

The environmental opportunity costs of retaining Queenstown Airport in Frankton are greater than the alternative. Environmental resources would be far more effectively used if Frankton became a high-density urban campus and jet air services were rerouted to the proposed new airport near Tarras.

Social opportunity costs

There is an increasing body of research showing that suburban sprawl undermines social connectivity, community engagement, personal vitality and individual happiness. This is detailed in Chapter Sixteen beginning on page 120.

Such social costs would be even more pronounced in this district if the population continued to grow to the equivalent size of Nelson or Dunedin without developing an urban centre. The distributed suburban malls common in America offer far less social cohesion than the clustered urban centres more typical in Europe.

Conclusion

Any strategy that retains Queenstown Airport in Frankton would increasingly degrade Wakatipu's outstanding natural environment, Queenstown Lake's principal resource.

It would also force the spread of urbanisation across the Wakatipu Basin, with all its attendant inefficiencies and adverse impacts.

Only the relocation of the airport together with the urban densification of Frankton Flats, offers an alternative to these concerns. It would allow the most efficient use of all the district's resources while having the least harmful impacts on the environment and community.

Relocation of domestic and international scheduled services to CIAL’s proposed airport would substantially reduce net negative effects on the region’s resources while enhancing the capacity and economy of Central Otago, reducing the resource pressure on hotspots and developing opportunity for underused resources in the region.

Council would better provide for the “*prudent stewardship and effective and efficient use of its resources*” if, over the next 10 years, it helped plan a high-density urban campus on Frankton flats and the relocation of scheduled flights to a new regional airport.

DRAFT

More to come

Thank you for reading this far, you're about halfway through this report. This first part is still in draft form, which is why distribution remains limited. The next chapters need more work before we are prepared to share them. The topics they cover include:

Environmental impacts
Resilience
Housing affordability
Community perspectives (including Tarras and Cromwell)
Network effects (transport emissions)
Airport safety
Emergency preparedness
Frankton – opportunity or loss?
Process and timeframes
Equity (fairness)
The knowledge wave
The Spatial Plan
Redesigning Frankton
Common objections
Airport scenarios
Law governing QAC

We expect the full report to be available by June 2021. It will already be clear from what you have read that CIAL's proposed airport near Tarras could be a great opportunity that warrants serious investigation.

The following two chapters give a hint of what's to come.

We hope that you will join our call for Queenstown Lakes District Council to thoroughly investigate these opportunities and for Central Government to take a lead role in assessing and coordinating the best outcome for our region and New Zealand.

Chapter Seventeen

Airport safety

ZQN is the least safe airport in NZ for scheduled passenger services

The risk of a serious aviation accident at Queenstown Airport presents a significant economic risk to the region and the country.

Queenstown Airport is certified by the CAA to operate as an airport for domestic and international scheduled jet services and it does just meet the bare minimum safety standards required for an international airport. It should be acknowledged, however, that safety is not an absolute, and that Queenstown Airport sits at the highest risk end of the safety spectrum for the operation of scheduled commercial jet aircraft.

These high risk factors include a minimum length runway, minimum legal RESA zones at just 90m instead of the industry standard 240m, difficult wind conditions at the confluence of three mountain valleys which causes turbulence and wind shear, challenging topography with numerous obstacles penetrating the approach slays, challenging weather conditions, including the potential for aircraft icing and a high level of general aviation traffic.

Queenstown Airport's proximity to the alpine divide manifests difficult mountain weather as easterly travelling depressions push against the Southern Alps. Severe turbulence, downdraughts and wind shear can be experienced within the Queenstown basin. Runway conditions can change rapidly with snow, slush or ice. Snow showers can cause rapid reduction in visibility. Under certain climatic conditions aircraft can be subject to icing which can range from mild to severe. A pilot's normal reaction to icing, depending on the severity, is to quickly reduce altitude to a typically warmer environment. This evasive manoeuvre generally cannot

be carried out in Queenstown airspace due to the proximity of mountains, meaning that iced aircraft generally have to stay in the icing zone which dramatically increases risk to the aircraft and passengers.

These hazards cause greater restrictions on aircraft operation with airlines applying special Queenstown rules that are more conservative than the aircraft manufacturers' certified limits. Restrictions such as a reduction of permitted crosswind tolerance, down from 40 knots to 25 knots (80km/hr to 50km/hr) and permitted tailwind tolerance reduced from 15 knots to 5 knots (50km/hr to 10km/hr). Flight paths are adapted to be steeper than standard decent rates and significantly steeper climb rates on take-off. All airlines require that only the Captain rather than co-pilot must control the aircraft for take-offs and landings at Queenstown, and Captains must have completed training specific to Queenstown Airport before being able to operate in it.

While in time there may be incremental improvements, the essential profile of the restricted size of the Frankton

RESTRICTED

Queenstown Rules

for

Airbus A320

and

Boeing 737

- Maximum crosswind permitted is reduced from 40 knots to 25 knots (80km/hr to 50k/hr)
- Maximum tailwind permitted is reduced from 15 knots to 5 knots (30km/hr to 10km/hr)
- Only the Captain can control the aircraft for take-off and landing
- The Captain must have undertaken specialist training specific to ZQN operations

location within its mountainous terrain will always pose challenges to safety.

Just as when a 1960's car with its solid chassis and diagonal seatbelts passes its warrant of fitness and is certified safe to drive on New Zealand roads could never be as safe as a modern vehicle with its ten air bags, designed crumple zones, anti-intrusion side reinforcement and a host of active cameras and monitors that help avoid accidents, the CAA certification of ZQN does not make it as safe as today's travelling public have a right to expect.

Queenstown Airport will forever risk the potential that one serious accident could cause immediate restrictions placed by CAA or ICAO, or to have negative advisories issued by IFALPA, NZALPA or any other agency to substantially impact the airport's daily operation and ongoing viability.

This poses a major and continuing risk to the local and regional economies.

Minimal safe runway length

Queenstown Airport's 1,777m runway is at the shortest length for narrow body jet aircraft.

Runway Emergency Safety Area's (RESA) are located at each end as a safety buffer in case of a runway 'excursion' - when an aircraft undershoots or rolls off the runway. The industry standard for an international airport RESA's length are 240m at both ends of the runway. Queenstown Airport has the minimum allowed RESA at just 90m at each end.

The rapid drop off in the terrain at both ends amplifies this risk, both in making it more challenging for pilots to access their approach and in the event of an undershoot or roll-off.

There appears little prospect that the Queenstown Airport RESA lengths will ever be extended. To the west this would require extending the runway towards Lake Wakatipu, with the required earthworks overlaying homes in Ross and McBride Streets and Lake Avenue, plus a new underpass and bridge for where it would cross State Highway 6. To the east it would require massive earthworks extending into the Shotover River, plus an underpass for Hawthorne Drive.

This creates a risk for Queenstown Airport that an incident here or elsewhere could force it to shorten the runway area by designating part of it as RESA. An accident where these minimal runway lengths is a major contributing factor could end jet services into Queenstown, as has been reported in the media¹⁷⁵.

QAC has presumably assessed the cost-benefit trade-off for investment in infrastructure risk mitigation measures to reduce the hazard of an end of runway excursion. A problem with this, though, is that the financial costs that result from an excursion event fall 90% on the Airline, with only 10% impacting the Airport¹⁷⁶. The financial costs would also have a substantial impact on our broader tourism economy. In addition to potential reduction in tourist demand, the event might cause immediate restrictions placed by CAA to restrict operation of Queenstown Airport until improved infrastructure is commissioned, cutting flights for months or years.

This situation where the Airport must carry the full cost of risk mitigation infrastructure while only receiving a small portion of the potential benefit of reducing the seriousness of an accident is a market failure. If the potential loss to our local economy is like the cost impact on an Airline, then Queenstown Airport will under value risk mitigation costs by a factor of 20 times. In this situation, even a well-managed Airport will always under invest in risk mitigation.

A jet airline Captain familiar with Queenstown Airport assessed that it was not a question of "if" a runway excursion might occur, but "when".

¹⁷⁵ [Stuff](#), Aug 2017

¹⁷⁶ *Estimated Cost-Benefit analysis of runway severity reduction*, J.N.M van Eekeren, Jan 2016

Relocation of the airport would resolve this problem.

Civil Aviation Authority Reports

Our research has uncovered numerous incidence reports related to flights arriving to or departing Queenstown Airport, some of which make harrowing reading.

These reports¹⁷⁷ obtained under the Official Information Act for Queenstown Airport cover the period January 2015 to July 2019. With close to seven hundred incidents reported over this time, they average more than 12.5 per month or more than one every three days. They include incidents of wind-shear, icing, proximity to other aircraft, near collision, EGP warning system activations and many more.

We also note that Queenstown Airport has been consistently singled out by the CAA for mention in its annual reports when these same reports have made no mention of in-air safety concerns at any other airport in New Zealand during the past decade.

The last 10 years show a clear trend of increasing concern in the CAA annual reports regarding safety at Queenstown Airport, as the following extracts testify.

CAA Annual Report 2012

“We have conducted a comprehensive risk review of air transport operations at Queenstown to help guide the Authority’s regulatory approach to operations at this aerodrome.”

CAA Queenstown Airspace Classification Review 2014

“Given that there are now significantly more passengers in the (Queenstown) airspace at any one time than ever before and greater numbers of aircraft than before, the exposure risk of passengers to an airspace safety occurrence has increased markedly.”

CAA Annual Report 2015

“The current air surveillance system supporting the air traffic management system is operated by Airways. It consists of primary and secondary radars and a multilateration system based in Queenstown. The current radar system will be at the end of its life by 2021.” (FYI - Multilateration is a navigation and surveillance technique based on the measurement of the times of arrival of radio waves having a known propagation speed).

CAA Annual Report 2016

“Queenstown airspace has a variety of flying activities, mountainous terrain, changeable weather and *a high density of traffic*; all of which create a challenging operational environment with an increased potential for an accident to occur.” The key phrase I wish to emphasise from the 2015/2016 extract is “high density of traffic”.

CAA Annual Report 2017

“Queenstown Operations – We conducted a gap analysis of the effectiveness of current controls, created a stakeholder plan and engaged with stakeholders to precisely define the risks associated with Queenstown operations. Pleasingly, there were no major safety occurrences during the year, and analysis determined that current controls are effective.”

“The mountainous terrain, changeable weather and high and constricted density of traffic make Queenstown a challenging area to fly. As such, there is increased potential for accidents to occur.”

CAA Annual Report 2018

“Aviation accidents in the Queenstown area have the potential to damage New Zealand’s reputation for safe and secure skies, and as a tourist destination, as well as incurring unnecessary social cost.”

¹⁷⁷ [Queenstown Occurrence Data, CAA, Aug 2019](#)

“Queenstown air space has a variety of flying activities, mountainous terrain, changeable weather and high-density traffic – all of which create a challenging operational environment with increased potential for accidents to occur.”

CAA Annual Report 2019

“Aviation accidents in the Queenstown area have the potential to damage New Zealand’s reputation for safe and secure skies, and as a tourist destination, as well as incurring unnecessary social cost.”

Safe alternatives available

The local and national economic dependence on tourism and the importance of Queenstown and Wānaka as its principal centres suggests that the negative economic impacts of a major accident at Queenstown Airport would be devastating.

Given the recognised and documented high risk and safety concerns for Queenstown Airport, and the knowledge that a substantially safer alternative location could be available within ten years, it raises the question of what is the acceptable level of risk that could be avoided. In the event of a major accident, QAC and/or Council legal liability could be pursued by any of the affected parties.

would suggest that the level of risk is already unacceptable.

Conclusion

From the perspective of safety, CIAL’s proposed airport near Tarras would be substantially safer than Queenstown Airport, with greatly reduced risk factors.

Chapter Eighteen

Emergency preparedness

Queenstown is in earthquake country. How can we evacuate 100,000 tourists when disaster strikes?

The Christchurch and Kaikoura earthquakes have heightened awareness of natural hazards in our region, amplified by research indicating we are overdue for a catastrophic quake along the Alpine Fault.

As a major resort, Queenstown must retain the capacity to evacuate people en masse when such an event occurs. With the potential closure of both our Kingston and Kawarau Gorge access roads, air transport must be a cornerstone of our emergency preparedness.

Queenstown Airport currently fulfils this essential role. As such, it is listed as a Lifeline Utility in the Civil Defence Emergency Management Act 2002¹⁷⁸, which means it must ensure that it is able to function during and after an emergency¹⁷⁹.

But this requirement for a runway during times of emergency and the current designation of ZQN as a Lifeline Utility are not obstacles to the relocation of Queenstown Airport, as explained below.

Emergency runway

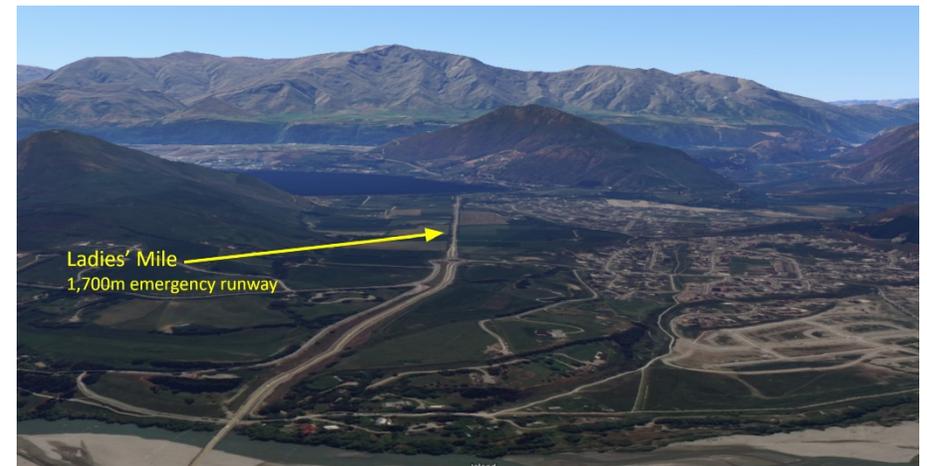
The essential capacity to be able to airlift many thousands of people daily from Wakatipu Basin, is not a block to the relocation of Queenstown Airport.

¹⁷⁸ Part A, (5) of schedule 1, CDEMA 2002

Singapore, Germany and Sweden are just some of many nations that designate sections of roads and motorways for use by military aircraft. Australia designates numerous sections of highway for civilian and commercial aircraft. In most cases, these road sections are signposted, have appropriate runway marking and incorporate aircraft pull-out and turning bays at the 'runway' ends.

Something similar could be done with the Ladies' Mile straight that sits in the middle of the Wakatipu Basin. It would be an easy matter to transfer this Lifeline Utility designation from Queenstown Airport to this section of State Highway 6.

With a useful 1,700m of flat straight strip and clear flight paths, it could be designed to meet the requirements of the Royal Australian Air Force's C-17 or the Royal New Zealand Air Force's C-130Hs.



SOURCE: GOOGLE EARTH

Ladies Mile from Stalker Road to McDowell Drive is one-and-a-half times the length required for the C-17. That aircraft's capacity to use backcountry, even unsealed

¹⁷⁹ Section 60, CDEMA 2002

runways, and its multiple wheels to spread load means upgrading the roadway as an emergency backup would not be challenging.

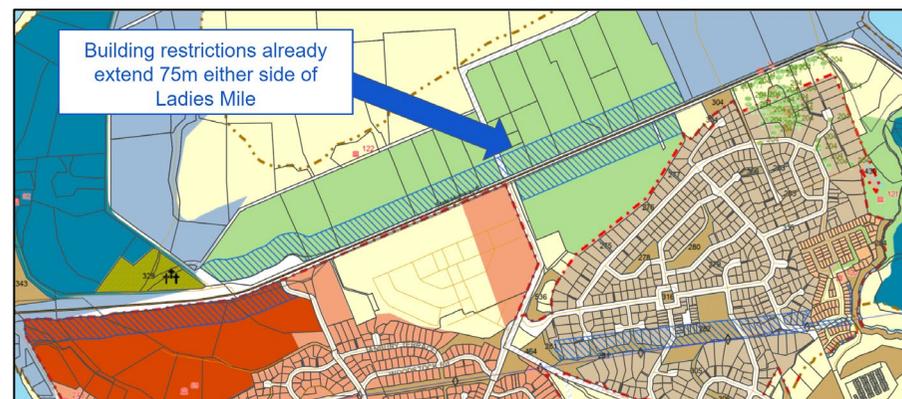
The additional costs would be relatively minor, and construction could be accommodated through progressive upgrades over the years before the airport was finally relocated. The key would be with design and planning to ensure that appropriate setbacks are put in place as part of the district plan. This could be achieved as part of rezoning applications or through use of the Public Works Act.

The widened zone would provide an enhanced transport link for the Wakatipu road network and entrance for the district. Power and telecommunications services would be underground. New tree planting could be located at the outer limits of the widened setback to allow the removal of existing trees and hedgerows, with the extra width landscaped to provide a beautiful entrance to the district.

Streetlights at the intersections and road signage could be designed to be hinged, allowing them to be easily lowered flat to the ground during emergency use or training exercises. Roundabouts at intersections could be constructed in modular form (think pizza slices), enabling them to be easily towed from the roadway by any large vehicle during a civil emergency. The roadway could be widened and aircraft turning circles installed at each end. The roadway shoulders, berms, longitudinal drains and culverts could be engineered to be flush to avoid hazard for landing aircraft.

The \$90 million funding announced by Prime Minister Jacinda Ardern on 28 January as part of the government's infrastructure package could offer a first step to realising this opportunity. With the intersection of Ladies Mile and Howards Drive among the specific works identified, and with construction not expected to begin till late 2021 or 2022, there is ample time to design and engineer a removable roundabout that would enable the road's use as an emergency runway. This example further demonstrates that, if planned over a ten-year timeframe, much of the cost of conversion could be absorbed into regular maintenance and upgrades, so need not be excessive.

Figure 22 – Ladies Mile setbacks already mostly in place



EXISTING DESIGNATIONS ALREADY RESTRICT BUILDING FROM 75M NORTH AND SOUTH OF STATE HIGHWAY 6 ALONG LADIES MILE, AS SHOWN BY THE BLUE DIAGONAL HACHED DESIGNATION IN THE OPERATIVE AND PROPOSED DISTRICT PLAN. SOURCE: QLDC ONLINE MAPS.

As shown in Figure 22, the District Plan is already well placed to enable this emergency runway. Designations that restrict building already extend 75 m into the properties located to the north and south of Ladies Mile (see blue hatch in Figure 22). The only section still needing such designation is in front of the Queenstown Country Club retirement village, and this existing development has been set well back from the road.

It is essential that these building restrictions remain in place. Ladies Mile is a major transport conduit into the Wakatipu and, apart from its potential as a civil emergency runway, it must retain the capacity to install bus lanes and even light rail in the future.

With proper management, the use of Ladies Mile as an airstrip during a civil emergency would still allow free traffic flow throughout the district. The Lake Hayes Estate and Shotover Country subdivisions could have managed access through the western roundabout of Ladies Mile to Shotover Bridge or Lower Shotover Road. Similarly, traffic from the Shotover Bridge could be managed through the same roundabout into Lower Shotover Road. Future subdivision of the land to the north of Ladies Mile could include secondary road access to Lower Shotover Road. During the

period that it is used as an emergency runway, a good management system could also enable regular or scheduled vehicular access to the Ladies Mile road if this was needed.

Using such an approach, it's clear that the need for an emergency capability to evacuate large numbers of people by air from the Wakatipu is possible without having Queenstown Airport located in Frankton.

For example, Royal Australian Air Force C-17s (pictured) undertake training flights at Queenstown Airport. The C-17's massive load capacity, ability to handle short runways (1,070m), cope with rough and unsealed strips and turn on a dime make it an important part of evacuation plans.



C-17 GLOBEMASTER III

C-17 Globemaster III

The eight Royal Australian Air Force C-17 aircraft (pictured) train as part of New Zealand disaster preparedness.

This large transport aircraft specialises in short take-off and landing (STOL) and can operate on runways from 1,064 meters long and as little as 18 meters wide.

With the ability to reverse their jet engines, they can three-point turn at runway's end.

Lockheed Martin C-130J-30 Super Hercules

Five new super Hercules transport aircraft are to join the New Zealand Air Force in 2024-2025. Their high wing and 945 m landing roll ensure they could easily operate from a modified Ladies Mile.





DRAFT

HOPPER Jason

Kelvin Heights

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:

There appears to be limited fresh ideas for alternatives to the Masterplan - with no apparent consideration for a 'reset'.

There doesn't appear to be much consideration for the possible alternative airports (Tarras and Wanaka) and what this means to Queenstown airport. What about consideration of what would be used for Frankton Flats if the Qtn airport was no longer (eg if government intervention led to Tarras being the district airport). It appears that the QLDC regard the Qtn airport as a given, and growth is inevitable. Does it need to be development-led, with the airlines leading the charge to more air traffic movements? Personally I find it disappointing the way the airport and traffic has been left to grow reasonably unchecked.

Finally the acknowledgement of an extra '17,000 new homes in the area' is surely going to have an impact on the Wakatipu basin being an iconic destination. I question the sustainability of these divergent objectives.

Q. Please describe the reasons for your position:

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

HOWARD Andrew

Ignite Wanaka

Wanaka

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

Oppose

Q. Please let us know your comments or feedback:

Via email:

Ignite Wanaka supports the submission of Nick Page. Continuous underestimation of growth in the Upper Clutha presents a real risk to businesses here. Good infrastructure investment will be critical over coming years and this plan will not support that. We understand that predicting future growth is challenging but using historical growth as a minimum would be the safer option as everything we see points to accelerating growth over the coming 10 years.

Q. Please describe the reasons for your position:

As above

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

As above

JERRAM David

Jacks Point (includes Coneburn and Homestead Bay)

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

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

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

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

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

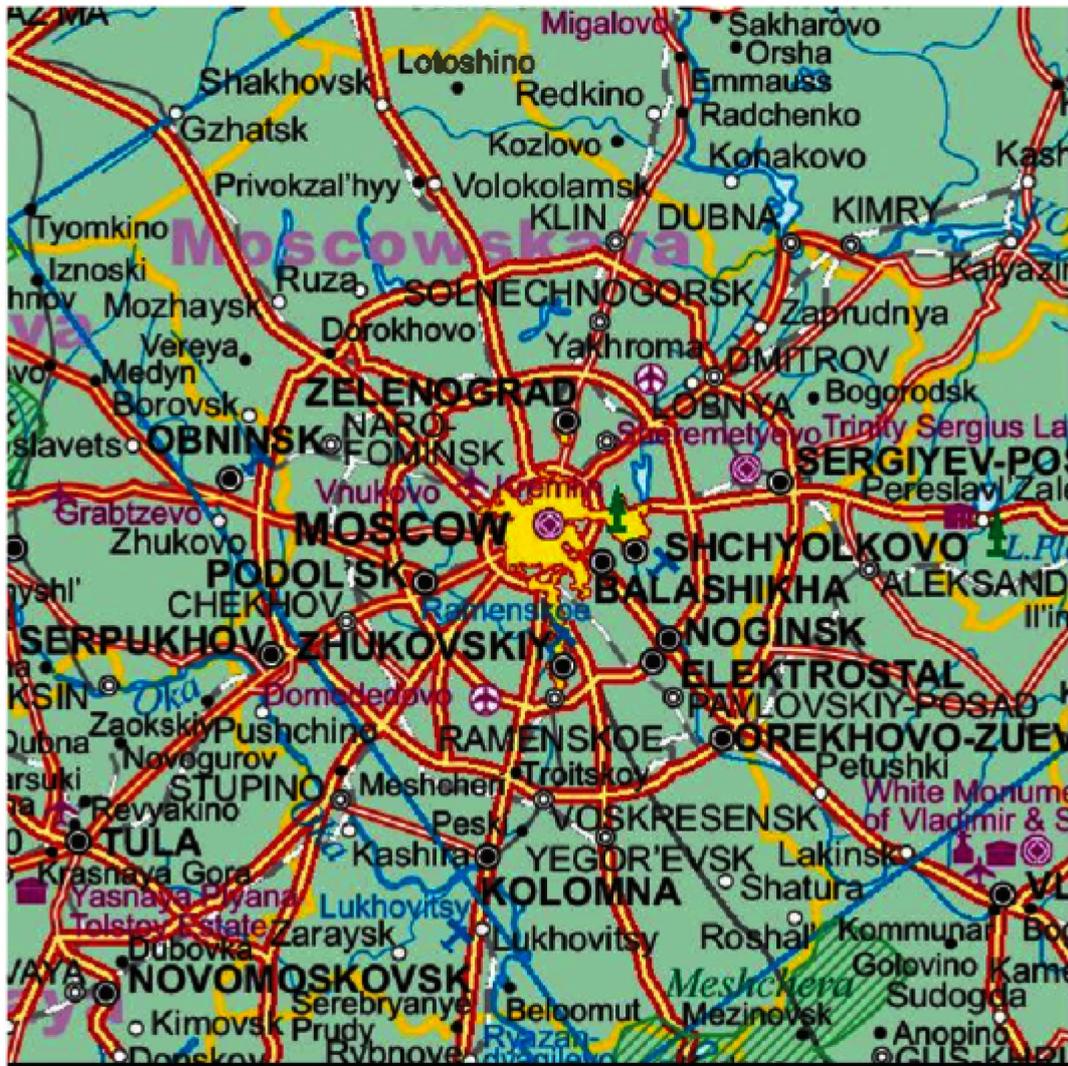
The main arterial routes around which intensification is to take place are also state highway connections from north of Queenstown through to Te Anau and Invercargill and to Glenorchy.

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

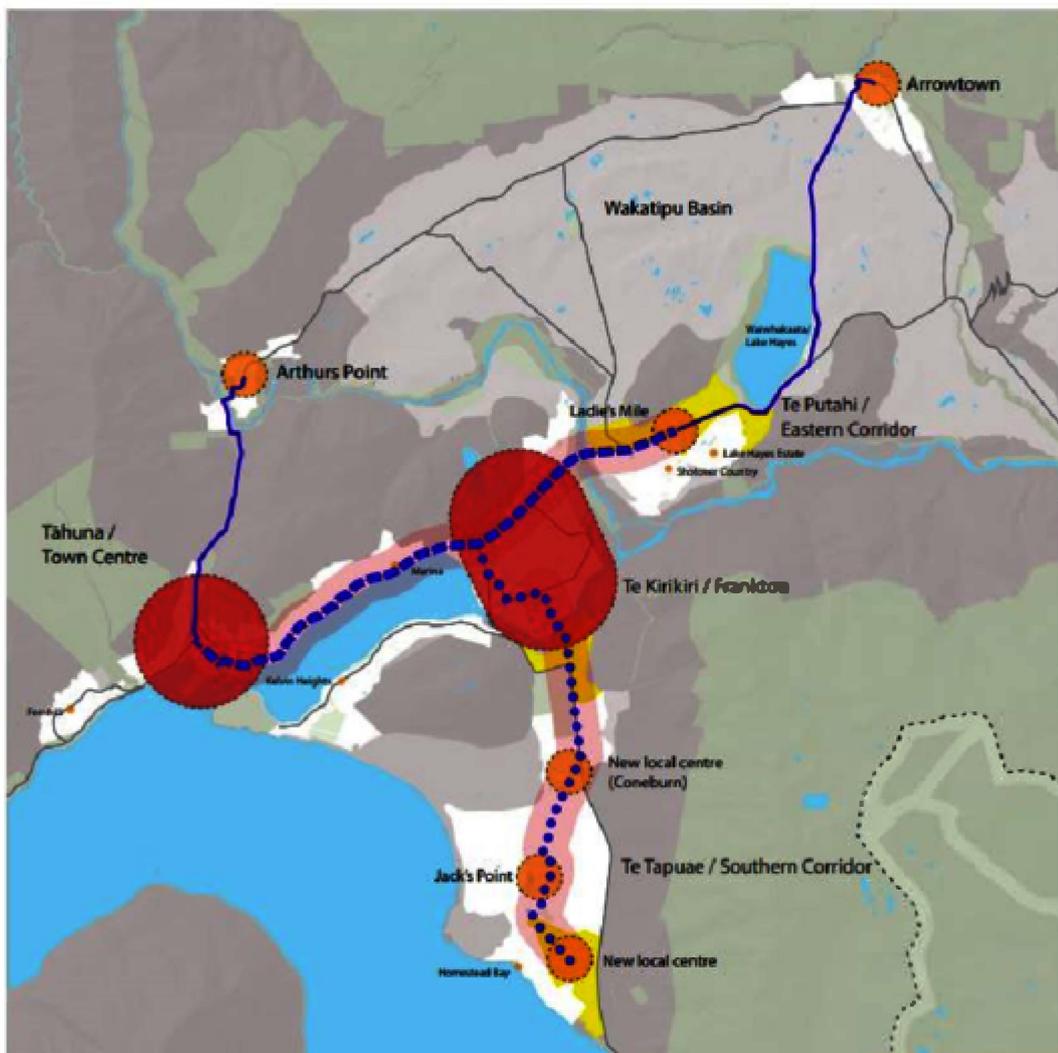
important infrastructural components. In particular, the utilization of street networks captures the complex interactions between people, and the flow of goods and services in urban systems. However, there is relatively limited understanding of this facet as existing macroscopic or microscopic measures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

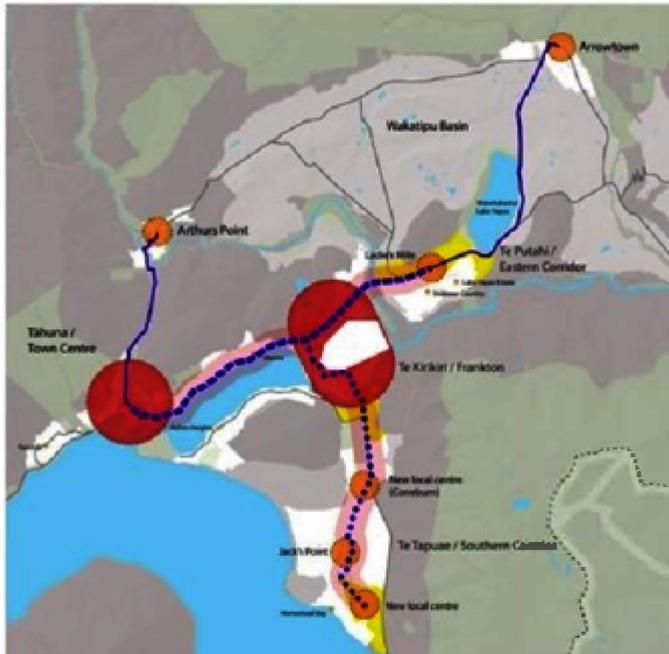
This lack of street networks in Queenstown is what makes the proposed development pattern impractical.

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

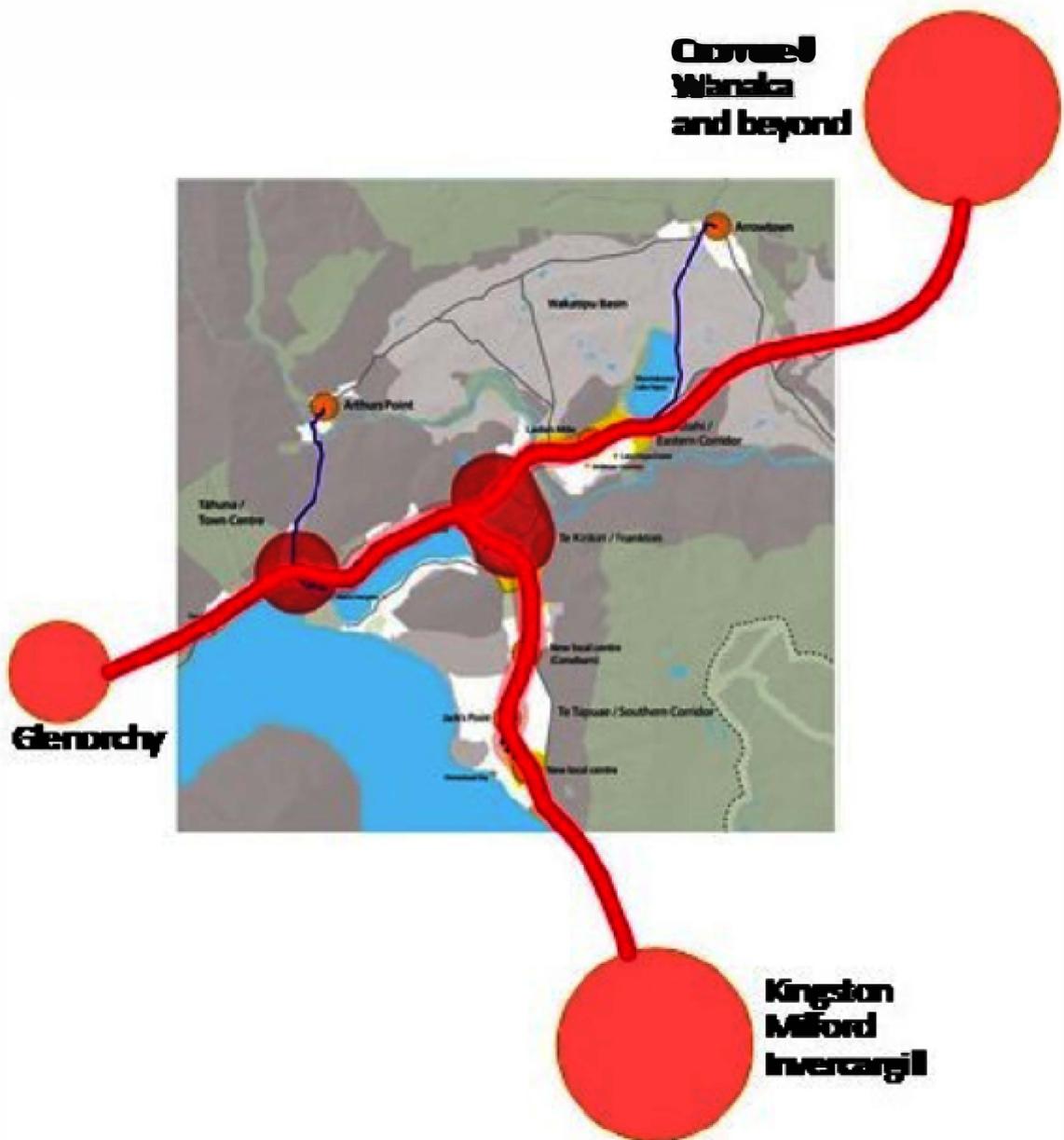
Note the difference in settlement pattern for Queenstown versus Moscow. While obviously the cities are of entirely different scale, intensification along arterial routes into Moscow will work because of the interlinking web of cross connections, but none of these exist in Queenstown.

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.”

JESSUP Brenda

Albert Town

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:

Lots of well meaning words not backed up with good information or well thought out planning.

Q. Please describe the reasons for your position:

The plan is for further growth with no specific need to consult with local communities. Concern for the environment has never been higher and this needs to be at the forefront of all decisions by our council. Since moving here in 2001 I have seen the growth in the area drastically affected the environment.

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

We do not want airport development in Wanaka, or Tarras.

JONES Philippa

Albert Town

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:

The planning documents do not genuinely address issues of over-tourism and how to achieve sustainable destinations both for visitors and residents.
Long term strategic planning for Wānaka must take climate costs and community desire to manage visitor numbers into consideration.

Q. Please describe the reasons for your position:

QLDC is not genuinely taking residents' concerns seriously.

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

I am critical of the way Wanaka is headed: too much growth, too many tourists, freedom campers, vehicles.
I would like to see more bike routes since I rely on active transport.

Q. I am aged:

60+

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

Neutral

Q. Please let us know your comments or feedback:

Insufficient credence is given to protecting our open pastoral landscapes in the Upper Clutha.

These landscapes are one of the main defining features of the Upper Clutha and one of the key values that many in the community hold dear. The views of these particularly from the major access points in to the district are important for both visitors and locals alike. They are in danger from inappropriately sited dwellings and buildings and lifestyle subdivisions and greater protection should be afforded them. While the plan indicates the boundaries for the smaller settlements the spread of lifestyle subdivisions seems to have little control.

No provision appears to be made for the protection of high quality soils from urban sprawl or deterioration. Given the very limited amount of these in the area and the stated need to diversify our economy for which these could play a major part this would seem a significant oversight.

No thought appears to have been given to controlling the rate or amount of growth in the Upper Clutha. Rather the emphasis seems to be on catering for whatever growth happens. Given the widely held belief in the Upper Clutha that many of the values that we hold dear are being threatened by current growth rates more emphasis should be given to limiting the rate of growth and protecting those values rather than just catering for whatever growth is expected to happen.

One way of doing this is to limit access to the area. I am strongly opposed to allowing a jet capable airport to be developed in the Upper Clutha for this reason.

More emphasis should be given to ensuring the visitors that do come are high value ones that do not have too big an impact on our environment and are prepared to pay for it.

I am opposed to freedom campers being allowed in the Upper Clutha for this reason

Q. Please describe the reasons for your position:

As above

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

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

I am in total agreement of what WSG, of which I am a member, has to say in it's submission:

1. Listen to your communities. QLDC must start putting its people first: the views and wishes of the community you serve are paramount, and you must engage in active listening (including real consultation) and act on it in good faith.
2. Revise your population growth projections to reflect realistic population growth rates. Council should commission realistic figures and sources produced separately for each of residential population growth and visitor population growth across the district, with figures separated out for the Upper Clutha community. These figures should be clear, easy to understand and well referenced.
3. Plan for a reset for sustainable tourism. Recognise that Council has a part to play in managing tourism growth and that your planning documents need to genuinely address issues of over-tourism and how to achieve sustainable destinations both for visitors and residents.
4. Show real commitment to your climate emergency declaration and the urgent need for climate action. Council's declaration of a Climate Emergency and the well documented and unequivocal concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration of all planning and budgeting

Q. Please describe the reasons for your position:

Many...

1. The Council appears to be squandering the opportunity for any re-set, ignoring advice from both our Minister of Tourism and the Parliamentary Commissioner for the Environment, the single minded focus is to return to pre-Covid levels of tourism activity.

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

2. There is a fundamental disconnect between the QLDC's much lower projected residential growth figures and the growth rate we would expect on the basis of historical growth over the last 10-30 years. Serious underestimation and under-provisioning for growth have

been a historic feature of QLDC long term plans for decades and are a key underlying reason for the wide range of well documented problems that the region now faces with infrastructure, housing, debt, etc.

Our Council should be doing one of two things; either

1 - amend your plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred),

or

2 - outline how you intend to manage growth and limit visitor numbers to what we as a community can cope with and fund.

Instead - unrestrained growth remains the default setting for our 'current' Council.

The Draft Spatial Plan presents a completely false impression of the likely growth of the region,

including Wanaka, over the next 30 years. It is vastly over conservative while giving no indication of any actions council will take to limit growth.

A Re-set for sustainable tourism & airport services:

There is a fundamental disconnect in both the Draft Spatial Plan and the Ten Year Plan between aspiration and actual policy. The principles are not being reflected in projects or actions across either of the Draft Plans.

Council needs to listen and then act on the concerns of our community rather than pandering to the very limited interests of developers, big business and outside corporates who simply want to drive the growth agenda with no regard to our community or the environment.

The dual airport vision is for the dual benefit of business and international visitors - not local

residents! Priority must be given to the needs of local residents!!!

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

Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration in all planning and budgeting.

Strategic planning for both Queenstown and Wanaka airports must take climate costs and community desire to manage visitor numbers into consideration.

A Plan B for air services and QAC strategy that puts residents before tourism growth, recognising that airport strategy has a direct effect on visitor numbers, infrastructure demand, environmental conservation, community well being and carbon emissions, and aims to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports.

LAWSON Charlotte

Glenorchy & Kinloch

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:

Totally disagree with the expansion of QT airport and extending the ANB

Q. Please describe the reasons for your position:

Am opposed to further development (already excessive) to Queenstown and its neighbourhood

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

LAWSON Maurice

Glenorchy & Kinloch

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:

Disagree strongly with any extension to the QT airport ANB

Q. Please describe the reasons for your position:

Object strongly to the increase in any proposed tourism to level above Pre Covid and the ensuing effect on climate change

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

LECKIE Joshua

Lane Neave on behalf of HGW Trustees Limited and Remarkables Station Limited

Jacks Point (includes Coneburn and Homestead Bay)

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 on Draft Queenstown Lakes Spatial Plan

To: Queenstown Lakes District Council (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: [REDACTED]
[REDACTED]
[REDACTED]
Contact: [REDACTED]
Telephone: [REDACTED]
Email: [REDACTED]

LECKIE Joshua

Lane Neave on behalf of the University of Otago

Out of District

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

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

PDF Attached

Submission on Draft Queenstown Lakes Spatial Plan

To: Queenstown Lakes District Council (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.

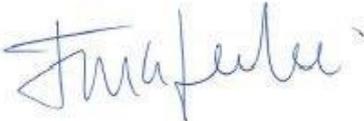
Outcome Sought

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: [Redacted]
[Redacted]
[Redacted]
Contact: [Redacted]
Telephone: [Redacted]
Email: [Redacted]

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

I strongly oppose QAC increasing airport noise boundaries. If the spatial plan allows QAC to do this and allow subsequent air traffic growth then it contradicts the councils responsibility to ensure the well being of the community, a densely populated community with an international airport in the middle of it, a community that has already strongly opposed ANB growth.

With the possibility of Tarras airport coming on stream then this should be put in the mix of the Spatial Plan and not ignored by QLDC even if they don't like it.

Q. Please describe the reasons for your position:

See point made above

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

LLOYD Nigel

Arthurs Point Community Association

Arthurs Point

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

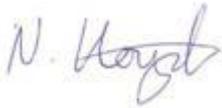
shops, schools or other facilities and amenities and that this is made easier by the provisions of the Spatial Plan.

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



LOUGHNAN Hugh

Ministry of Education

Out of District

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

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

PDF attached

Submission on the draft Queenstown Lakes Spatial Plan

To: Queenstown Lakes District Council

Name of submitter: Ministry of Education ('the Ministry')

Address for service: [REDACTED]
[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 Ministry¹ 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

¹ 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)², 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 2028³. 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.

² <https://www.education.govt.nz/our-work/publications/budget-2019/negp/>

³ <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

LUDEMANN Victoria

The Optimise Health & Wellness Trust

Lake Hayes Estate & Shotover Country

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!

MACLEOD Gillian

Central Queenstown

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 4th 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.



Figure 1hobsonville and school

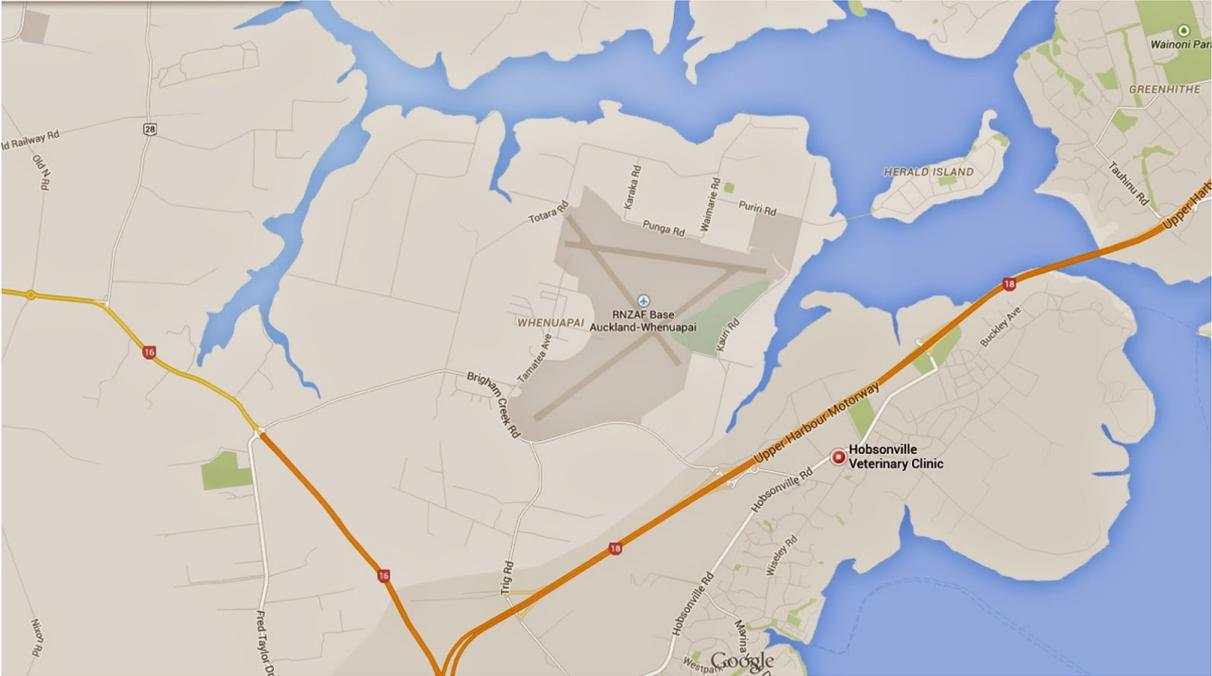


Figure 2hobsonville was an airport once, this is not new



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)

MACLEOD Rod

Albert Town

Q. I am aged:

60+

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

Neutral

Q. Please let us know your comments or feedback:

See appended

Q. Please describe the reasons for your position:

See appended

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

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

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

April 2021 Draft Queenstown Lakes Spatial Plan Submission.docx

Draft Queenstown Lakes Spatial Plan Submission

Submission by Rod Macleod, May 2021

1. The draft plan identifies a number of locations within the Upper Clutha where residential development has occurred and will be further encouraged.
2. The draft plan discusses the merits of public transport and passive transport within and between residential areas. Such outcomes would be beneficial to our living environment and in mitigating our carbon footprint. Lower density rural residential developments result in significantly higher per capita fuel consumption. The draft plan does not however identify how better transport outcomes will be achieved (either by incentives or regulations).
3. The draft plan discusses the present-day difficulty in funding potable water supply and waste water disposal. The issue is of particular concern where low density residential development has occurred or is permitted in future. Central government reforms (Three Waters) will require this Council to meet higher delivery standards. Locations such as Hawea Flat, Carbridge Estate, and along the true right bank of the Hawea River (north of Mangawera Hill) would be subject to very high per capita costs to meet those higher standards.
4. The draft identifies 'social infrastructure' needs of our communities. Development of these public and private infrastructure needs can best be met where urban boundaries are well defined and respected. Urban sprawl mitigates against good outcomes.
5. The draft plan has identified the need for well defined urban boundaries to ensure the economical delivery of public transport, potable water supply, wastewater disposal, and social infrastructure facilities. The draft plan has not however presented meaningful incentives for developers or individuals to achieve those outcomes now has it presented planning rules preventing rural residential sprawl across the Upper Clutha.
6. The draft spatial plan will achieve very little unless incentives and regulations are incorporated in the District Plan.

MALPASS Nicole

Varina Pty Ltd

Wanaka

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 Queenstown Lakes Draft Spatial Plan

To: Queenstown Lakes District Council

Submitter: Varina Pty Limited

Address for Service: [Redacted]
[Redacted]
[Redacted]

Attn: Nicole Malpass

[Redacted]
[Redacted]

Executive Summary

The submitter agrees in the value of undertaking a longer-term spatial planning exercise. However, it is submitted that there are fundamental faults which need to be addressed before moving forward.

Submission

Varina Pty Limited is company that has a large portfolio of urban land holdings and is a significant stakeholder in the visitor accommodation industry. The submitter therefore has an interest in the future spatial development vision of Wanaka and specifically within proximity of the existing Town Centre and adjacent residential zoning.



With respect, the submitter believes Council have adopted a restrictive approach by constraining the opportunities to accommodate Wanaka's growth and development to a finite area of land that has been defined by natural features such as the Cardrona River. As growth projections and associated demand has no relationship to natural feature location, it appears somewhat short-sighted to constrain the available land resource as indicated by the draft spatial plan.

If urban development is to be binarily defined in this manner, it is required to be appropriately dealt to with more intense development provided for through an urban zoning regime. This urban zoning regime is to be appropriately envisioned with realistic growth projections in mind.

Priority development areas for urban growth appear to include the Golf Course as well as Lismore Park. Arguably, neither of these should be considered for urban development purposes and so the volume of predicted yield/supply at these locations should be discounted from envisaged capacities.

There appears to be no accounting for Wanaka Airport within the spatial development projection and/or the main transportation routes between Wanaka, Wanaka Airport and Luggate. These are logical areas to be included, as they will inevitably develop further.

In regard to Map 15: Upper Clutha Public Transport and Active Travel Networks. There appears to be no 'Planned' public transport networks only 'Vision'. It is submitted that this is carbon inefficient, discouraging for visitors and potentially isolating to residents when considering the predicted growth rates alongside parking provisions moving away from Local Government.

Lastly, this submission supports Mr. Nick Page's submission and is in agreement that the growth projections have been grossly underestimated. This is a point which

requires serious consideration by Council and which will, as a consequence, require comprehensive re-modelling.

Summary of Submission

Overall, Varina Propriety Ltd agrees in the value of undertaking a longer-term spatial planning exercise. However, it is submitted that there are fundamental oversights and errors which need to be addressed before moving forward.

The submitter wishes to be heard in support of their submission.



.....

Nicole Malpass (on behalf of Varina Pty Limited)

19 April 2021

MALPASS Nicole

Medius Wanaka Ltd

Wanaka

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 Queenstown Lakes Draft Spatial Plan

To: Queenstown Lakes District Council

Submitter: Medius Wanaka Ltd

Address for Service: [Redacted]
[Redacted]
[Redacted]

Attn: Nicole Malpass

[Redacted]
[Redacted]

Executive Summary

The submitter supports the *intent* of the draft spatial plan 2021 however, believes there are inherent faults which need to be addressed before moving forward.

Submission

Medius Wanaka Ltd is a Wanaka based company which has interest in multiple land holdings within an outside of the existing urban growth boundaries. As a Wanaka based company, the submitter has a personal interest in the future spatial development vision of the town.

Respectfully, the submitter believes that Council have adopted a somewhat short-sighted approach by constraining the opportunity to accommodate Wanaka’s growth and development to a finite area of land that has been defined by natural features such

as (for example) the Cardrona River. Growth projections and associated demand has no relationship to natural feature locations, and therefore it is short-sighted to constrain the available land resource as indicated by the spatial plan.

Future demands are dynamic and relate to a demand wider than 'urbanisation'. Spatial planning requires to identify in more detail the nature of demand, prescribing a more detailed response to demand types that extend beyond what can be provided within 'urban' environments.

There appears to be no accounting for Wanaka Airport within the spatial development projection and/or the main transportation routes between Wanaka, Wanaka Airport and Luggate. These are the areas which will inevitably develop further, and so spatial planning requires to consider the likely and viable solutions to growth associated with the ongoing development of such service activities at their current location.

Priority development areas for urban growth appear to include the Golf Course as well as Lismore Park. Arguably, neither of these should be considered for urban development purposes for standard of living reasons and so the volume of predicted yield/supply at these locations should be discounted from envisaged capacities.

In regard to Map 15: Upper Clutha Public Transport and Active Travel Networks. There appears to be no 'Planned' public transport networks only 'Vision'. It is submitted that this is carbon inefficient and potentially isolating given the predicted growth rates alongside parking provisions moving away from Local Government.

Lastly, this submission supports Mr. Nick Page's submission and is in agreement that the growth projections have been grossly underestimated. This is a point which requires serious consideration by Council and which will, as a consequence, require comprehensive re-modelling.

Summary of Submission



Overall, Medius Wanaka Ltd agrees with the intent of the draft spatial plan put forward however believes the concerns raised above need to be addressed.

The submitter wishes to be heard in support of their submission.

A handwritten signature in black ink, appearing to read 'Nicole Malpass', written over a horizontal dotted line.

Nicole Malpass (on behalf of Medius Wanaka Ltd)

16 April 2021

MANIHERA Donelle

Glenorchy & Kinloch

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:

1. General praise.

Wonderful to see involvement of the Treaty Partner, application of dual language, inclusion of Maori world-view in the Vision 2050, and reference to Manawa Kai Tahu and wahi tupuna. I also appreciated the reference to the RMA reform, this helpful subnote early in the piece gave me confidence in the plan. Strategy six was very well thought out also.

Great to see Priority Initiative 9 - Active Trails Network, which I support and look forward to using.

2. Priority Initiative 4 - alternative funding to accelerate infrastructure.

I am unable to afford higher rates and so am providing specific feedback in support of alternative funding models. Even as a highly trained professional in my mid 30s, it is very hard to afford rates and cover my mortgage costs in this region. This is my home, these are the mountains that raised me, and this is where my whole whanau resides. I am unable to afford higher rates and so am providing specific feedback in support of alternative funding models.

3. Strategy 10 - Promote Queenstown as a car free destination

This is a wonderful initiative, however I can not see a link between this strategy and the priority initiatives. Please can QLDC email me to help me understand how this strategy will be actioned as an priority initiative. I assume it is Priority Initiative 7/11/13, however I am not sure. This is a noble aspiration for our region.

4. Priority Initiative 17 - Kai Tahu values are expressed in the built environment.

I support this initiative. Cohesion of stories across the region may also be put to Manawhenua for their consideration. For example, the story outside Kmart is not aligned to the story in ka huru manu, or the cultural narrative in your introduction. It is for Manawhenua to decide what they would like to see in this region, and I respect their tino rangatira and right to do so. Often I see reference to Kai Tahu history, used with the best intentions, yet lacking the depth of story that comes through correct consultation.

5. Resilient communities and Priority Initiative 18, Economic Diversification

All geological data points towards a major earthquake which will affect Te Waipounamu in the coming years. Queenstown has fragile food systems which are dependent largely on imports from other regions. I want to see a dedicated section

in the long term plan and subsequent spatial plan that enables local food production, as a matter of risk mitigation, and to enable a fresh food supply to this region. Obviously land prices are an issue in this region and prevent the production of food. That said, food systems are a necessary component of resilient community design and essential for health and wellbeing.

6. Deliver responsive and cost-efficient infrastructure

Mo tatou, a, mo ka uri a muri ake nei. Because we are talking long term I am going to place my vision for a future right here. I want for every household and building site in Whakatipu to be informed about their environmental outputs via an electronic interface that measures waste water, water supply usage, solid waste - down to the increments of nitrogen outputs and landfill k.g per month/season/annum. This technology has been developed and tested in Aotearoa, I personally know a man in this very region who has designed a nitrogen interface to educate and empower households to make a change. The end goal for would be rewarding those who are managing their own waste, and taxing those who are producing large amounts of waste - be it rubbish, human waste, or general discharge of toxins. This extends to building sites.

7. Presentation of information - Spatial Plan Summary

I appreciate the efforts of your design team, however over half of this summary document does not adhere to national guidelines for public communications, which suggest avoiding difficult colours, i.e. white font on yellow backgrounds, as 25% of the population has a form of vision impairment. The council is a public servant and should have considered this when designing a document as significant as the 10-year plan. I hope to see better design in 2024 when the Future Development 2024 Strategy is released.

8. Presentation of information - Spatial Plan Report

The job of a effective communications design is to draw attention to the areas of most importance, primarily, the call to action.

In this regard, the call to action is to enable feedback from the public, given that this is a public consultation project. From the start I would expect a 'how to provide feedback' section. Has there been any consideration for the user experience? I have a background in communications. The design/communication layout in this document would not be appropriate or acceptable in other cities.

Furthermore, it was extremely frustrating to get page 70 of this document and see the priority initiatives - which I assume, would be the best place to provide direct feedback, as they are future focused. I spent two hours on feedback, only to find priority initiatives halfway through. Communication and design can enhance the user experience. e

Q. Please describe the reasons for your position:

Please refer to comments above

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

MARSHALL Peter

Wanaka

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

Per submission uploaded

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

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

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

Submission For The 2021 LTP and Spatial Plan.docx

Submission For The 2021 LTP and Spatial Plan

Peter Marshall

This submission highlights how the proposed plan is out of touch towards the future and development of the Upper Clutha.

POPULATION OF WANAKA

In the context of the Spatial Plan, the population growth assumption figures utilised are critical. The quantity of population in the Wanaka Ward will obviously create demand for housing and infrastructure and so it would have been thought that assumptions around population would have been deeply considered. It is therefore somewhat confusing and of tremendous concern that it appears that QLDC is choosing to implement growth assumptions that appear to contradict actual growth figures and are incredibly conservative. It is stated in that Spatial Plan, that all scenarios were informed by QLDC growth projections adopted in December 2018. It is not known how these growth projections were generated, but it is surmised that they have emanated from the May 2017 report prepared by Rationale, titled *QLDC Growth Projections to 2058* and/or data from Infometrics, which provide QLDC with annual reports on Population, or a combination of both. Infometrics prepare population data for QLDC and this data apparently is derived from census data and Statistics NZ population estimates. The Table below present Infometrics figures 2006 – 2020. Interestingly, the population growth averaged over the period as an annual percentage is 5.69%. The average annual growth over the last six years of that period is 7.87% per annum.

Wanaka and Surrounds

Year	Pop	% Change	Year	Pop	% Change
2006	7,350		2015	10,820	7.20%
2007	7,940	8.00%	2016	11,760	8.70%
2008	8,380	5.50%	2017	12,880	9.50%
2009	8,650	3.20%	2018	13,900	7.90%
2010	8,960	3.60%	2019	14,850	6.80%
2011	9,270	3.50%	2020	15,910	7.10%
2012	9,300	0.30%			7.87% Aveg
2013	9,500	2.20%			
2014	10,090	6.20%			
2015	10,820	7.20%			
2016	11,760	8.70%			
2017	12,880	9.50%			
2018	13,900	7.90%			
2019	14,850	6.80%			
2020	15,910	7.10%			
		5.69% Aveg			

The Spatial Plan Growth Assumptions state that a baseline population in 2018 is 12,300 and this is projected to increase to 24,400 by 2050. This increase reflects an average annual percentage increase of just 2.15% over that period. This raises the following fundamental questions;

- (1) Why is QLDC applying an annual growth increase of 2.15% for the 32 year period (2018 – 2050), when actual population figures for the 12 years prior to 2018 have an average of 5.69% and the 3 years previous to 2018 (2015 – 2017) had an annual average of 8.46%?
- (2) Why is QLDC using these figures for its Spatial Plan growth assumptions, when they are grossly contradictory to figures presented in the Ten Year Plan (TYP) documentation? On page 22 of the TYP (Vol 1) there are figures presented for Average Day Population. It is stated that that “of the average day population, around 81% is the usually resident population”. Using this percentage the usually resident populations can be calculated at 12,904 (2021) and 32,161 (2051) for the Wanaka Ward, based on the numbers supplied in the Table at the top of Page 22. In particular, the calculated figures of 32,161 at 2051 are almost 8,000 pax greater than the 24,400 for the same year period stated in the Spatial Plan! It is noted that the source of the figures in the TYP is *QLDC Demand Projections to 2053, July 2020*. This raises another question as to why are the Spatial Plan and TYP appearing to use different sources for population projections – particularly when clearly they are so divergent?
- (3) Why is QLDC releasing a Spatial Plan in 2021, that uses figures for 2018 (12,300) that do not appear to reflect other parties population figures? Infometrics have generated a figure of 13,900 and a review of 2018 Census data produces a figure of 13,041. In both cases these figures for 2018 are substantially greater (by 741 – 1,600) than the 12,300 that QLDC have used. Even if these figures are not perfectly accurate, would QLDC have not been better served to err on the side of caution, when two sets of data so completely conflict with the actual figures that QLDC choose as a baseline figure?

These questions are absolutely relevant as both lead to the heart of the concern and that is QLDC for some yet to be understood reasoning are using growth projections that (a) appear to start at a much lower baseline figure (12,300) than they should, (b) appear to use an annual growth rate that is significantly lower than the average annual increase that has been experienced in the Wanaka Ward for the last 15 years and (c) greatly contradict figures presented in the TYP. Individually and combined this will simply mean that QLDC has significantly underestimated likely future population growth and as a result future population numbers. Consequently, QLDC’s understanding of future demands is fundamentally impaired, and this will greatly impact all elements of the Spatial Plan that relate to people!

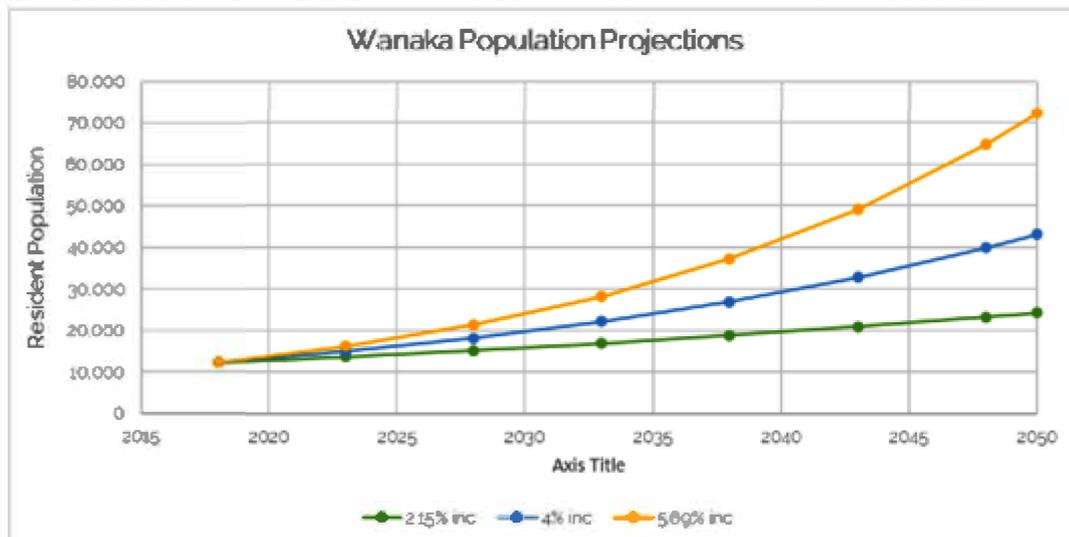
Implications of inadequate growth assumptions

The implications of underestimating growth projections are enormous and the quantum that is involved in this case, is presented graphically below. The green line indicates the QLDC growth assumptions and at 2050 the population is projected to be 24,400. If the average annual growth percentage (5.69%) for the period 2006 – 2020 (orange line) is applied to projections the total population will be 72,275, which is triple what the QLDC projection is. Even if a mid-range percentage annual increase of 4% was applied to projections (blue line), the population would be 43,149 in 2050, which would be almost double the QLDC figures.

If projections are made using the Infometrics or Census figures for 2018, then even when applying the QLDC 2.15% annual increase, the population figures at 2050 will be greater by (1,300 – 3,000), which in itself is material.

Summary

Population growth assumptions are central to QLDC, the Spatial Plan, and all other long term plans. It is therefore critically important that QLDC consider the rationale behind its projections and base line figures. It is not known what the rationale is behind what appears extremely conservative figures, but there appears little evidence to suggest that Wanaka will become less attractive to live in the future. In fact for at least the last 15 years, it has been one of the fastest growing District's in New Zealand. With the large scale roll out of fibre internet in Wanaka and increased flight numbers domestically and to the eastern sea board of Australia out of Queenstown Airport it is clear that people are better able to work remotely from Wanaka than ever before. Furthermore, Covid-19 has highlighted the versatility of working from home and therefore remote working is likely to become more widespread in New Zealand in the future. There also has to be consideration for the fact



that many ex-patriate New Zealanders' are returning to New Zealand as a direct result of Covid-19 and it is likely that this will see many people return to New Zealand who may wish to live in Wanaka (there is anecdotal evidence from local Real Estate agents to support this). Publicly there have been plans shared for airports at Wanaka and Tarris. Should one (or

both) of these developments occur sometime in the future it is more than likely this would have growth implications for Wanaka's population.

Finally, the evidence overwhelming points to the fact that the QLDC's growth assumptions for Wanaka are flawed and should be reconsidered. If historical growth continues, Wanaka's population could increase almost three-fold on QLDC projections. The risk for QLDC in not reviewing its growth assumptions is it will pursue a Spatial Plan that is destined to fail, because population growth assumptions are considerably too conservative. Can QLDC afford to be wrong on this critical topic?

Wastewater

Once again, hind sight in this area proves the point that Council has created the debacle that now exists in Wanaka with Project Pure. If Project Pure had gone ahead on the original proposed site, the Hawea issue and all of the inherent expansions of the existing site would not be an issue. The existing site has the continuous cloud of Wanaka Airport and that won't just go away now or into the future.

How much has been spent on what was always going to be a failed proposal of pumping the Hawea sewage to the Project Pure site next to the Airport? Early costings were banded about of 7m to do that including the bridge across the Clutha. This is a further example of how out of touch Council staff are. My understanding is that the costings of this ballooned out to the 20m mark and the fundamental question of land access was never addressed at the very beginning. This once again goes back to the above paragraph of how Council has failed in relationships with land owners that has cost us dearly. How much was wasted on this failed proposal. The suggestion that the Public Works act may be used. Really!!!

So where is the solution for the Hawea sewage that was promised by engineering several years ago.

Water

Below is the example of third world water that Wanaka gets delivered.



There is a solution to this problem that has been put to Council.

100 meters away from one of the Council intakes in lake Wanaka there is a water source that Wanaka people use to fill their drinking bottles. This source of water from the Cardrona Aquifer terminates along Lakeside Rd. There are 100s of liters a second running off into the lake.

The water is filtered and some of the best water you can get. Why not use it? At the moment, this water goes into the lake; it gets duck & grebe shit applied to it, a wee dose of Diquat at the right time, and then the final addition of lake snot just to complete the pollutive. Then it's given a nice dose of Chlorine just to make it all better to send off to the consumers.

There is enough water from this source to satisfy Wanaka's needs. For example, 120 liters a second is 10,368,000 per day. Wanaka water usage is 10,353,000 per day or 25,330,000 average over 3 days.

120 Liters a second is pretty much what comes off the Marina Terrace site alone.

The budget, as seen not broken-down Wanaka / Queenstown, is \$85,000,000 for water treatment and filtration.

Fees and Charges

When you have a monopoly the quality of what is delivered must be able to be questioned. Us as consumers have no choice as to the quality or even the quantity of fees. We are unable to go to another supplier or even choose the internal quality of the people delivering and charging for a service.

What other business can just increase fees and deliver such with a like it or lump it attitude. Recent examples of the poor performance of planning staff bears example as to the quality of the staff that we are just expected to pay for.

Council must be held to account and cut its cloth to the times like everyone else. This does not mean a cut in services but an upgrade of quality.

Recent HR payouts and disputes within council must lay testament to the quality of management and the council culture.

Council needs to be accountable and justify fees not just charge to balance books. Where else can stand-over, almost extortive behavior be OK? The "pay up or we won't sign off" is common practice. Numerous examples are out there of fees being challenged and then reduced - sometimes by a lot. What does this say for the integrity and trust factor? Are fees "just bill it and see if they pay". The previous contract company Civic Corp was known to incent employees to overstate hours. Has the culture changed?

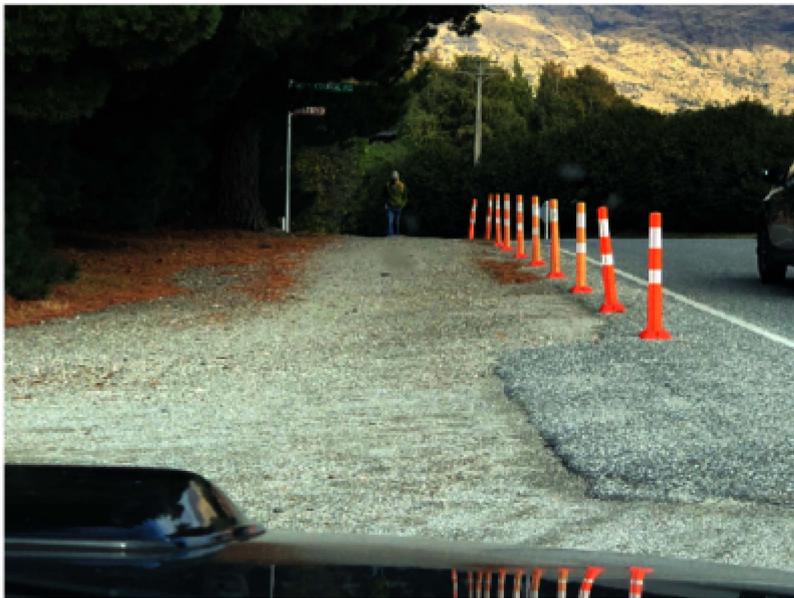
When authorities have the right to bill the people there must be an element of trust that this is true and fair. The examples that are out there now of the quality of service and the truth and fairness are being challenged why do you feel it proper to just charge more.

Active transport

How does council declare a climate emergency yet ignore the Upper Clutha from and budget and yet declare millions for the Queenstown network.

Major roading upgrades being done in Wanaka right now have totally ignored an active transport as part of the works. This completely smacks in the community face given the rhetoric that the Council expresses.

Let's look at the current state in just a few areas. Below is the access for pedestrians and cycle users to Ballantyne Rd and access to Three Parks. This has been the status for the past 5 years. The wee orange barrier markers were put up as it was pointed out the safety hazard as vehicles tended to undertake right turning vehicles into Golf Course Rd.





Here is the only piece of work that truly displays an active pathway. Zimer Frames from the retirement home to the medical center.



This is where the whole attempt falls apart. Look at a road crossing attempted 3-4 years ago but didn't quite get the memo to finish.



Now the true example of total lack of planning. This is a brand-new road that is full of cars from the relatively new Wanaka Medical center. This is apart from all the vehicles parked on the Cardrona Rd. On the reserve.

The total lack of planning and even understanding of the needs in the Upper Clutha is highlighted. The lack of perception and this is highlighted in our submission as to the Population expectation by Council.

The fact that Council can declare a Climate Emergency and yet not implement a plan for active and public transport in the Upper Clutha is a disgrace. To complete major works eg Ballantyne Rd upgrade without an active transport factor is negligent.

There are many other submissions I am sure that will have far more detail around the gratuitous lip service we are being given.

Waste

The numerous examples of waste by council offices is rife. Why is it ok for council managers or officers to undertake work without due care. A recent example of this would be the Hunter Valley road repair.

The overrun of works compared to budget. An example right now would have to be the Ballantyne Rd job being run by council. When costs can slip by 30% or more how can we trust the abilities of the staff to manage such tasks.

There are more and more examples now of council losing in the courts and having costs awarded against them. Does this not state that there is a culture and quality issue with management?

Town Zoning

With the section proposed in the Upper Clutha being approx. three thousand this will accommodate approx. 10,000 more people. Given the population anomaly this is going to be totally inadequate.

People moving to Wanaka are not all going to want to live in a high density Northlake type of environment.

My suggestion is that a large lot zone called the Eastern Corridor is established. This would run from the Eastern side of Ballantyne Rd to the Clutha River. This could be behind all the density up to the Cardrona and with an urban design overlay would be the jewel in the rim of the Wanaka urban area.

MAYHEW David

Kelvin Peninsula Community Association

Kelvin Heights

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 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

MCCAUGHAN Bridget

Luggate

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

I do not support any further increase in housing density or heights in semi rural villages such as Luggate. I do not want sections to be smaller than 800m². People do not want to move here to live in suburbs of tiny sections and existing residents don't want them either. I do not want to see Luggate inundated with small, cheaply built houses on small lots in the guise of 'offering 'a wider range of price points.' I fail to see why projected needs outweigh the needs and desires of current residents.

I do not support Hawea being a priority development area and I do not support increased housing density or heights there. It would ruin a pristine lake and village for the people who built it and who currently live there. Again, I fail to see why projected needs outweigh the needs and desires of current residents.

I do not support the current 'dual airport' model. I do not support any increase in international visitor flight capacity into the Queenstown Lakes or Upper Clutha areas.

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

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 agree with all the feedback as outlined by the Wanaka Stakeholders group as listed below

To complete

1. Listen to your communities. QLDC must start putting its people first: the views and wishes of

the community you serve are paramount, and you must engage in active listening (including real consultation) and act on it in good faith.

2. Revise your population growth projections to reflect realistic population growth rates. Council

should commission realistic figures and sources produced separately for each of residential

population growth and visitor population growth across the district, with figures separated out

for the Upper Clutha community. These figures should be clear, easy to understand and well

referenced.

3. Plan for a reset for sustainable tourism. Recognise that Council has a part to play in managing

tourism growth and that your planning documents need to genuinely address issues of

over-tourism and how to achieve sustainable destinations both for visitors and residents.

4. Show real commitment to your climate emergency declaration and the urgent need for

climate action. Council's declaration of a Climate Emergency and the well documented and

unequivocal concerns of the community around climate change should be built into the TYP as a

core underlying principal and key consideration of all planning and budgeting.

5. Specific recommendations relating to pages 88-89 of the SP. We make specific recommendations in the the final section of this document.

Q. Please describe the reasons for your position:

As above

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

MEE Bridget & Mike

Jacks Point (includes Coneburn and Homestead Bay)

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

We agree that planning is required to manage future growth and particularly strategies 8-9 and support sustainable tourism, but there is no mention about how this will be done.

The need to "Grow Well" is great but a big "No" to return to the pre Covid mass tourism in the District.

Q. Please describe the reasons for your position:

The Spatial plan talks about managing long term growth but there is no mention about controlling this growth. Talk of rapid resident and visitor growth returning, in the future needs to be addressed to better manage all aspects of this plan.

A no car policy is double edged. It will only increase the demands on air travel and our airport's and does nothing to limit the number of people coming into the region. There is no mention about future hotel and accomodation growth. We need to manage the number of visitors to the region slowing future hotel development. Fewer visitors to have a flow on effect relative to this plan.

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

We must not adopt a policy of, as stated by the mayor on National Radio shortly after being elected that if people want to come and live or visit, we will accomodate them. That is crazy.

MEREDITH Grant

Wanaka

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

Councils approach has been and continues to be very poor in the WANAKA Clutha areas. Projects and plans have been continually moved out that would greatly assist climate change. Case in point are the proposed safe biking lanes. QLDC has done very little of what it promised. Also the Airport plans are a joke and the veil of secrecy around these plans is unbelievable.

Time for the WANAKA/Clutha areas to be removed from the control of the QLDC, we'd be better off controlled by Cromwell.

The growth proposed is not wanted nor is it sustainable under both the 10 year and 30 year plans.

Q. Please describe the reasons for your position:

The growth proposed is not wanted nor is it sustainable under both the 10 year and 30 year plans.

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

MEYER Susan

WSG, FOWW

Wanaka

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

Listen to your communities. QLDC must start genuinely putting its people first: the views and wishes of the communities you serve are paramount, and should be at the heart of council strategy.

2. Re-set for sustainable growth. QLDC must urgently address the fundamental disconnect

between Council's stated aspirations and the actual investments and growth strategies planned.

3. Establish and plan for realistic population growth rates. The community needs to see a clear

set of data: historical figures (and sources), current figures and sources, and projected figures

and sources. Data should separate resident numbers from visitor numbers, peak as well as

average visitor figures and predicted growth rates for each. The same data should also be

available specifically for the Wanaka Ward.

4. Show real commitment to your climate emergency declaration and the urgent need for

climate action. Council's declaration of a Climate Emergency and the well documented and

unequivocal concerns of the community around climate change should be built into the TYP as a

core underlying principal and key consideration of all planning and budgeting.

5. Airport strategy Plan B. Council must abandon its dual airport strategy to accelerate growth,

especially tourism growth, in the Upper Clutha and request that QAC develop a Plan B to

manage growth sustainably within existing airport constraints.

6. Specific recommendations relating to pages 161-171 of the TYP. We make specific recommendations in the final section of this document.

web: protectwanaka.nz // Submission to QLDC on TYP - 150421 - Pag

Q. Please describe the reasons for your position:

You are not listening

2. Re-set for sustainable growth. QLDC must urgently address the fundamental disconnect between Council's stated aspirations and the actual investments and growth strategies planned.

3. Establish and plan for realistic population growth rates. The community needs to see a clear

set of data: historical figures (and sources), current figures and sources, and projected figures

and sources. Data should separate resident numbers from visitor numbers, peak as well as

average visitor figures and predicted growth rates for each. The same data should also be

available specifically for the Wanaka Ward.

4. Airport strategy Plan B. Council must abandon its dual airport strategy to accelerate growth,

especially tourism growth, in the Upper Clutha and request that QAC develop a Plan B to

manage growth sustainably within existing airport constraints.

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

You are not listening. You are not prioritising you constituents wants and needs. The council supporting private developers at the cost of the tax payers. The mayor does not know best he has a narrow lens from which he sees the region. it is all bout money and growth and the rest is primarily lip service to the society that does not want the promotion of growth. Growth has to managed but in a less expansive way

MICOUD Florence

Wanaka

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

I oppose the Spatial plan proposed for the Upper Clutha, instead, please revise your document through the lens of your self-declared climate emergency AND keep Wanaka in its current white "urban" land use and foster the two lovely little town, Hawea and Luggate, in that it is for the highest good of all beings involved.

Q. Please describe the reasons for your position:

Submission to the Spatial Plan
QLDC March 2021

I have read with interest and surprise the 12-pages Draft Spatial Plan Summary and referred to the 55-pages online document for clarifications on some aspects.
Climate change

My overall impression is that, although QLDC declared climate emergency in 2019, the plan does not put the money nor take the correct decisions to answer to this imperative. We need to start now, not postpone it again. I know Covid has changed the situation but reconstructing our economy looking through the lens of climate change mitigation and resilience is a wonderful opportunity to get things right. When used smartly, each dollar can solve both crises.

My first submission is to check each proposal and ask yourself whether it contributes to climate change or mitigates it, and removing every dollar spent that contributes to it.

Wanaka South

My second submission is to please stop the urban development of Wanaka where it is now and develop Hawea and Luggate. Here is why:

I have participated in many consultations and "conversations" in my 17 years in Wanaka and I have never heard the idea of a "Wanaka South" from the community. I attended the Vision Beyond 2050 meeting in Wanaka and all but one of the 15ish tables voted for containing the Wanaka suburb to what is now consented and develop little towns in Hawea and Luggate. Your Spatial Plan draft does not reflect this at all and it should.

"The underlying reason people want to live and visit our special place" (page 3) is

that Wanaka has a little town feel. And people love this and want to keep it this way. Actually, our little town is already a suburbia 10 kilometers in diameter so it's quite a big town already. Extending it another 5 kilometers to the South is not desired nor needed specially when Wanaka East and North are being extensively developed. The graph on page 9 shows 5000 more dwellings in Wanaka South! Shocking!

The suggestion "New Local Centre" in Wanaka South is contrary to the necessary climate change mitigation. The Climate Commissioner James Renwick just said to a large crowd of locals at the Festival of Colour "Careful Revolution" conversation: "Put a lid on greenfield subdivision is a good first step to go in the right direction". Climate emergency means we need to act now, not in the next Spatial Plan. Wanaka current granted subdivisions must be the limit of the urban sprawl. The south boundary of the urban area must be redefined as Orchard Road / Studholme road. On the North of these roads, subdivisions are filling up the space fast, still letting some space for densification as required. South of these roads, the rural, natural feel needs to remain, it is the only flat place remaining in Wanaka close area. There, parks (private or public) and biodiversity zones, community gardens and food production could happen, if you are serious about community "resilience to shocks of the future" (as in the draft principles Page 4).

On the other hand, it's striking to see how little development is planned for Hawea and Luggate, once again in contradiction to the community Vision Beyond 2050 meeting. People in Hawea and Luggate have to drive 40 and 26km respectively to get to anything and back, job, school, shops, clubs, these villages are too small to sustain decent commercial activities, services and social activities. As the infrastructures must be developed for them (I just read in the 10 years plan that this is underway), then developing these areas with more housing, including dense housing makes sense. The graph on page 9 only plans for 500 more dwellings in Luggate who has been yearning to attract more people for decades, it is sad for them to bridle their potential.

The spatial plan for the Upper Clutha needs to develop three little towns, connected with frequent public transport and each of them self-sustained by its own population, services, and infrastructure. It is simple and the widely chosen option by the community.

On page 5, the approach to growth "primarily by growing within and around the existing urban areas of Queenstown and Wanaka" is an assumption. I heard nobody in the community wanting that and it is not consistent with the principles on Page 4.

Well-being?

How a 15 km long community can feel connected and one? One of the major complains in this town (complain = unwell-being) is the fact that the community needs and wants are denied by our own council, over and over again. We are asked for our ideas and we are an allegedly active and vocal lot, full of great ideas, and then the council charges ahead with completely different proposals. This is very detrimental to our community and well-being and needs to stop.

Infrastructure?

When building infrastructures for each community, it is easy to design neighbourhoods of a human scale. Building every infrastructure and services in a way that users improve their impact on the climate is essential. How three sports fields in a 5-km area are cost-effective and serving the whole Upper-Clutha population? This will put everyone in their cars for their sports and recreation activities, instead of seizing the occasion to have several teams, giving everyone a chance to shine and engage in a healthy local competition.

Applying "user pay" principle encourages people to think and reduce their waste,

water use, and car park time in town. Applying “polluter pays” principle rather than allowing entities to externalize their impact on the community and environment is missing from the plan. When a subdivision is built, their water and storm water systems must be included in the initial price, not charged to the community who has already paid for theirs.

Transport?

It is reasonable to expect people to commute by bike for 5 kilometers, but 10 km is too long for most people. Walking distance is manageable in busy daily lives when the trip is no longer than 30 minutes, that's 3 km. In Wanaka, most people are already too far from their job to walk and are just right to bike (but it is not safe to do so because the bike lanes are not properly connected).

And a quick google search shows that for people to massively uptake public transport, the station needs to be 300meters maximum from their place. So if you are serious about “first travel choice” (Page 4), then do not expand Wanaka boundaries. Instead focus on adding lots of bus lines and bike lanes separate from pedestrian footpath -as this makes it dangerous for both types of users. It's all over Europe, it is not my job to do this research but it is well established and practiced.

We cannot have a car free destination if people are scattered on a 15km area.

Resilience and sustainability.

I am all for it and I am living it.

Some people have chosen to live in a rural area and made the effort to purchase a large land because that is how it is zoned. They then make great tree planting and household food production because that's what we do, that's resilience and sustainability. The Wanaka South area is full of places like this. It is a green belt in becoming and rezoning it as a “new local centre” is destroying it. It is especially critical as the “future urban” zone fills all the valley and trees in our climate do not grow on the mountains but in people's properties. If the council changes the zoning to a much denser one, the rates become unaffordable and effectively pushes landowners out of their property. Then all the planted trees are cut down, the wildlife who lives in these natural areas phased out, the opposite of the Blue-Green Network strategy 13 on page 94.

Wildlife needs scale and continuity to survive and thrive. If you wish for a dawn chorus, then help these landowners improve the biodiversity of their places. There could be a special zone-rating for the large properties who remain large in exchange of contributing to the green belt and/or to community park or gardens.

About green belts (Blue-Green network), may I add two very well-known information that the plan doesn't consider:

1- Green belts do not combine well with transport network as more wildlife means more roadkill.

2- Wildlife corridors are not sufficient to foster wildlife, they merely allow them to move between more significant wide patches of biodiverse zones. The Blue-Green network map in the draft plan is showing only corridors. Wanaka South would be a large enough place for wildlife to develop, should the owners of the land be encouraged to plant diverse trees (non-natives are a great habitat for wildlife as well as natives- diversity is the key) and protect biodiversity by not poisoning the land. All this knowledge is also well known and documented. The ecosystem services provided by significant and enhanced natural areas are far greater than the cost of encouraging private owners to participate in them.

I am sorry that your proposal of a Wanaka South is incoherent with both the vision of our community and your own declared principles. Yes, in Wanaka, our values are lifestyle-based and not profit-driven, it is our culture. This is why we live here. Maybe people in Queenstown, developers and consultants around have a different culture

and that is fine but imposing it on us is not only unfair, but it is also the opposite of the values and principles you declare.

In conclusion, I oppose the Spatial plan proposed for the Upper Clutha, instead, please revise your document through the lens of your self-declared climate emergency AND keep Wanaka in its current white "urban" land use and foster the two lovely little towns, Hawea and Luggate, in that it is for the highest good of all beings involved.

Thank you for reading.

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

MILLAR Andrew

Wanaka

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

The Spatial Plan concept is fundamentally about what the citizens/ratepayers want their community to look like over the next thirty years. Their views have been sought out via the extensive consultation process as detailed in the Plan. Yet it is my submission that the most important things that they had to say have essentially been ignored. In particular, the overwhelming view was that they have had enough of growth such as we have seen in the past decade, and especially in the past few years. They have said (esp. see Pp 14,15 of the Community Engagement Report) that they want to have greater protection of the environment, control of and reduction in tourist numbers, control of urban sprawl, diversification of our economy away from almost complete reliance on tourism and building/construction, and greater provision of public transport and cycle and walkways. Except for the last of these, the Plan has provided for a huge pro-growth agenda, which is described as "Managing growth" and Growing Well". Where is the authority for this? Certainly not from the community QLDC is supposed to serve.

May I also point out that this outcome seems to have been somewhat of a foregone conclusion right from the very outset of community consultation. For example, much of the content of the Spatial Report deals with community replies to the mandated (Council supplied) question "Which of the following three GROWTH scenarios would you prefer". ie a complete dismissal of and diversion away from the fact that actually the community does not want to see much growth at all! Remember what they said in Pp 14-15 of the Community Engagement report? " which can be summarised as "we prefer much reduced tourism growth, we prefer much reduced housing growth, we prefer environmental protection and sustainability". These views are acknowledged multiple times in the Spatial Report (Pp 38, 39, 83, etc.), but there are no proposals or advice of any kind within the Report which give effect to these wishes. Instead, the Report promises huge growth in visitor numbers and in housing and talks about Growing Well, and Managing Growth. "Managing" can mean either "domination and control over" or "contrive to carry on despite difficulties" (Collins Dictionary). The plan does not provide anything at all of the former. It is clear that the intention contained within the Report is the latter meaning, which is to carry on (ie business as per usual) and try and cope with the difficulties. Such approach is absolutely NOT what the residents have clearly expressed. Their expressed wish was

that they would like to see some "domination and control" over excessive and unrelenting growth. The Plan as it stands totally fails in this respect and needs to be fundamentally reworked to incorporate a proper strategy containing some form of limitation over excess tourism and urban growth, which action will in turn work towards implementing another key item of feedback which is that of preserving the environment and sustainability. This rework cannot be just a bit of tinkering around the edges, because the entire underpinning of the Report is predicated on massive growth. I offer some suggestions at the end of this submission as to a number of steps that could and should be taken.

AIRPORTS:

Any community discussion concerning airports has deliberately been prevented and excluded from the engagement process (Pp 11,29 of the Engagement Report), and despite a promise that community views WOULD be included in the Draft Report, this promise has been reneged on.

It is well known that the Queenstown community does not want to see further expansion of Queenstown airport, and also well known that there is majority opposition to major expansion of Wanaka airport (esp. definitely no jets), yet the Spatial Report ignores all of that and instead promotes the view (P.88) that we must plan for and support development for a huge 300%+ growth in passenger numbers over the next 25 years! I would like those who are considering and reviewing submissions on the Spatial Report to ask themselves if this expansion proposition is not a complete breach of duty and faith towards the community it supposedly represents? It is a total disregard of their desire to see a real reduction in the rate of tourist growth. These passenger proposals are therefore completely out of order. If the expressed wishes of the residents are to be in any way fulfilled, the Plan must be completely reworked to provide for serious constraint on growth in airport passenger numbers.

TRANSPORT:

The Plan talks about the provision of public transport and the desire to get people out of cars. A positive thought, but for most people in the region it is only just a thought as proper provision of public transport is in the far distant future. Therefore cars will continue to be a necessary component of urban functionality. By all means develop more cycleways, laneways and walkways which will help reduce the dependence (although there is precious little of such development in the short to medium term outside of Queenstown), so in these communities dependence on cars will continue for the foreseeable future. Wanaka is such a case. It is therefore inappropriate at this stage to implement plans to reduce parking provision in the places where public transport is non-existent and/or unlikely to be so for a long time yet. Parking provision must continue to be made in the Wanaka CBD and urban/suburban development.

DIVERSIFICATION OF THE ECONOMY:

The case for diversification away from tourism and building/construction is clear but, in the Report, facilitation of this imperative is almost non-existent. Instead of seeking to diversify away from tourism (our dominant activity) the Plan facilitates and in effect encourages huge expansion of tourism (see Airport above). In respect of building, the Plan talks of significant urban expansion, which of course means ongoing growth in building/construction. That is the exact opposite of encouraging diversification. Again, on this score also, the Plan needs a completely different look. Instead of the above growth trajectory I would like to see limitations on growth in both these sectors, plus an encouragement of other kinds of economic activity. I would like to see Council driving or strongly supporting incubator initiatives, seed funding, innovation scholarships etc. The region has the potential to become a technology hub, so lets help make such things happen.

GROWTH RESTRAINT PROPOSALS:

The big questions for this generation revolve around climate change, ecological and environmental sustainability, and by logical inference, growth. Our community has expressly said again and again that they want much less growth, and more sustainability. The Draft Report kicks these big questions down the road, to be picked up by the next generation. What an insult to them, and to our current community who have loudly voiced their desire for a change. This Plan needs to be hugely reworked to reflect some real recognition of how the community wants to see the region develop over the next thirty years.

May I offer some suggestions;

- No expansion of Wanaka airport beyond domestic commuting. Definitely no jets.
- No expansion of Queenstown airport.
- No Tarras airport (although outside of QLDC decision orbit, lobbying for project denial on the grounds of local/national/environmental/climate change disservice must be done).
- No more urban expansion beyond the currently designated boundaries.
- No more incremental exception approvals which render the town plan virtually meaningless.
- Rebalance our local economy away from over-reliance on tourism and house building into a more sustainable and regenerative model.
- Real collaboration between QLDC, ORC, local farming community, and central government on sustainable environmental standards.

And these are just for starters. There is much much more that can be done, and needs to be done, to seriously constrain demand driven growth.

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

If you hold any doubts about the relevance of the above imperatives to constrain demand driven growth, please read the most recent report from the Commissioner for the Environment, plus his previous report. Both contain dire warnings about what will happen if we continue to proceed along the path of "business as usual". In this Spatial report, as well as the Ten Year Plan, that is exactly what we are doing, on steroids. And yet the Council agrees we are in a Climate Emergency! If we continue on this path those dire consequences are pretty much inevitable.

I conclude the case.....

MONTGOMERY Stephen

Outer Wakatipu (includes Millbrook & Wakatipu basin)

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:

The plan to increase the ANB is as stupid as the thinking behind it. We do not need ever greater numbers of tourists. The last 12 months have reminded us all how special our area is and how important it is that we avoid being overrun by tidal waves of tourists. Like most who live here I understand the importance of the tourism industry but a major reset of the assumption that volume should be the primary measure of our success in attracting tourists is long overdue.

Q. Please describe the reasons for your position:

As above - the focus on growth where it will only diminish the experience for both residents and temporary visitors is stupid and shortsighted.

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

MOORE Ian

Jacks Point (includes Coneburn and Homestead Bay)

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

The spatial plan document provided for feedback is well laid out and logical, but it is far too long (108 pages) so that most people will not be able to justify the time to read it in any significant detail. This introduces a strong bias towards those who have a vested interest in specific aspects of the plan. There needs to be a much simpler option / document for those with less time to be able to become involved.

The plan makes lots of assumptions which are not justified or have such huge uncertainties that they are essentially useless. In particular, the statement "The number of residents, jobs and visitors will approximately double over the next 30 years requiring about 17,000 new homes in the area." is treated as fact and assumed for all scenarios. I haven't been able to find where this information comes from, but regardless of that, any prediction as to what will happen over the next 30 years can come with no confidence. Not only that, but growth in residents and visitors is something we control at least to some extent - it's not just something you predict. This single point largely invalidates the entire plan, as far as I'm concerned. The plan needs to contemplate much more variability, and place much more emphasis on what we want QL to become, rather than what it has to become.

The plan also is highly anthropological. Even the aspects which concern the environment are largely related to environmental issues with immediate impact on humans, such as climate change, rather than a desire to preserve green space for the benefit of the entire ecology. We should be trying to limit, or even contract, anthropological land use as far as we can.

The plan frequently refers to changing zoning to allow for the development to happen. Zone changes should be something we try to avoid, and there have already been far too many zone changes during my 8 years in Queenstown. People use zone definitions to gain some surity as to what different areas will be used for in the future. Frequent changes, especially all in the direction of more urbanisation, make the creation of zones pointless.

Another key aspect of the plan is that of affordable housing "underpinned by affordable land" (according to the Urban Growth Agenda). There is simply no way to make developable land in Queenstown Lakes affordable by national standards. What is required is that workers in the region are paid a living wage, by which I mean a wage sufficient to allow them to rent a reasonable place to live. Those wanting to get on the housing ladder should look to buy and rent out in cheaper areas, then

work their way up the ladder, rather than demanding that somehow houses they want to live in are created at a price they are willing to pay when that is completely incompatible with the market.

Rather than developing new properties, at least in the short term, we should be looking to reduce the number of unoccupied dwellings and to encourage conversion of short-stay visitor accommodation to long-term rentals (or sales). In general, short stay tourism, and especially long-haul, short stay tourism, is something that will inevitably be discouraged in view of climate change.

The plans are community focused, which I like. I feel that it's important to have integrated communities providing internal support and a welcome to an appropriate number of visitors. Communities need to be able to access everyday needs within the community, ideally within walking or cycling distance. The plan contemplates much of this, but a major point that seems to be omitted is the provision of community working spaces. This extends "working from home" to "working from community" and greatly reduces commuter traffic without creating the conflicts with working in a home environment.

I agree with most of the proposals regarding transport, but notice that little mention has been made of the use of ferries or gondolas. A significant issue with active transport (especially cycling) is the need for secure bike parking at the destination, as well as changing and showering facilities for those arriving at work, etc. These are facilities that are difficult to provide on a per-business basis. I personally would be reluctant to commute to work by bike without these kinds of facilities.

Finally, there's economic diversification. The spatial plan is currently very vague on this, and it doesn't seem to be a priority despite recent events having made it abundantly clear that this is essential. The drivers that bring tourists to Queenstown will bring other industries here as well if we promote ourselves appropriately. The film industry is already here, and that's great because it's low impact (on our resources), complements tourism and has high economic value. We need to do more to encourage this industry, such as facilitating the creation of the studio facilities that we currently don't have to any significant extent. We should also be encouraging industries that need to attract highly-talented staff, on the basis of this area's attractiveness as a place to live. Such industries are often technology-oriented, and there is potentially a good fit with conference facilities, so we will get more "working tourists" who come to attend a conference but also incorporate tourist time.

Q. Please describe the reasons for your position:

See comment above.

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

MOORE Rachael

Luggate

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

Tēna koutou,

There is much in the Spatial Plan 'the plan' that is commendable. It seeks to re-direct our historic habits to meet the threats and opportunities of now and the coming years, and to respond to our community's values and aspirations.

It does this within this unprecedented time of a global climate emergency and in our district, extraordinary rate of population and visitation growth.

Sadly however, it fundamentally fails due to its appalling lack of attention to our district's largest contributor to the climate emergency and visitation growth— the future of our airports.

The plan only notes the role of air connectivity as a sub-section within a destination management strategy - which is itself one of 16 strategies listed in the Plan.

This failure is made more acute by the fact that the community, via a plethora of feedback channels and reports, has made it abundantly clear that demand driven growth of the airports is unwelcome and a huge source of concern – particularly for Wanaka airport. I will not list the reasons for this concern here, but do ask that the Panel ensure they are well versed in this important context before finalizing their positions on the Plan.

Some points which illustrate the failure of the Plan:

Page 88 of the plan states that:

- *Air connectivity is therefore a key component of the transport system, and vital to the economic and social wellbeing of the Queenstown Lakes.*

Given this importance why does the Plan largely ignore the topic?

- *Growth in demand for commercial air services will continue as Queenstown Lakes and the wider region continues to develop, and it is important that the level of service continues to support this.*

This notes that supply to date has been demand driven, and clearly states that this should continue!

- *Recent proposals to develop a new airport at Tarras, while not in the district, highlights the commercial interest in the development and delivery of capacity to serve the wider region.*

This further highlights the demand driven issue and is yet another reason why the Plan needs to prioritise air connectivity.

Page 88 also states that:

- *The Spatial Plan will be used to inform and guide input to strategic decisions on air service investment for the future.*
- *As strategic planning is progressed for both Queenstown and Wānaka airports, the outputs can be incorporated into future updates of the Spatial Plan2*

The first of these points makes total sense given the vital importance of this topic. The second totally contradicts it and is extremely concerning. The Plan must fundamentally direct the development of the airports, not the other way around.

My request:

I request that the Plan is amended to address air connectivity as a distinct Outcome.

I suggest the outcome statement is ' District air connectivity that reflects community needs and values while meeting our climate action plan goals.'

I request that that Outcome directs the delivery of at least the following:

- Active coordination with Dunedin and Invercargill airports to develop a regional approach to air transport services
- Active development of road transportation plans to better connect our District with Dunedin and Invercargill airports, including public transport
- Prioritization and on-going measurement of any resulting projects to include carbon impacts and supporting district climate action plan goals
- No expansion of existing, or development of new, airports in this District.

In summary:

Our airports are a critical asset for our community, they also present huge risk in the context of climate change and our visitation and population growth as described at the beginning of this submission.

They are critical component of the spatial development of our District – so much is driven by how our airports growth. They must be prioritized in the Plan. A subsection in a destination management plan will be utterly ineffective.

When I saw they were effectively excluded I felt real despair. The Plan does make effort to redirect old habits and shift commercial investment towards the values of our community and our new context, but largely ignores the airport topic despite its obvious importance. This in the context of real community stress over not being heard on our loud and clear message of 'no' to airport growth.

Please do not fail our community by leaving the airports out of this plan or by telling us 'it will be addressed elsewhere' or the myriad of other sidesteps we have heard on this issue to date. It must and should sit in the Spatial Plan for our District.

I would like to speak to my submission.

Ngā mihi

Rachael Moore

████████████████████

████████

MORTON Chris

Mt Cardrona Station

Cardrona

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 note the population forecast on p9 of the document and when I look at the spacial plan on p7, I am surprised that Cardrona is not included. If you consider that Cardrona is a similar size to Luggage now with greater growth prospects I strongly suggest that the p7 plan should include Cardrona. Especially as the population numbers will not include the large visitors that will be interacting with the Cardrona Hotel and Cardrona Alpine Resort.

I sincerely hope this will be reflected in the final document.

Q. Please describe the reasons for your position:

I support the real planning going into our district and trust that it will lead to better outcomes.

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

MURRAY Werner

The Property Group

Out of District

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

Hutchinson - QLDC Spatial Plan_ Submission.docx



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 6000m² 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.

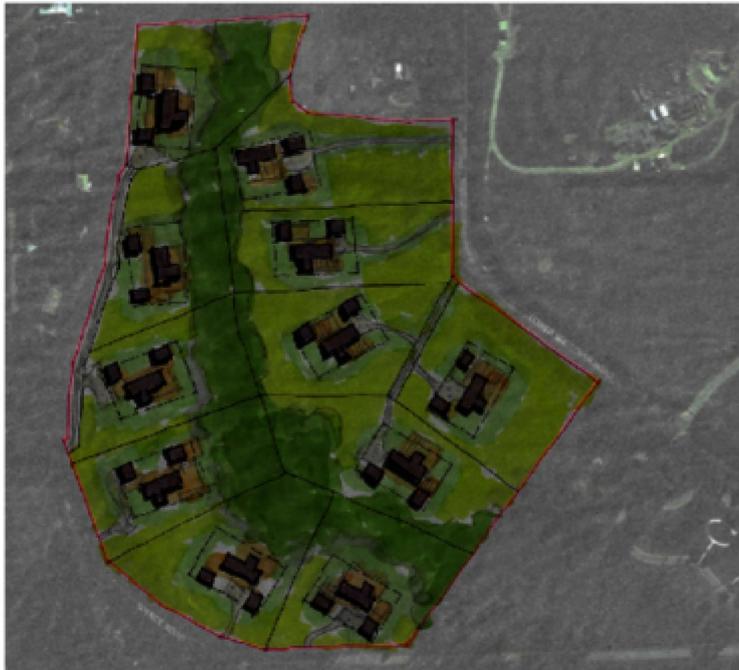


Figure 6: Development potential under the Wakatipu Lifestyle Precinct

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:

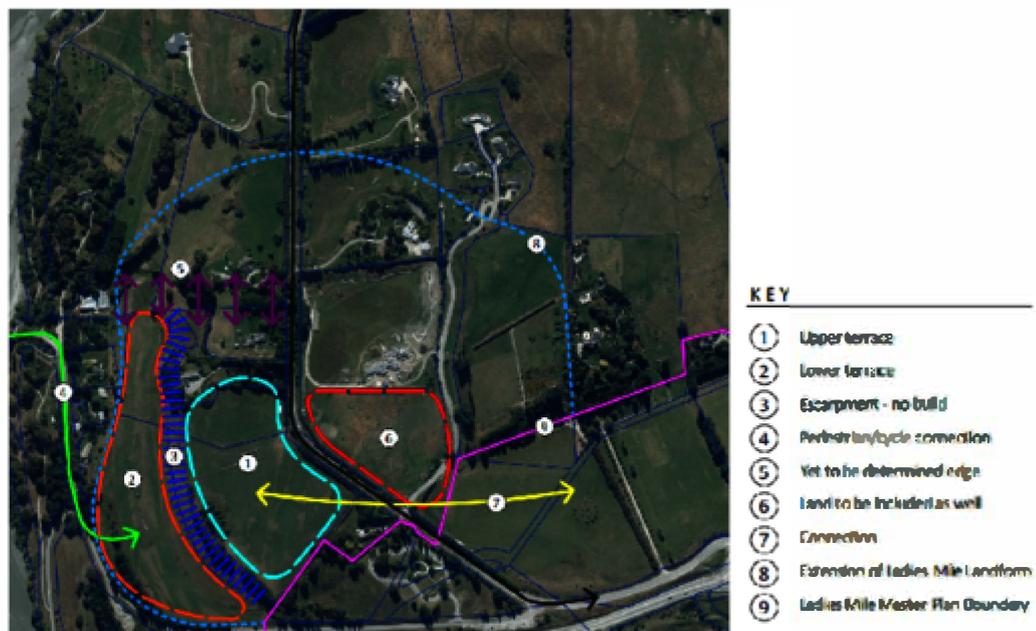


Figure 7: Landscape Concept Diagram

- 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 on 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 in 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

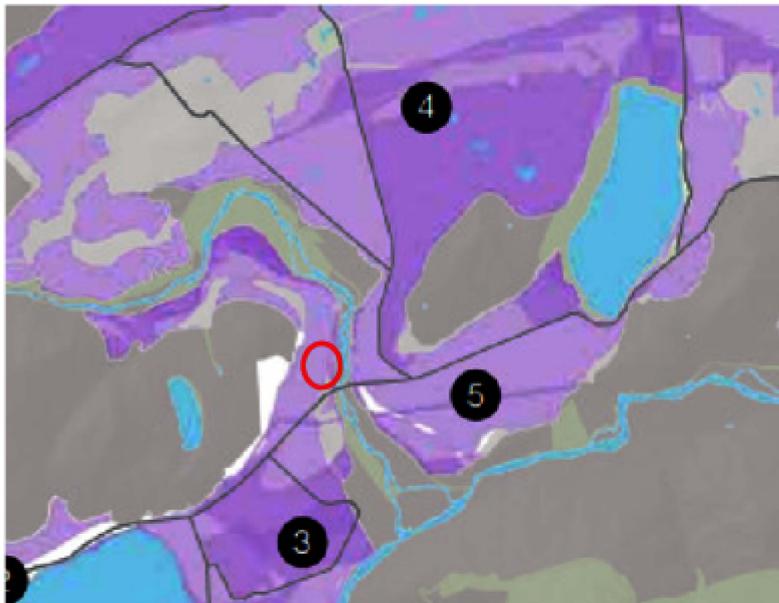


Figure 8: Constraints Map subject site (in red), light purple denotes land with fewest constraints (source: QLDC Spatial Plan Map 4)

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	%	ha
Living	48%	5.90
Public Use	20%	2.48

FEATURES

1. Main entry to upper village area
2. School with playing fields towards road
3. Main residential entry area and central public area
4. Secondary entry to major house complex and village area
5. Motor bus stop
6. Main pedestrian/cycle path to Ludlow Mills residential area
7. Vehicle northern pedestrian path alternative to drive to main development
8. Route drive to manage drainage & runoff
9. Distribution, pedestrian and community facility
10. Public entry from Upper Road
11. Lower village core with shared space and higher density living options occasional lower density spaces Road entry
12. Compact urban village housing
13. Youth activity levels in development to extend edge/space
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.

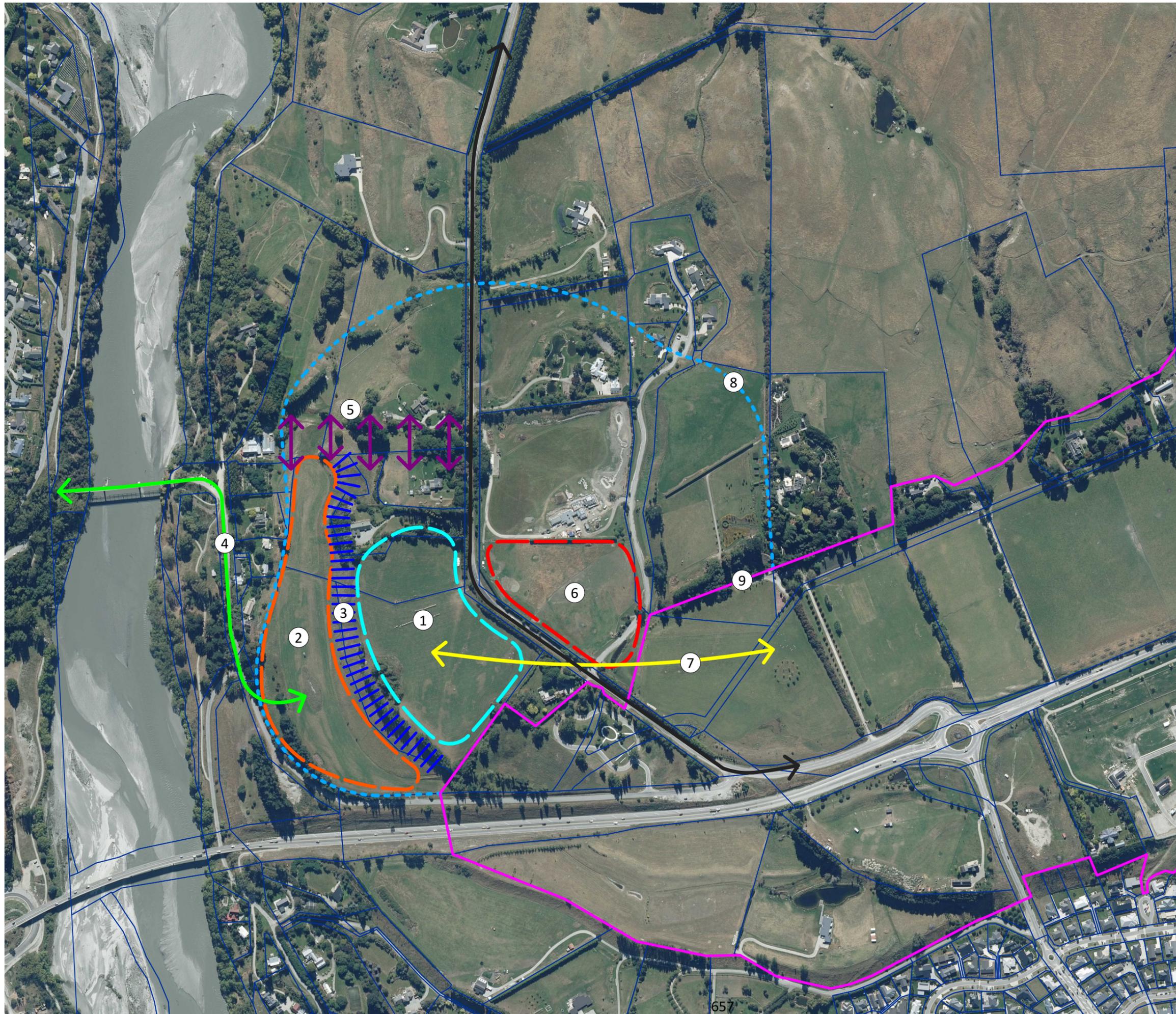
Conclusion

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 Urban 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 mean that medium to high 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.



REV	DATE	NOTES
0	00/00/00	DRAFT

KEY

- ① Upper terrace
- ② Lower terrace
- ③ Escarpment - no build
- ④ Pedestrian/cycle connection
- ⑤ Yet to be determined edge
- ⑥ Land to be included as well
- ⑦ Connection
- ⑧ Extension of Ladies Mile Landform
- ⑨ Ladies Mile Master Plan Boundary



Draft

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CONCEPT DIAGRAM
 HUTCHINSON
 63-63A LOWER SHOTOVER ROAD
 QUEENSTOWN

JOB No.	20236
SCALE	1:5000 @ A3
DATE	22/12/2020
DESIGNED	TM
DRAWN	AN
CHECKED	TM
STATUS	DRAFT
DRAWING No.	REVISION
L 1.0	0
SERIES	
1 of 1	



NOTES:
 Information provided is for the purpose of information only and is subject to Council approval.
 All dimensions to be verified on site before producing detailed design drawings or commencing any work. Do not scale.
 The copyright of this drawing remains with Wier & Associates.

REV	DATE	DESCRIPTION
0	20/01/2011	Final

658

PROJECT	63 Lower Shotover Road Littlefield, Dunedin, NZ
CLIENT	DAVE

PROJECT STATUS	LANDSCAPE FRAMEWORK
DRAWN	BW
CHECKED	

DRAWING TITLE	Base large
JOB NUMBER	
SHEET	

SCALE @ 1:2,500
 DESIGN

Landscape Context



Concept Plan

Total Site Area: 12.39ha

LandUse Areas

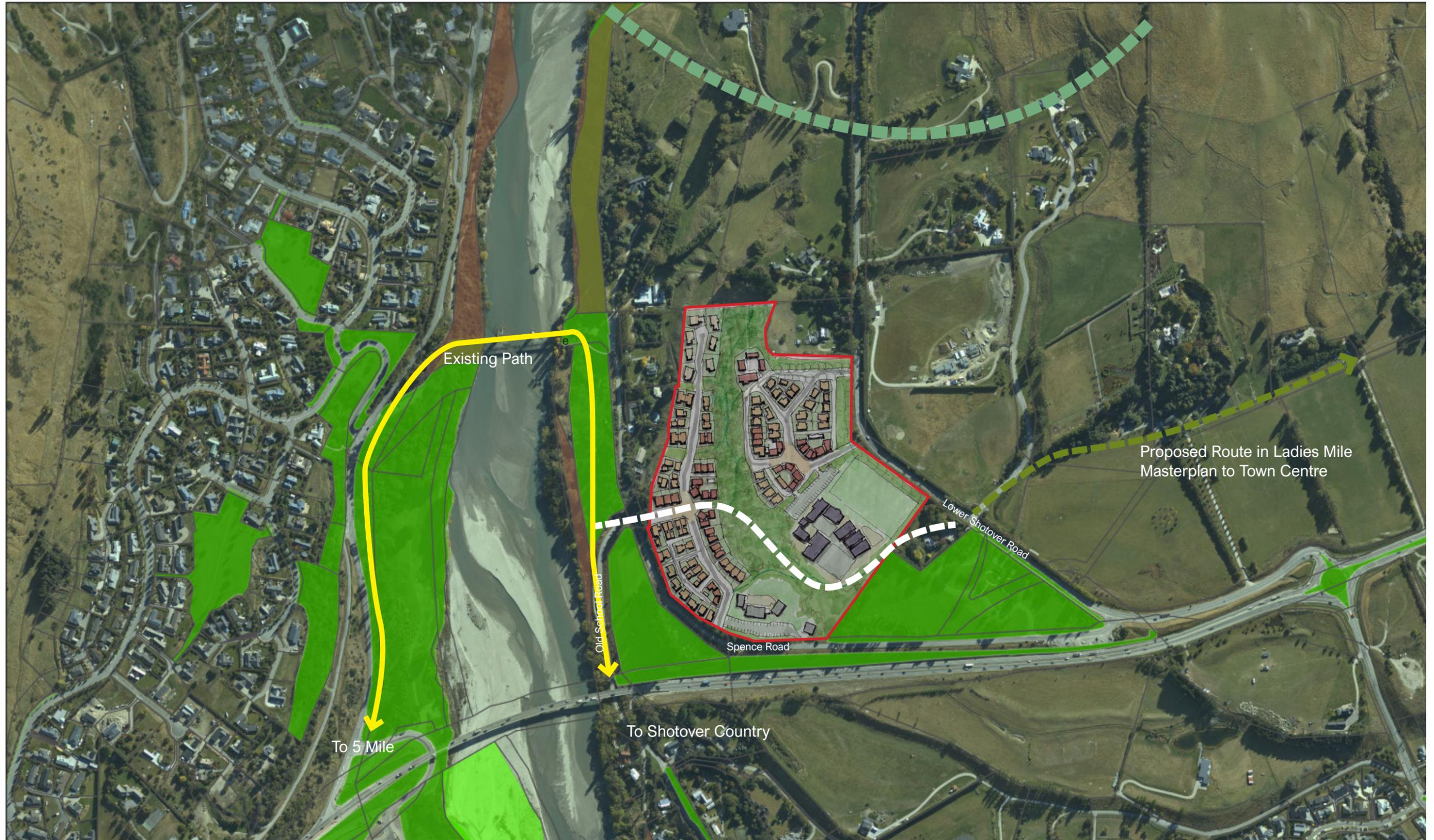
	%	ha
Living	40%	4.95
Productive	40%	4.95
Restorative	20%	2.48

FEATURES

1. Main entry to upper village area
2. School with playing fields towards road
3. More intensive housing around central piazza area
4. Secondary entry to manor house complex and village area
5. Manor house complex
6. Main pedestrian/cycle path to Ladies Mile masterplan area
7. Potential northern pedestrian/cycle connection to other future development
8. Restorative landscape along bank edge
9. Eco-tourism, production and community facility
10. Facility entry from Spence Road
11. Lower village core with shared space and higher density living options accessed from dedicated Spence Road entry
12. Compact urban village housing
13. Visual/ amenity breaks in development to extend landscape
14. Larger housing options



Public Openspace + Pedestrian/Cycle Path Linkages





Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

- Remove the assumption of continued growth of ZQN. This is not supported by the community in the QAC's ANB expansion plans in 2018 or the community petition.
- The ability to expand the ANB should be excluded from the Spatial Plan to reflect the solid and consistent feedback from our community.
- Continuing to grow a noisy international airport in the middle of an increasingly dense urban area does not enhance any of the four well-beings the council is legally required to provide for.
- The Spatial plan ignores the huge impacts of the airport on use of the ZQN land and the land under the ANB.
- The page 88 statement of political support for unquestioned continued airport growth contrary to strong and consistent community feedback should be removed.
- No consideration has been given to the threats and opportunities offered by the Tarras International Airport.

Q. Please describe the reasons for your position:

I am opposed due to the inclusion of the ANB extension proposal as stated in my comments above. I categorically oppose any expansion of the airport on the grounds that it is not wanted nor required.

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

NICHOLSON Andrew

Albert Town

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

I am very disappointed and angry in the lack of communication from the council and the secrecy around the airport plans.

The residents of Wanaka have made it clear they do not want another jet airport in the area.

It appears the council pay very little attention to what the majority of the residents of the upper Clutha want, and are still going about their plans without any changes to their business model.

In light of the pandemic and an environmental crisis it seems there is no thought or plan by the council to become carbon-neutral? A reset in the tourist industry that reduces its footprint will be essential if we are to be sustainable.

So why are we investing in Jet airports ?

Who will pay for the massive infrastructure needs of the area? Which we know are already under pressure and not up to standard currently.

The community will pay and not just with money in the rate rise, but the loss of the environment that make this place beautiful is the greatest of costs.

Q. Please describe the reasons for your position:

I think there needs to be a serious rethink in council about the direction the community would like to go.

It appears that the money end of town and big business interests have a much bigger say in what is being planned than the majority of the residents of the area. I think. Council really need to listen up!

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

PAGE Nick

Wanaka

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

I have prepared a written submission and will email it to lets talk as per the instructions below.

Q. Please describe the reasons for your position:

See written submission

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

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

Oppose

Q. Please let us know your comments or feedback:

The QLDC Draft Spatial Plan is fatally flawed as it grossly underestimates likely future population growth.

The Spatial Plan may read nicely as an aspirational document but as a Plan it is almost useless as it is entirely based on assumptions of future population growth that defy historic reality and any reasonable assessment of what the future might hold under present council policies.

For reasons that are not made clear in the documents the growth options considered in the Draft Spatial Plan are only for historically low or very low growth rates, of the order of a third of average annual population growth levels over the last 25 years and less than 20% of the annual growth that has occurred in recent high growth periods. Notably the documents contain no information on measures that the council is proposing to take to somehow try and ensure that its projected low to very low growth rates actually occur.

A core requirement of any valid Spatial Plan process is that it consider a full and realistic range of growth options. This is not the case for the published draft of the QLDC Spatial Plan, which is completely based on unrealistically low growth options.

Queenstown itself over recent years is of course a perfect example of what happens when this process does not work. With growth that has not been properly planned for we have ended up with congestion, housing issues, labour force issues etc and seemingly endless catch up. These problems are in a significant measure due to QLDC's own poor long term planning. For example, the 2012 QLDC 10 year plan predicted annual population growth over the next 10 years would be 2.2% per year. This was in spite of average growth over the preceding 10 years (2001 to 2011) being at a rate of 5.2% per year. What actually happened between 2011 and 2020? Instead of slowing as QLDC planned for, average growth in the regions residential population accelerated to 5.5% per annum. The resident population of QLDC grew not by around 7500, as predicted by QLDC in their 10 year plan, but actually by around 19,000, contributing to the range of problems we are faced with today.

So now QLDC is unbelievably trying to tell us in the Draft Spatial Plan that future growth will only average between 1.6% and 2.2% per annum. They present no explanation of why they assume such low future growth or critically what measures they are going to introduce to ensure the growth is so severely limited. Such a massive reduction in future growth rates from those of the immediate past simply make no sense. Once we pass any population growth disruption from Covid in 2021/22, and at this point that looks minimal, it is completely unrealistic to expect long term growth rates at a small fraction of historic levels when none of the drivers that have been behind the growth over the last 25 years have changed.

I have done some specific analysis, as shown in the spreadsheet attached below, but in summary some population facts and projections are as follows;

Historic Data

Actual QLDC population 2020 according to QLDC's Spatial Planning document : 41,000 (this figure is not supported by published Stats NZ figures)

Actual QLDC population 2020 according to Statistic NZ info share published data : 47,000

Average actual annual QLDC population growth rate 1996 - 2020 (Stats NZ data) : 5%

Average actual annual QLDC population growth rate 2016 - 2020 (Stats NZ data) : 7.05%

Growth Projections (From Page 12 of the Spatial Plan report & my spreadsheet analysis)

QLDC spatial plan "low" growth option for QLDC population 2050 (1.6% average growth rate)

66,000

QLDC spatial plan "high" growth option for QLDC population 2050 (2.1% average growth rate)

76,000

A more realistic range of growth scenarios (see spreadsheet NP1) based on historic facts:

Low growth option for QLDC population 2050 (3.2% average growth rate)

120,000

Medium growth option(s) for QLDC population 2050 (4.5% average growth rate)

170,000

High growth rate option for QLDC population 2050 (6% average growth rate)

270,000

The range of the growth rates I have chosen relate directly to the historic growth rate figures. As an interesting comparison Tauranga City (population now about 150,000) has had an annual growth rate of about 4% for the last few years. So as a minimum I believe that QLDC's figures underestimate resident population growth by almost 100% and this could easily be a 300% underestimate if the strong growth rate of the area experienced in recent years continues. It could of course be even higher, as it has been in the last few years.

The consequences of QLDC's current underestimates are that instead of 30 year planning needing to cater for a maximum of 30,000 extra people, as projected in the Draft Spatial Plan, QLDC should have in mind the possibility of an extra 230,000 people, clearly a vastly different prospect.

Now I stress that I am not promoting growth, only asking that planning is done on reasonable projections. From my analysis the QLDC Spatial plan DOES NOT do that. I realise that the "aspirations" of many residents are for lower growth but aspirations do not deliver outcomes unless specific measures are taken, and nowhere in the Spatial Plan do I see any indication of these. In lieu of measures of this type, planning for realistic, even if problematic, growth rates must be part of the Spatial Plan process.

So now lets look at Wanaka township specifically (excluding Hawea and Luggage for the purpose of my analysis), which has a current population of about 10,500.

Over the last 25 years the population of the Wanaka area has grown, on average, by 6.3% per annum (spreadsheet NP 2). Over the last 5 years (2015 to 2020) Wanaka's growth has averaged over 8% pa. If anything Wanaka may be better placed in terms of land availability to handle growth than Queenstown so it is possible that, contrary to another assumption made in the spatial plan (equal growth of all areas within QLDC) , Wanaka could see a greater proportion of the areas growth than Queenstown, so this may tend to further accelerate future growth in the Wanaka area.

So what do different growth rates mean to the population of Wanaka township in 2050.

QLDC spatial plan (implied) population (table 2, approx 2% growth pa) - 2050 population : 19,000

NP Scenario 1 population (see spreadsheet) - annual growth 4.5% (still less than historic average) - 2050 population : 45,000

NP Scenario 3 population (see spreadsheet) - annual growth 6% (less than the last 5 year average) - 2050 population : 70,000

What might this mean to the physical growth of Wanaka?

The Draft Spatial Plan envisages Wanaka townships growth being constrained by the Cardrona River for the next 30 years, with some intensification in the main town area and higher density development in Three parks etc.

It is worth noting here that the "Priority Development Area" for Wanaka (map Page 61 of the Spatial Plan) includes both the existing golf course and Lismore Park. I do not believe that either of these should be considered as available for development, let alone part of the "Priority Development Area".

I have analysed the approximate area required for the higher growth scenarios (see spreadsheet NP3), including consideration of greater average density being achieved in future development (see attached markup). I fully accept that these are indicative only, ignore issues such as flood planes, productive soil protection, protection areas of natural landscapes etc but they do indicate the gross shortcomings of the Draft Spatial Plan. Clearly however, for environmental and practical reasons, future growth in Wanaka is going to tend to follow the Hawea/Clutha valley towards, and eventually past, the existing airport and Luggage and under no realistic growth scenario can it be expected to be constrained by the Cardrona river.

A proper, comprehensive, realistic spatial planning exercise is ABSOLUTELY CRITICAL for the region and for Wanaka (as opposed to the current Draft Spatial Plan document) but I trust that my markup highlights the significance of the issues to be considered, many of which are listed as aspirations in the Spatial Plan document but not at all appropriately considered due to the unrealistically constrained population growth assumed.

Q. Please describe the reasons for your position:

So in summary, I believe that the Draft Spatial Plan presents a completely false impression of the likely growth of the region, including Wanaka, over the next 30 years. It is vastly over conservative while giving no indication of any actions council will take to limit growth.

It in no way supports our district to "Grow Well" as set out in its goals. On the contrary it is in fact a recipe for the the district to "Grow Badly".

The actual spatial planning work presented in the document is invalid because of grossly deficient assumptions and make the draft as presented of virtually no use in planning for the future or ensuring that the region can be realistically prepared for the future.

Council need to start again on the numbers, provide its communities with realistic growth scenarios and tell us how those could be planned for and what actions council propose to take to limit growth while catering for the inevitable growth.

The community should then be give a further opportunity to comment in detail on a realistic document, as the gross overall inadequacies of the current Draft Spatial Plan make detailed comments virtually redundant.

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

PATERSON Keith

Wanaka

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:

We participated in spatial plan work at Luggate where we also have an interest. At that time there was good support for urban growth of the town into the Luggate Triangle. I do not see this area identified as future urban growth area. The idea of intensification to achieve growth did not align with the Town aspirations of reasonable sized sections and areas for kids to roam around in true kiwi kid style.

Further, Luggate represents a better place for future growth than Hawea simply due to location and access to existing infrastructure. And we note Hawea has future urban areas identified. The logic is not consistent. Luggate has water, highways access to waste water treatment and plenty of opportunity to develop affordable land for housing with a supportive community (of which we are part).

Q. Please describe the reasons for your position:

We are supportive of Wanaka and Qtn plans as they seem logical but not on the Luggate/Hawea anomaly.

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

PAYZE Jeremy

Lake Hayes Estate & Shotover Country

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:

Q. Please describe the reasons for your position:

Support the plan. Vital to have a document which guides growth

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

PAYZE Tessa

Lake Hayes Estate & Shotover Country

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:

Q. Please describe the reasons for your position:

As a district it is vital we have a plan that supports appropriate housing choice and the right level of investment in public transport, infrastructure, active travel and community facilities.

I support the connected settlement scenario and consolidated approach to growth as it makes sense to build within urban areas and create clear limits to outward growth to protect our stunning landscape and environment.

The Spatial Plan needs to be able to guide decision-making under legislation. This would provide Council with tools to be able to support growth from being developer led to a more community led model.

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

PERKINS Tom

None

Wanaka

Q. I am aged:

60+

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

Neutral

Q. Please let us know your comments or feedback:

1. Housing affordability is critical. Having lived around the world the essential element is supply. The QLDC is far too slow at opening up new land and bringing competition to the property sector. Without that, no plans will bring down the cost of housing.

2. The Queenstown airport should be sold and the land utilised to turn Queenstown into a superb mountain town for generations. Throw the QLDC support behind the Tarras airport proposal.

Q. Please describe the reasons for your position:

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

PRICE Katrina

Kelvin Heights

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

I oppose the assumption that unmitigated growth is positive for the Lakes District. The very characteristics that make the region so special are being eroded by development and population growth. The Lakes District is an area of outstanding natural beauty. However with a planned additional 17000 houses and accompanying infrastructure, the area will just be another city. The world already has enough cities. Let us preserve the natural beauty of our region for the future. I support a moratorium on future development. The Queenstown Lakes District does not have an obligation to house every person who wants to live in the area. The natural beauty and features should be prioritised higher than human desire and greed.

Q. Please describe the reasons for your position:

Growth is causing the ruination of the very characteristics that make the QLDC region special.

Human development can not make the area 'better' than nature has created.

At this point in time, the area is not completely ruined but it will be if the motivation to continue with urban development goes unabated.

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

Development can not be undone. The QLDC has experienced significant growth over the past 30 years. Now should be the time to pause and ascertain the full extent of the growing pains before allowing any more growth.

REID Marnie

Lake Hayes Estate & Shotover Country

Q. I am aged:

46-59

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

Support

Q. Please let us know your comments or feedback:

I DO NOT want the airport to grow any bigger...the community let you know this, and yet you went behind our backs and tried to organise...thank goodness for covid which stopped you in your tracks. .

Our planet cant return to " business as usual", so we better start looking at a new way,

Regards Marnie Reid

Q. Please describe the reasons for your position:

The horse has bolted, no point shutting the gate now

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

RENDEL Ewan & Heather

Central Queenstown

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

GENERAL

Hauora / Wellbeing, Aumangea / Resilience and Whakauku / Sustainability need to be placed ahead of growth. The Goal of Whaiora / Grow Well will only occur when these three Principles have been addressed and implemented.

This Spacial Plan quantifies assumed growth and then looks at various aspects toward achieving health and wellbeing. The 2050 projected figures are based on pre-Covid numbers and additional Spacial Plan Capacities. There is no indication of finding mechanisms to stage or manage growth in line with adequate infrastructure, environmental measures and social wellbeing.

Demand based growth has already proven detrimental to the health and wellbeing of both the environment and peoples of our District. Our current infrastructure is inadequate with major investment needed to ensure the current resident population has a healthy environment.

Growth has been seen as a way to help pay for infrastructure however this leaves us in a continual position of playing catch up. Growing to sustain the existing is ever elusive.

Managed growth should only be “encouraged” on the basis that current infrastructure is more than adequate to sustain current levels and any incremental increases in resident population and visitor levels. The ongoing health and wellbeing of current residents should come first and foremost.

It is also notable that yet again the areas accessed from the Glenorchy-Queenstown Road and beyond have been overlooked or somewhat ignored, particularly with regard to Public Transport and Community facilities even though the population has grown substantially in the past ten years with more families moving into the various areas. When making this submission there isn't even a group area for Residents between Sunshine Bay and Bob's Cove to click on... living in Closeburn we've identified as Wakatipu Basin Residents.

ENVIRONMENT

1. More emphasis / expertise must be placed on determining environmentally sound practice for the district in all aspects.
2. Businesses must be held accountable for their actions in terms of waste and pollution and this must start with QLDC setting an example for the district.

HOUSING

3. Growth assumptions are based on pre-Covid forecasts using 2018 numbers as a basis for calculations. The Estimated Dwellings and Spacial Plan Capacity 2020-2050 graph suggests a Spacial Plan Capacity (shown in yellow) of a whopping 280% approximate above the 2018 numbers and 60% approximately above the assumed 2050 Forecast Dwellings (shown in purple).
4. Free market growth and subdivision of land without such safeguards is what has lead to our current inadequate / near broken infrastructure, to continue this practice is irresponsible.
5. In the past growth levels have occurred more quickly than predicted. The Field of Dreams quotation “If you build it, they will come” applies to housing capacity in a location such as Queenstown Lakes District. This sets up an endless cycle of rezoning, subdivision of land and speculation.
6. The more available space, the more people will continue to flock to the area for what it appears to offer; it's only after people move to the area they realise some of the short comings in terms of infrastructure, environment and social wellbeing.
7. Subdivision of land in new growth areas needs to be staged based on infrastructure levels being adequate at the time the land is subdivided with environmental and social safeguards in place to comfortably sustain the increased growth.

TRANSPORT

8. Queenstown is regarded and promoted as the Adventure Capital of New Zealand. People come here to experience being out in nature, adventure pursuits and enjoy the scenery of the entire area. To do so people load their equipment (kayaks, paddle boards, ski's, snowboards, paragliders etc) into their vehicles and drive to locations at times that suit the conditions or their work schedules. Public Transport (PT) does not generally work for these types of pursuits.
9. There's no endless transport loop to all trail heads, lakeside stops and mountainous areas in the area and really is that what we want?
10. As such people will have vehicles for years to come and need suitable parking solutions for those vehicles. If housing developments are not going to be required to provide parking then QLDC needs to look at providing long term parking areas for residents vehicles and many more safe park and ride options along with greatly improved public and active transport networks.
11. Alternative transport modes including Public Transport for the entire district need to be implemented more quickly if the true aim is to get more people out of private transport (i.e. cars). It is remiss that the areas have been relegated to vision status.
12. Despite the substantial growth in population over the past 10 years there is no public transport for communities along the Glenorchy-Queenstown Road and beyond. The road has the status of being one of the most scenic and iconic drives in New Zealand, visitors want to take the drive (or be driven). Public transport with services at least three times a day would provide people with the opportunity to travel to Glenorchy and other stops along the way for a day or half day experience... residents and visitors would both benefit from such a service (if it was reliable) lowering the amount of traffic on the road and it may actually encourage more visitors who don't wish to drive to Glenorchy.

EMERGENCY PREPAREDNESS

13. We also consider that more needs to be done with regard to Aumangea / Resilience in regard to emergency preparedness. Wild fires pose a very real threat in many areas throughout the district as do Earthquakes particularly in the event of a major Alpine Fault event. Evacuation points and routes need to be considered on the basis of the numbers of residents and potential visitors at the busiest periods of the year. A co-ordinated response will be required from local, central and even national government and funding needs to be put aside to ensure our emergency services have the equipment and personnel they need.

SUMMARY

We oppose the Spacial Plan in its current form as the emphasis is on growth ahead of the three guiding principles... Hauora / Wellbeing, Aumangea / Resilience and Whakauku / Sustainability.

Looking toward Whaiora / Grow Well, the wellbeing of our Environment and Resident Population must be protected and nurtured ahead of all else to ensure a vibrant healthy District. It's time to consider this a must have, not just a goal.

Ewen & Heather Rendel



ROWLEY Jerry

Outer Wanaka (Includes Mt Barker & Dublin Bay)

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

Oppose

Q. Please let us know your comments or feedback:

Via email:

Submission from Jerry Rowley on the Queenstown Lakes Draft Spatial Plan

Firstly, I am shocked to see in the summary under "Here's How To Get Involved" one of the suggestions is to email a website. This doesn't work.

For all the talk in this laboriously lengthy and fluffy document there is little in the way of detail about how to get the thinking of people to go from dependence on cars to preferring to use bicycles, walking and using public transport. This is evidenced in the TYP where the majority of the Active Transport budget has been deferred to the back of the period where there are no guarantees of anything happening at all. Especially when it is noted that "priority development areas" are roading "corridors" - and they don't even include corridors where exponential growth are, or are expected to, occur such as Northlake, Hawea and Albertown (when it is deemed fit to mention the Three Parks to Wanaka town centre corridor).

All of the growth predictions pay little attention to the declared Climate Emergency though there is an unsubstantiated desire to become "carbon neutral". In itself, growth cannot be carbon neutral. This, therefore is an enormous contradiction.

The vision for the area seems to me to be heading where Dairy farming has gone in the last 20 years and we all know how much pressure has been exerted on them in the last parliamentary term to change their ways. Lets not go down the path of "inevitable" growth and put limits where possible. A district where "affordable housing" is espoused in order to accommodate minimum wage workers is hardly "Growing Well".

Signed Jerry Rowley



Q. Please describe the reasons for your position:

As above

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

As above

ROZITIS Jekabs

No - on behalf of self

Lake Hayes Estate & Shotover Country

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:

There will be a loud NIMBY voice who, after having moved into the district themselves relatively recently, will be clamouring to pull up the ladder after themselves. I am making a submission to balance that viewpoint.

This is a beautiful district - a lot of people want to come and live here. I like that the council is thinking strategically to anticipate the inevitable growth, and ensure that it occurs in a managed way. This sets us up well to have functional, liveable and efficient communities in the future.

Q. Please describe the reasons for your position:

People will always want to come and live here for the same reasons that we all moved here ourselves. The answer is **not** to pull up the drawbridge and say "too bad, I got mine". The answer is to plan for the inevitable future and ensure that the growth is managed in a way to support well functioning communities in the future.

The spatial plan is a good plan. It clearly articulates where we'll fit in more people (in a way that maintains manageable infrastructure for well-connected and functioning communities) and where we'll maintain a less dense rural character.

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

RYAN Sharron

Noosa Holdings Ltd Ardmore Properties Ltd Helwick Holdings Ltd McSafety Holdings Ltd Helwick Holdings 2 Ltd Alveridge Hall Family Trust

Outer Wakatipu (includes Millbrook & Wakatipu basin)

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:

We consider the population projections to be too low, therefore plans are inadequate before they have even started.

Q. Please describe the reasons for your position:

population Projections need to be reviewed in light of recent numbers and growth. Infrastructure is key-it is inadequate currently and will continue to be so if this plan is implemented as it stands.

This plan feels out of date and out of touch already.

We support a submission recently submitted by Nick Page

There is an opportunity to get things right this time, but the basic premise has to be correct at the outset.

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

SAUNDERS Chris

Luggate

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:

Insufficient consideration on the long term impact of Covid 19. Given the number of Internationally capable airports on the South Island, any changes to Wanaka airport are not necessary and totally inappropriate. Insufficient consideration has been given to the well being of the local community. Insufficient consideration and protection has been provided for the special and precious nature of the local environment. More attention is required to reduce the impact of climate change and not to increase it which is the likely impact of this plan

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

SCAIFE Marc

Outer Wakatipu (includes Millbrook & Wakatipu basin)

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

spatial plan .docx

Submission on Queenstown Lakes Spatial Plan 2020- 2050

The pattern of urban development in the Queenstown area consists of three main nodes or centres: Queenstown, Frankton and Arrowtown. The residential density in each node is low, with single family houses on individual lots being the predominant housing type.

Rapid population and economic growth in the last 25 years, accompanied by insufficient increase in building density in the three centres, has pushed residential and commercial development out of the centres to new green field sites, such as large residential satellites at Lake Hayes Estate, Shotover Country and Jacks Point, all of which were formally rural land. And also into low density, rural- residential land use scattered throughout the Wakatipu basin and most other rural land around the three main centers.

This pattern of fragmented, low intensity development is not viable given the extent of anticipated future growth. The separate residential satellites are dependent in almost every aspect of life, such as work, school and shopping, on travel to the centres, which places massive demand on vehicle transport and parking, results in congestion and creates a social or community fabric as fragmented as the physical fabric.

The proposed spatial Plan 2020- 2050 for the Queenstown area cements in place this pattern of low- density fragmented development for the next 30 years. A pattern that is already failing and unsustainable.

It envisages only modest population growth of less than 2000 households in Queenstown, and only a very small increment in Arrowtown. The largest growth, approximately 4500 households, is anticipated for residential satellites in the Eastern and Southern corridors, which brings the population in each of these corridor satellites to that of the main centres of Queenstown and Frankton. Of all areas, the largest growth is envisaged to occur in the southern corridor. This will transform the character of the landscape from rural to urban and extend the urban boundary approximately ten kilometers from Frankton. It will result in a massive increase in vehicular traffic on an already heavily used arterial route into the centre.

The viability of the 2020-2050 spatial plan hinges on a shift from cars to public transport. But this shift is just a naive assumption. There is no evidence to support the notion that Kiwis will be prepared to make this shift. It is more likely that electric vehicles will give private vehicles a new lease of life. But this will do nothing to address the outlined problems of a fragmented pattern of low density development.

The 30 year spatial plan needs to concentrate development and increase density in the existing centres. If further residential development beyond these centres is required, it would be better to increase density in existing satellites rather create new greenfield development. Also, a glaring missing element in the spatial plan is the Wakatipu basin itself, which is shown as "Rural" on the Wakatipu spatial map, but is in fact almost entirely settled in a rural-residential pattern. If the Queenstown area is willing to become a town of 50,000 households, and if we want this to be a healthy, resilient community, we need to accept there will be change and growth of the existing towns and existing residential areas. It is hypocritical to want growth, but not be prepared to accept change to the places we live in. The Wakatipu basin is in the most central position between the three urban centres. We have been prepared to allow significant development for special zones such as Millbrook, but it seems the spatial plan is not prepared to do so for housing the local community, preferring instead to hide them in satellites located in less attractive and less centrally located southern and eastern corridors. If we want to build a good community we need to build the

best possible towns in the best locations, not in corridors. The Wakatipu basin is the prime candidate.

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:

Having read the spatial plan document my feed back is as follows.

I have in interest and shared ownership for the 5.8 ha block on the corner of Highway 84 and Highway 6. (known as Mt Iron Junction).

This land and other blocks within the vicinity are current anomaly's in the district plan. I believe the urban growth boundary should include all land within the confines of the Clutha and Cardrona rivers. This logical boundary is consistent with many of the spatial plans ideals.

Mt Iron Junction has currently gone through a resource consent and subsequent mediation.

Consent between all parties has been achieved which will with final sign off from the court provide the ability for this site to absorb a level of commercial and residential activity.

The land is within the proposed public transport network.

The land is consistent with the good outcomes for improved housing diversification and choice.

The proposal for this land also includes connectivity for active and passive transport between Albertown and Wanaka.

The land has the ability to satisfy the spatial plans proposals for better urban design and transport issues that are currently occurring with the placement of service stations in the CBD.

The land currently has a rural zone which is completely inconsistent to the surrounding land uses. There is absolutely no rural value or rural amenity in this block. There is sufficient space between this block and Mt Iron to protect Mt Iron from any effects rezoning this block would have.

Q. Please describe the reasons for your position:

My reasons are.

That of consistency in the area, not requiring further land beyond the natural boundary of the Cardrona river to be utilised for intensification until all options have been explored within the boundaries.

Having children who have been shut out of the housing market because of the lack of choice and options.

Being a business owner and employer of staff who have few and very expensive options for worker accommodation.

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

We all wish for good outcomes.

Having been involved in many planning forums ,including 20/20 etc it is time to have consistency in our planning .

Also having spent considerable time at Mt Iron over the last 5 years there is a very very high chance of deaths occurring at the very dangerous intersection between Riverbank Rd and Highways 84 and 6 . Now is a good time to keep the pressure on NZTA to make improvements to that part of our roading network .

SEMPLÉ Lauren

Greenwood Roche submitting on behalf of Theo Bunker and Lorraine Rouse

Wanaka

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

Neutral

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

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

PFD attached

**SUBMISSION ON
THE DRAFT GROW WELL - WHAIORA QUEENSTOWN LAKES SPATIAL PLAN**

To: Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348
letstalk@qldc.govt.nz

Submitters: Theo Bunker and Lorraine Rouse

Address for service:

C/- Lauren Semple
Greenwood Roche

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

NAME OF SUBMITTER(S)

This submission is lodged by Theo Bunker and Lorraine Rouse who submit in opposition to part of the Draft “Grow Well – Whaiora” Queenstown Lakes Spatial Plan (‘Draft Spatial Plan’).

This submission relates to land known as Section 2 Blk XIV SECT 5 Lower Wanaka SD (CT OT18C/473) or “Sticky Forest” as it is commonly referred to.

PARTS OF THE PROPOSED QUEENSTOWN LAKES SPATIAL PLAN THAT THIS SUBMISSION RELATES TO:

The submission relates to:

- Maps 5, 8, 10, 12, 15 and 17

SPECIFIC SUBMISSION POINTS

Classification of Sticky Forest

The above maps in the Draft Spatial Plan identify the Sticky Forest land area as being:

- ‘Protected’ in part;
- ‘Rural’ in part; and
- outside the Urban Area.

The future zoning of this land under the Proposed Queenstown Lakes District Plan is currently before the Environment Court (ENV-2018-CHC-069) (‘Appeal’).

If that Appeal is successful, an urban zoning will apply to at least part of the land currently identified as outside the Urban Area in the Draft Spatial Plan maps. Until that Appeal is decided or otherwise resolved, it is inappropriate for the Draft Spatial Plan to classify Sticky Forest in the manner proposed. In particular, those maps suggest that the future status of that land has been resolved in favour of the first-stage decision made on behalf of Queenstown Lakes District Council (‘the Council’). That is neither correct nor appropriate in the circumstances given the status of the current appeal.

The submitters therefore request that the land is shown on the Spatial Plan as subject to an appeal on the future zoning of the land.

Infrastructure

The notations for existing infrastructure facilities in Map 12 do not appear to accurately reflect the position of the current and/or consented facilities, including those located in close proximity to Sticky Forest.

The submitters request that this is reviewed and the maps are updated to accurately reflect these matters.

CONCLUSION

The submitter **does** wish to be heard in support of this submission.

A handwritten signature in blue ink that reads "L Semple". The signature is written in a cursive style with a large initial 'L'.

Lauren Semple
on behalf of Theo Bunker and Lorraine Rouse

19 April 2021

SHARPE Ben

Kelvin Heights

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 support the idea of a spatial plan and the need to plan ahead for predicted growth. However, I am finding it very hard to support something lacking in certain detail. In particular future air traffic noise boundaries .

Given the extreme reaction by the community to QAC's proposed air noise boundary expansion (1500 survey responses, 92% against), the spatial plan should include a specification that the noise boundaries will not be expanded.

It's very important we remember the communities overwhelming and unified reaction against the noise boundary expansion, so we don't need to repeat the high friction and mental stress it caused. Including a specification in the spatial plan to say the QAC noise boundaries will not be increased, will go a long way towards the community being able to support the spatial plan.

Q. Please describe the reasons for your position:

No certainty around a permanent limit of the QAC noise boundaries.

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

SHARPE Brian

Kelvin Heights

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:

SHARPE Brian

Kelvin Heights

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:

This spatial plan is allowing for and predicting large growth in the Queenstown area over the coming years. But I cannot support it without specific and explicit confirmation that the airport noise boundary will not be expanded.

Q. Please describe the reasons for your position:

The airport survey showed that 92% of all residents opposed expanding the Queenstown airport noise boundary. Large amounts of resentment and friction will be caused within the community unless the spatial plan explicitly addresses this issue.

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

SHARPE Kirsty

Queenstown Grey Power Inc

Kelvin Heights

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 out 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.

SHARPE Kirsty

Kelvin Heights

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.

SHEARER Jane

Gibbston

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

This report is beyond disappointing. You project that visitor numbers will return to pre COV ID levels by 2023. Whether this likely is questionable, whether it is undesirable is unquestionable. Are you not listening to the community saying we were already over touristed? And a change was desperately needed? Your proposed trajectory has no innovation or thought, just puts us back on the same path while saying, lamely "Sustainable tourism", without saying what that means or how there might be any mechanism to achieve it. I would have thought a fundamental of sustainable tourism is close involvement of the whole community in the nature of that tourism, not just the profit-making community, but that is not apparent in this document.

Further, why do you assume that continual population growth is a) desirable b) necessary? Surely the conversations should START from the question of what optimal urban area size is for the region, given its constraints, and how that should be laid out, given the constraint of what already exists. No analysis is provided, simply an assumption that population will increase everywhere in the district. Is there a point at which growth ever stops by design? Or will it only be stopped by catastrophe.

We live in Gibbston. You appear to project that there will be over double the number of dwellings that there are currently but Gibbston doesn't even appear on your maps in terms of any planning for supporting that growth. There is no public transport to Gibbston, nor public water infrastructure. People commuting from Gibbston face the traffic jams going towards Frankton and traffic will further increase on that road, which is already narrow and compromised at speed. What is the 'strategy' here? None that is apparent.

If you want people to support a plan, it needs to be well thought through and the values and philosophy behind it clear, logical and backable. This is not the case.

Q. Please describe the reasons for your position:

There appears to be no forward or lateral thinking in the plan. It doesn't cover areas of the district for which it is happily projecting growth that may not be desired by the community and apparently won't be supported by the Council. It doesn't question the fundamental issue we are all facing - should there be any growth, why, and if so, how much. Until we deal with the failures of growth model we cannot move forward to any sustainable future.

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

SIMMONDS Anna

Extinction Rebellion Queenstown Lakes

Albert Town

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

See attached submission

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

See attached submission

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

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

QLDC Spatial Plan - XRQL Submission.docx

QLDC Spatial Plan - XRQL Submission



Extinction Rebellion

Zella Downing



Anna Simmonds



Introduction

Extinction Rebellion (XR) is a global environmental movement with the stated aim of using nonviolent civil disobedience to compel government action to avoid tipping points in the climate system, biodiversity loss, and the risk of social and ecological collapse. Extinction Rebellion Queenstown Lakes (XRQL) is the local branch of the organisation.

Life on Earth is in crisis. Our climate is changing faster than scientists predicted and the stakes are high:

- Biodiversity loss.
- Crop failure.
- Social and ecological collapse.
- Mass extinction.

We are running out of time, and our governments have failed to act.

Tell the truth
Act now.
Go beyond politics.

Summary

On June 27, 2019 Queenstown Lakes District Council declared a climate and ecological emergency. Since that declaration the Council has:

1. continued to expound on the economic virtues of growth
2. promoted and helped advance the expansion of the Queenstown Airport
3. planned a \$31M car park for downtown Queenstown
4. planned to spend \$40M developing Lakeview Plaza to accommodate visitor growth
5. planned a \$XXM arterial road to accommodate car use in Queenstown
6. de-prioritised active travel development through lack of funding
7. ignored calls to install cycle parking facilities
8. de-prioritised waste minimisation
9. abandoned ideas to address the enormous amount of construction waste
10. abandoned the establishment of organics diversion in waste management

None of the above council actions address, or even acknowledge, the existence of a "state of emergency". They actually exacerbate the problem. We suggest that these 10 items are areas for improvement.

Our submission focuses on climate related issues alone, but these issues affect every aspect of the 10-Year and Spatial Plans.

Vision Beyond 2050

The concepts embodied in *Vision Beyond 2050* align perfectly with the action required to fully address a climate and ecological emergency, but these concepts are NOT guiding this document or QLDC. There has been no authentic action to address Climate Change from the Council since its declaration, and, other than these lovely sounding words, this Plan demonstrates that there is little intent to address it in the future.

whakapuāwai hapori People do not thrive in congested, crowded places while being bombarded by noise pollution. People do not thrive when the stability of the planet is removed, and the weather decides who lives and who dies.

whakatūnana te ao māori Balance is lost when too many people pass through an area consuming but not staying to re-sow. They are temporarily blinded to the needs of the earth because they are simply doing what they are being directed to do: buy whatever is for sale.

he ōhaka taurikura Opportunities are lost when resources are made scarce through having too many people taking and not giving anything in return. Opportunities are lost when lifestyles are destroyed through the thinking, planning and actions of others who do not live with the consequences.

whakaohoho auhataka There is nothing creative in Business-As-Usual.

waraki - Airport expansion and the onslaught of visitors that it encourages is unhealthy for the environment and promotes the destruction of ecosystems.

parakore hapori Expanding air travel and promoting tourism growth after declaring a climate emergency is the height of cynicism.

he hapori aumangā If we, as a community, truly were resilient, we would be thinking about ways to thrive *without* bringing tourist numbers back to pre-Covid levels.

kia noho tahi tātou kātoā There is a difference between sharing and hustling for a buck. If we were truly all about sharing, would we be prioritising "value-added visitors" (meaning those who spend a lot of money while they are here) as opposed to those who come to Aotearoa to simply experience the glorious landscape we take pride in?

How Council Could Take Action

A sense of duty of care and voice for the climate must be included in the management/leadership team. Fund a full time position for a Climate Representative to be present at all planning meetings to give voice to the climate repercussions of every option being explored. Members of XRQL would willingly agree to a 1% rise in our rates to fund these climate-related positions.

The cost of emissions must be addressed alongside the financial cost of all projects. Fund a carbon accounting officer to assess the emissions cost and the loss of biodiversity across every project. Currently a business case must be made for a project to advance; establish the protocol for the cost-and-benefit analysis to include emissions data and data on ecosystem destruction as well as straight financial expenses. Members of XRQL would willingly agree to a 1% rise in our rates to fund these climate-related positions.

Ensure that carbon accounting is completed for every project and is used in choosing between options and alternatives.

Stop relying on Business-As-Usual models to establish how or why a project should be completed. "Problems", or situations that need improvement, could be discussed in *community think tanks*, so that Council has access to an enormous and diverse pool of skill, intelligence, and local knowledge--all for free! Cut down on the use of expensive consultants. This is where "breath-taking creativity" will be found.

Upskill staff to recognise and appreciate the long term benefits of choosing projects with low carbon footprints.

Establish the necessary networks to grow Active Transport and Public Transportation. Funding cuts have been exceptionally hard on Wānaka. Individual car use is a primary contributor to carbon emissions. It is also the source of the congestion of the narrow, winding roads that our geography imposes on us. Studies show a direct link between bigger roads and increased traffic, so enlarging the roadways is not a genuine solution to addressing a climate and ecological emergency. There is more urgency in an emergency than in a traffic jam. An emergency requires immediate action, a traffic jam requires patience.

Prioritise Waste Minimisation! With so much emphasis placed on the burning of fossil fuels, we lose sight of the value of simple things like minimising waste. Re-using materials and NOT throwing away perfectly good materials takes us a long way toward Zero Carbon. Beyond the methane associated with landfills, re-using, recycling and up-cycling slows down consumption, and over-consumption is heavily reliant on fossil fuels.

Develop systems to recycle and re-use construction waste. Primarily what is needed from Council is land or a storage facility. The citizens will do the rest. WasteBusters in Wānaka is a beautiful example of community taking the initiative and thriving. Imagine the impact if Council were to get on board and assist. With greater capacity to store materials, much of the construction waste that is currently going to the landfill could be used, not thrown away!

The jobs created in this venture might offer more challenge and stimulation than the service industry jobs associated with tourism.

Re-establish plans for organics diversion. Approximately one-third of all food produced for human consumption is lost or wasted. According to a [2016 QLDC Survey](#) report, 104 tonnes of organic material are deposited in the Victoria Flats landfill every week. Organic waste comprises 16% of the total waste generated. This organic matter produces methane as it decomposes in the landfill. These methane emissions are preventable. Well managed aerobic composting of organic waste could produce healthy compost for use in council and community gardens with the rest sold back to residents.

Develop an Eco-Park. Citizens know that climate collapse is a serious threat. We want to have smaller carbon footprints and tread more lightly on the Earth, but there are not the systems in place to allow initiatives to grow. We see untold examples of encouraging consumerism to grow and the real estate market to grow, but Council delivers very little to encourage people to live less wasteful lives. Offer community-led workshops on how an Eco-Park could be established and run; start with discussions about why an Eco-Park would be of value.

Basically, invest money in the areas and projects that help reduce emissions, not in those that increase them.



XR Recommendations to actively address the Climate and Ecological Emergency:

- Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the 10-Year Plan as a **core underlying principal** and key consideration in all planning and budgeting.
- Fund a Climate Change and Sustainability Officer at the executive management level so all high level meetings have a voice for climate change.
- Employ individuals with carbon accounting expertise to upskill the entire QLDC organisation.
- Invest (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.
- Report on and evaluate the carbon emissions profile of all planned infrastructure projects and activities clearly and objectively.
- Abandon plans to build a \$31M parking building on Boundary Street and redistribute the funds.
- Develop Wānaka Active Transport.
- Build cycle parking infrastructure.
- Finalise and publish the Emissions Road Map and reference it in both the 10-Year Plan and Spatial Plan.
- Give priority to the Climate Action Plan.
- Protect and promulgate biodiversity. Public spaces should reflect the abundance of the earth herself and be utilised to promote all forms of life.

Image below: Climate Emergency declaration at council meeting 23 March 19



SIMMONDS Anna

Wanaka

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

Anna Simmonds and Matthew Evrard

Long Term, Ten Year and Spatial Plan submission.

April 19, 2021

To quote council documentation 'The Queenstown Lakes Spatial Plan sets a vision and framework for how and where our district will grow in the future. It is based around the phrase **'Grow Well'** or **'Whaiora'** which translates to **'in the pursuit of wellness'**. It will guide decisions and investment across local, regional and central government to ensure we're delivering the best possible future for our community and the generations that will follow us'.

In nature, **'Whaiora'** or **growing well** implies a flourishing in a diverse environment where balance is key, niches are filled and complex systems dynamics define resource sharing and cycling. One critical aspect of **pursuing wellness** is the acceptance of change. In natural systems these come as death and decomposition. As winter. As re-composition and rebirth. For without these cycles, **growing well** is not possible.

It is in this that we think council fails in its vision. We need to adapt and change.

In the last year our region has been given even clearer signals that it's now time to work on resilience and robustness of our local economy. Our reliance on international tourism has left us increasingly fragile during the pandemic. This despite the national economy responding remarkably well overall. The dichotomy between national and local shows us that locally, we have been operating, and are planning to continue to operate, under a fragile premise. We know that this pandemic will not be the only spanner in the international tourism works.

Flight shame, properly attributed aviation emissions and extreme weather events resulting from our worsening climate crisis will all have a negative impact on the robustness of our long haul international tourism industry.

Knowing these facts, in order to **"pursue wellness"**, we need to respond with wisdom. To pivot toward a more resilient diverse economic and social future where healthy growth is not determined by fortunes made for a few at the expense of the many. Where a pandemic does not leave businesses screaming that they don't have workers and workers screaming that they don't have work because businesses will not pay them what they need to live. Where healthy growth looks like healthy communities in healthy environments, accepting the inevitability of change, and wisely pivoting to that which leads to resilience.

As active members of our community we would love to see the following implemented in our long term planning of council;

* Focus on diversifying our income streams with an eye on the state of global politics and environmental trigger points. Moving away from putting all of our eggs in the broken and increasingly fragile international tourism basket and toward a more circular economy where money is both earned and spent by our local people.

* Localise our food supply as much as possible. While we may never be able to feed our people entirely from our local soils, the very act of aiming for it will result in a far greater understanding of the importance of soil and water health. It will also create strong community networks as the roots of our people grow deeper here and supply is distributed.

* Moving away with urgency from the use of glyphosate and other pesticides and herbicides in our district. This would need funding for public education regarding what our weed species are providing and why weed species are growing where they are. Reduce disturbance of natural ecosystems as much as possible and regenerate all landscapes which could be healthier. A few examples of areas which could do with funding and attention are both Albert Town campgrounds as pollinator habitat and Butterfields wetlands as native ecosystem regeneration. Including pollinator plant species in all council gardens as much as possible.

* The creation of aerobic healthy biocomplete compost from organic waste collection would create many jobs and produce much of the compost needed for our council gardens and community gardens and local food suppliers. This needs to be done with caution and with the correct expertise so we do not end up with the poor quality, anaerobic stink-fest which puts people off the composting process. Healthy compost does not smell like anything other than forest floor. There are plenty of people in New Zealand and abroad who have this expertise.

* Do not waste any more of our time or money pushing for airport expansions. We will fight this for the good of all. There are plenty of airports currently operating in the lower south island to deal with aviation requirements, and to suggest expansion is a critical necessity to accommodate for our local community is a nonsense. It is time to pivot away from such short term selfish gambling.

Finally, we submit that you listen to your people. There are very many of us who do not wish to aim for great financial riches. We wish for a community that cares about the health of our land because it has a direct relationship to the health of our people. We can see the flaws in the ways we are living and we are all tasked with responding wisely in order to retain the livability of our planet. This means that 'growing well' cannot be about short term gain at the expense of our children and our children's children. We need a mindset shift about what really matters, and you as our local leaders have an important role to play in what we aim for.

SINCLAIR Mark

Wanaka Stakeholders Group Inc

Wanaka

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

Oppose

Q. Please let us know your comments or feedback:

Submission attached - PDF

Q. Please describe the reasons for your position:

Submission attached - PDF

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

Submission attached - PDF



Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Submission emailed to letstalk@qldc.govt.nz (subject: Queenstown Lakes Spatial Plan submission)

QLDC Spatial Plan Submission from Wanaka Stakeholders Group Inc. 15 April 2021

Submitter's details

Wanaka Stakeholders Group Inc. ("WSG")

Email: [REDACTED]

Postal: [REDACTED]

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

Introduction

WSG is a community based organisation focused on challenging Council's plans for the redevelopment of Wanaka Airport as a jet capable airport. The group has grown to a current membership of some 3500 members - equivalent to almost 49% of the adult population of the Upper Clutha. We work closely with the various Residents Associations in the area as well as other community groups.

In preparing to make this submission on the Spatial Plan ("SP") we read the documents and spoke with our local elected representatives. We have also listened to our members and our communities including via surveys we have conducted to be sure that we understand and are representing their views. We have studied Council's own surveys e.g. Quality of Life Surveys since 2018 - which clearly outline what the views of our communities are. These surveys also reflect the results of third party surveys (including those commissioned by government agencies and independent media outlets) which have been widely published.

As you know, we are awaiting the release from the High Court of the judicial review decision focussing on the legality of decisions to grant the QAC lease over Wanaka Airport. We are therefore participating in this submission process on a without-prejudice basis.

Summary

In the limited time available to us, members of WSG have closely and carefully reviewed hundreds of pages of documentation from Council, and make our submissions and recommendations in five key areas. These are outlined in detail below, but in summary they are: To complete

1. **Listen to your communities.** QLDC must start putting its people first: the views and wishes of the community you serve are paramount, and you must engage in active listening (including real consultation) and act on it in good faith.
2. **Revise your population growth projections to reflect realistic population growth rates.** Council should commission realistic figures and sources produced separately for each of residential population growth and visitor population growth across the district, with figures separated out for the Upper Clutha community. These figures should be clear, easy to understand and well referenced.
3. **Plan for a reset for sustainable tourism. Recognise that Council has a part to play in managing tourism growth and** that your planning documents need to genuinely address issues of over-tourism and how to achieve sustainable destinations both for visitors and residents.
4. **Show real commitment to your climate emergency declaration and the urgent need for climate action.** Council's declaration of a Climate Emergency and the well documented and unequivocal concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration of all planning and budgeting.
5. **Specific recommendations relating to pages 88-89 of the SP.** We make specific recommendations in the the final section of this document.

Listen to your communities

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

We, the communities of ratepayers and residents who live, work and play here are the people you are here to serve. The views and wishes of our communities are paramount and as a local government organisation you have a duty to engage in active listening: this includes real and effective consultation and a willingness to take feedback from the community and act on it in good faith.

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

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

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

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

WSG Recommendations:

1. Council should review its consultation methods and how it treats community input and input from community organisations into planning, especially strategic planning vehicles such as the SP. This will be absolutely necessary for QLDC to move from 48% of respondents in 2020 who "are satisfied with the opportunities to have their say" to their target of 80% in all following years.

Establish and plan for realistic population growth rates

There is a fundamental disconnect between the QLDC's much lower projected residential growth figures and the growth rate we would expect on the basis of historical growth over the last 10-30 years. The SP significantly underestimates growth in resident numbers as the basis for future planning while assuming that tourism will grow massively throughout the 30 year period. In fact visitors are projected to outnumber residents by 2 to 1 by 2031. This has major ramifications for future planning for our district which must be addressed by QLDC.

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

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

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

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

Our Council should be doing one of two things; either

1 - amend your plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred), or

2 - outline how you intend to manage growth and limit visitor numbers to what we as a community can cope with and fund.

Instead - unrestrained growth remains the default setting for our Council.

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

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

WSG Recommendations:

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

A re-set for sustainable tourism and air services

"Sustainable tourism needs to balance environmental protection, social equity, quality of life, emission reduction, cultural diversity and a viable economy. Focusing on sustainable tourism ensures that community wellbeing and environmental sustainability are integral to the success of the industry. Achieving a model for sustainable tourism in the Queenstown Lakes would have a significant impact on the national stage and demonstrate leadership within the industry." **Draft Spatial Plan (page 84)**

"The rapid increase in visitors has stretched infrastructure networks and is putting pressure on the environment and the community. Better coordination is needed to ensure visitors tread lightly and are a welcome contributor to the social, economic, cultural and environmental story of the Queenstown Lakes." **Draft Spatial Plan (page 83)**

The above statements purport to represent the guiding principles of the Draft Spatial Plan, **Outcome 3: A sustainable tourism system**. But they also represent a fundamental disconnect in both the Draft Spatial Plan and the Ten Year Plan between aspiration and actual policy. We fully support the sentiments contained above but this is a classic example of supposedly foundational principles not being reflected in projects or actions across either of the Draft Plans. Is the vision to develop a second much larger scale Wanaka Airport treading lightly?

There has yet to be any genuine consultation on the community's vision for the potential redevelopment of Wanaka Airport for regional, national and international flights. There have been a number of related surveys (such as the QAC consultation on expansion of noise boundaries at Queenstown Airport, the Quality of Life Surveys and the Martin Jenkins report). All of these have clearly shown resident discomfort with further expansion of airport activity and visitor numbers in the region.

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

- More than 87% of respondents expressed concerns at the impact on the environment and quality of life of our residents and ratepayers should such developments at either location proceed.
- 83% were concerned about the negative impacts of airport development on the unique character of the Upper Clutha.
- 68.7% were concerned about road safety issues as a consequence.

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

A destination which strongly reflects the interests of its local community and invests infrastructure **for its residents** is far more likely to be an attractive destination to visitors in the long term. This has been Wanaka's strength since Covid, its attractiveness to locals and New Zealanders alike. Council needs to listen and then act on the concerns of our community rather than pandering to the very limited interests of developers, big business and outside corporates who simply want to drive the growth agenda with no regard to our community or the environment.

We also need to listen to the strategic goals of our national policy makers. This includes our Minister of Tourism's three imperatives: protecting and restoring the natural environment, ensuring the industry delivers high-quality tourism experiences, and striving to enhance the social licence, the public goodwill for tourism to continue operating in our communities."

We challenge the SP's assumption that we are remote. While attracting businesses "that diversify the economy depends on reliable air and land transport, communications and power." (SP 103) surely that air transport does not need to be 10 minutes away, especially in the case of the predominantly IT or film industries that are currently being promoted, and the existence of a jet capable airport less than 60 kilometers away in Queenstown.

As far as tourism is concerned, we are not remote and access is simply not an issue. Tourists have already decided to fly half-way around the world to get here and to drive for 2-3-5 hours through

diverse and scenic landscapes along well maintained roads from Christchurch or Invercargill or Dunedin to reach Queenstown and Wanaka is an integral part of their trip. This is exactly what Tourism NZ advocates, encouraging greater regional distribution.

Ski tourists, whether from Australia or the USA, are used to driving 2-3 hours to access their winter resorts. Our relative “remoteness” is in fact one of our attractions and clearly has not hindered the extraordinarily high rates of both residential and visitor growth in our towns over our recent past.

Since Covid and prior to borders re-opening, existing airport structure has proved more than adequate to cope with domestic demand.

The dual airport vision is for the dual benefit of business and international visitors - not local residents.

WSG Recommendations:

5. The draft Spatial Plan and other planning documents including the Ten Year Plan must be updated to reflect the guiding statements from the Spatial Plan quoted at the beginning of this section of the document.
6. QLDC needs to develop a genuinely sustainable tourism strategy, one which manages growth for the benefit of residents as well as tourists. **Airport strategy is a key method by which Council can manage tourism numbers into the district and influence levels of growth. A sustainable policy for air services is therefore vital to the economic and social wellbeing of the Queenstown Lakes.**
7. The dual airport vision should be abandoned in favour of a new vision for Wanaka Airport which truly reflects the wishes of the community.

Climate change and investment strategy for the Upper Clutha

Long term strategic planning for both Queenstown and Wānaka must take climate costs and community desire to manage visitor numbers into consideration. Until the Emissions Road Map and Climate Change Action are finalised, the Spatial Plan cannot inform and guide input to strategic decisions on future air services investment in the Queenstown Lakes District.

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

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

We would like to see the QLDC setting a leading example in mitigation of climate emissions. Just make a start, set some deadlines and achieve some real gains. There is currently no holistic plan to develop active transport in the Upper Clutha, a network operating plan is clearly needed. There are also no proposals for food waste collection and no measures envisioned for building waste and landfill reduction.

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

WSG Recommendations:

8. Council’s declaration of a Climate Emergency and the concerns of the community around climate change should be built into the TYP as a **core underlying principal** and key consideration in all planning and budgeting.
9. There should be far greater investment (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.
10. There should be clear and objective evaluation and reporting on the carbon emissions profile of all planned infrastructure projects and activities flowing from those projects.
11. Assuming it has been finalised, as suggested, the emissions road map should be published and should be fully referenced in both the TYP and Draft Spatial Plan.
12. The Climate Action Plan needs to be brought forward and given priority.

Recommendations - Pages 88-89 Air Services

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



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

Updated 15/04/21

* WSG membership as at 22:00 Thursday 15th April 2021 stands at 3,488 people.

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

SPARY Jan

none

Arrowtown

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

WE have lived here over 50 years and have seen a huge amount of development both good and bad. I am specially concerned that the airport is included in the spatial plan. Anything that would require it to be made larger would be very detrimental to the whole atmosphere of the area. My faith in council decisions is limited as there have been so many consents given for rather poor developments. One example is the very narrow streets in Shotover Country where parking is practically impossible. Another is the very ugly buildings all along the entrance to Queenstown at Five Mile. Street . Visual impact and practicality should be considered.

Q. Please describe the reasons for your position:

I am opposed to the plan in its current form with reference to the ANB. I do not support the expansion of the airport.

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

SPARY Miranda

Arrowtown

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

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.

SPENCER Gerry

Wanaka

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:

1. Agree with the idea to do some planning looking quite far ahead, 30 years in this case.
2. One of the assumptions has to be allowing for airport expansion at Wanaka or Tarras. There cannot reasonably be a doubling of population without expanded airport services (unless there is a major social or technological shift in that time - forget the effect of Covid-19 - that should be short-lived and people will be back to flying again). Frankton airport cannot be easily expanded as I understand it.
3. Agree that first choice of cycling/walking around somewhere like Central Wanaka, however this does not apply to the "exburbs" like Albert Town and Luggate - not really any shops to walk to, some walking will occur such as local recreation - and buses are too slow, therefore inevitably cars will remain a major transport feature. Agree with bus service especially around Hanleys Farm/Jacks Point - Frankton - Queenstown as this is very useful.
4. Where cycle paths are added and shared with pedestrians, ensure that they have legal status and are signed correctly, otherwise it remains illegal for cyclists to go on footpaths.
5. Ban freedom camping everywhere except in certain designated areas only (this should be a NZ-wide policy anyway!)
6. In any scenario Pembroke Park Wanaka must always remain undeveloped for amenity reasons, not least because it is subject to flooding anyway. (The building of a skatepark - a hard structure - there to service a very small section of the population - perhaps <2% - was in my view questionable)
7. It is too narrow just to focus on emissions for sustainability. The glaring spots in our record are the national obsession with landfilling and having only limited plastic recycling options.
8. Agree that it is better to have higher density housing around the centres (so that people can walk/cycle to most local destinations), rather than spread out gobbling up land with lifestyle blocks that are largely unproductive and create more pressure on roads. So then why allow a new town of 600 houses at Cardrona, and how is that sensible?
9. I note the desire to reduce the use of cars, but that is not feasible in the foreseeable. One of the mentions in the plan was about less cars for tourism. Tourists arrive in cars/vans in the main. There may be potential for some by coaches, but where is the coach parking. Tourists (domestic and local) will continue to arrive by plane and then cars. They need somewhere to park. It may be that when they are here they can walk around, but still need to drive to the supermarket, attractions etc. (taking the bus there is not attractive). I also note that recent developments in Frankton such as Five Mile, KMart, Bunnings all have congested parking now, just after being built. So there is already a shortage of parking, let alone in 10 years.
10. There is much talk about growth in the region, and it is good for the plan to take into account significant growth being likely (as much as anyone can tell - much better anyway than assuming no/low growth). It is an desirable region for people to move to. Fundamentally there needs to be a conversation about growth and how much is too much. Most of us are all guilty in part, since we move here because we like it as it is, and then we don't want it to change, except in positive ways... Successive national governments have allowed gross immigration mainly on economic grounds, but that is not sustainable. Economic growth looks great on paper, but if it is on the back of more people arriving, it is then numerical growth and not really productive growth. And services have to be expanded to support the extra people which is costly. Even if there was less national immigration, then it's a free country, and what's to stop (say, to make the point) a million people moving here from other districts in NZ? Is that too many? The Council has its part to play in limiting growth if it wants to and serve the needs of the existing residents, by the planning process, that is, if there is less land zoned for housing then obviously growth is curtailed. Otherwise the growth story remains being driven by property developers.

Q. Please describe the reasons for your position:

Support, with comments.

From other consultations I have seen, providing feedback is almost invariably a waste of time, since those seeking consultation generally proceed with the plan that they submitted without modification.

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

STALKER Kristan

G W Stalker Family Trust

Lake Hayes Estate & Shotover Country

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.

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.

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

STOCKDALE Sally

Kelvin Heights

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:

The Spatial Plan does not even consider that ZQN occupies the best land for urban development and community wellbeing. Add that QAC and QLDC has not ruled out an extended Air Noise Boundary, necessarily restricts land use even more. More of the same will not get us where we need to be as a district.

Public transport - walking and cycling are NOT everyone's first travel choice.

Tourism can only be sustainable if it is not our major industry. It depends on low paying jobs for workers who cannot live on their wages. They in turn are subsidised by the ratepayer for affordable housing. Why aren't employers paying a living wage? Or paying for the subsidised housing? Because tourism, as is, is not sustainable.

Well designed neighbourhoods do not equate to people not using cars. We do not necessarily live and work within our neighbourhood. So far, we have very few, if any, truly well designed neighbourhoods that promote community. Parking is a mess, streets are too narrow. The overall feel of most developments is not if community wellbeing.

A diverse economy is the answer, but our present Council does not walk that talk. We need a diverse, sustainable, environmentally friendly economy - one that is not dependent on tourism.

Q. Please describe the reasons for your position:

As in all the community consultations to date, QLDC has structured this Spatial Plan so the community cannot have a say on the true issues we are facing. This plan has no room for making best use of the land, no room for creative thinking, but instead focuses on sustained growth at all costs. Business as usual, but on steroids - this is utter madness. Think beyond the limited mindset of special interests. Listen to your constituents. Go back to the basic principles for community well-being, because without them, there is no way we will have "the best possible future" Council says they will deliver.

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

STOKES Ann-Louise

Wanaka

Q. I am aged:

60+

Q. Please let us know your comments or feedback:

I fully support the Wanaka Stakeholders Submission.

Q. Please describe the reasons for your position:

I fully support the Wanaka Stakeholders Submission.

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

I fully support the Wanaka Stakeholders Submission.

TAPPER Richard

Frankton & Quail Rise

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:

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

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

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

The projected increases in dwellings / population are unsustainable based on overseas experience where no area in the world has been able to develop infrastructure fast enough if population growth is >2%. With 6.2% average growth over 30 years for Wanaka and 3.4% in Queenstown it is madness to expect other than social and environmental degradation of the area.

Q. Please describe the reasons for your position:

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

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

This spatial plan should be withdrawn immediately.

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

The projected increases in dwellings / population are unsustainable based on overseas experience where no area in the world has been able to develop infrastructure fast enough if population growth is >2%. With 6.2% average growth over 30 years for Wanaka and 3.4% in Queenstown it is madness to expect other than social and environmental degradation of the area.

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

The spatial plan is outdated and not fit for purpose.

A rewrite of this plan is urgently required, given the realities and reasonable projections for NZ in a post-covid world.

Failure to seriously re-evaluate this plan would be abrogation of the QLDC's responsibilities to residents.

TATTERSFIELD Trevor

Wanaka

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:

There is a fundamental flaw with your planned Outcome #2;

"Public transport, walking and cycling, as everyones first travel choice " - is dreaming. It won't happen.

It is simply not achievable, and an unrealistic target.

This needs to be revised. See below.

Q. Please describe the reasons for your position:

1. Geography;

The distance between centre's/destinations is too great for walking or cycling, for the average person.

In many areas the topography is prohibitive, and dangerous.

e.g people are not going to walk or cycle regularly from Kelvin Heights or Arthurs Point.

2. Weather:

The extremes of our alpine climate (ice and snow) are prohibitive.

3. Demograph.

In reality, most cycling and walking in the district is recreational. Most residents do not have the physical capability or desire.

Most people are not cyclists.

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

I spent many hours (days) on the Council 'Shaping our Future" transport forum , which concluded and recommended to Council, that while your aspiration is laudable, there will in reality be little reduction traffic volumes.

Note since the introduction of the \$2 fare programme, there has been no visible reduction in traffic volumes.

TAYLOR Barbara

Wanaka

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

I am a resident of Wanaka. My submission is from the perspective of a member of the Upper Clutha community.

In general, I am concerned that the QLDC plan does not provide responses to the significant and high level challenges (e.g. climate change) and opportunities (e.g. re-igniting our economy) articulated in the introductory message from the Mayor. The introduction includes words "...we can and must begin to do things differently" but I cannot see evidence of a new approach, in the document.

Q. Please describe the reasons for your position:

Specifically:

1. I am concerned that there is no commitment to, or budget for, a public transport service that joins up the Upper Clutha communities. I would also like to see a public transport option over the Crown Range that joins the Upper Clutha and Frankton / Queenstown.
2. There is nothing that I can see in the plan that supports the "more diversified economy" referred to in the Mayor's introduction rather than the ongoing focus and unhealthy reliance on tourism.

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

The planning process needs to ensure that investment in the region is equitable, to ensure growth and development of the communities of the Queenstown Lakes District as a whole, rather than continuing with a Queenstown dominated approach.

TAYLOR Erin

Frankton Community Association and Registered Architect

Frankton & Quail Rise

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:

TAYLOR Meg

Wanaka

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 Draft Ten Year Plan and Draft Spatial Plan

Meg Taylor

Monday 19 April 2021

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

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

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

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

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

- quote from SP consultation document

Citizens say it best - quote from SP consultation document

1. Transport, Public and Active Transport

TYP Rooding, Parking, Footpaths, Public Transport etc

SP Outcome 2 Public Transport, Walking, Cycling

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

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

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

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

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

2. Waste & Climate

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

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

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

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

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

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

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

3. Community Facilities & a Vibrant Town Centre

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

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

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

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

• Sticky Forest

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

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

- **Performing Arts Centre**

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

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

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

- **A Vibrant Town Centre**

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

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

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

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

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

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

TYP Capital Expenditure across all main categories

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

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

ADJUSTED FOR WASTE MANAGEMENT SHARED WARD INVESTMENT **

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

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

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

2020 StatsNZ Res Pop adjusted projection for 2020

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

QLDC 47,390 in total

Wakatipu 31,480 or 66.427% of total pop

Wanaka 15,910 or 33.572% of total pop

Wakatipu = \$33,200 p head

Wanaka = \$26,472 per head

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

5. Local Democracy

TYP pages 147-156

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

2020 StatsNZ Res Pop adjusted projection for 2020

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

QLDC 47,390 in total

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

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

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

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

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

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

TE PAA Duane & Katie

Arrowtown

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:

We wish to be party to any and all current and future correspondence. Our submission is non-specific at this stage, and is (currently) neither in support or opposition, however we would like it to have the widest possible scope so as to be able to canvass all subject matters both now and in the future.

Q. Please describe the reasons for your position:

As above

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

TELFER Simon

Active Transport Wanaka

Wanaka

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:

Growth projections for Wanaka are considerable. Our concern is that investment in, and transition to, public and active transport will not be at a pace to match population growth. This imbalance will lead to continued environmental degradation, community inequity, public health issues and poor safety for vulnerable road users.

This observation reflects our concerns with investment priorities in the Ten Year Plan. The completion of a primary cycle network for Wanaka has been pushed out to 2027. Wakatipu's active transport network doesn't receive substantive funding until 2032! Public transport investment for Wanaka over the next decade is inconsequential. Significant funding in the Ten Year Plan is still being apportioned to road renewals and creation of new arterial roads. The progressive thinking championed by the Spatial Plan is at odds with the status quo tenor of the Ten Year Plan.

With regards to the climate crisis, recent research from the University of Oxford affirms that "active travel can contribute to tackling the climate emergency earlier than electric vehicles while also providing affordable, reliable, clean, healthy and congestion-busting transportation." Cycling is ten times more important than electric cars for reaching net-zero cities.

<https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163>

Q. Please describe the reasons for your position:

Active Transport Wanaka is fully supportive of the key Spatial Plan themes:

- prioritisation of public transport, walking and cycling
- greater integration of land use and transport planning
- housing density
- well designed neighbourhoods and healthy communities

Expediting this move to low carbon mobility, through increased cycling and walking, is about:

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

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

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

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

Community: Active transport, via the personal interactions that naturally occur, provides a sense of wellbeing, connectedness and sense of place. Cycling towns are happy towns.

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

Safety: Drivers, pedestrians and people on bikes alike are maimed and killed by cars every year. The best way to reduce overall road fatalities is to embrace mode shift through protected infrastructure.

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

We would like to see specific reference to the creation of Low Traffic Neighbourhoods (LTN) throughout the district. LTN's minimise the amount of traffic that comes from vehicles using residential streets to get to another destination. Private motorised vehicles still have easy access to all homes and businesses without driving directly through the neighbourhood but traffic is reduced by using temporary or permanent barriers.

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

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

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

Submission to QLDC Spatial Plan from Active Transport Wānaka.docx

Active Transport Wānaka

Submission to QLDC Spatial Plan

We support Queenstown Lakes Spatial Plan

Our comments:

Growth projections for Wānaka are considerable. Our concern is that investment in, and transition to, public and active transport will not be at a pace to match population growth. This imbalance will lead to continued environmental degradation, community inequity, public health issues and poor safety for vulnerable road users.

This observation reflects our concerns with investment priorities in the Ten Year Plan. The completion of a primary cycle network for Wānaka has been pushed out to 2027. Wakatipu's active transport network doesn't receive substantive funding until 2032! Public transport investment for Wānaka over the next decade is inconsequential. Significant funding in the Ten Year Plan is still being apportioned to road renewals and creation of new arterial roads. The progressive thinking championed by the Spatial Plan is at odds with the status quo tenor of the Ten Year Plan.

With regards to the climate crisis, recent research from the University of Oxford affirms that "active travel can contribute to tackling the climate emergency earlier than electric vehicles while also providing affordable, reliable, clean, healthy and congestion-busting transportation." Cycling is ten times more important than electric cars for reaching net-zero cities.

<https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163>

Why we support the spatial plan:

Active Transport Wānaka is fully supportive of the key Spatial Plan themes:

- prioritisation of public transport, walking and cycling
- greater integration of land use and transport planning
- housing density
- well designed neighbourhoods and healthy communities

Expediting this move to low carbon mobility, through increased cycling and walking, is about:

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

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

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Safety: Drivers, pedestrians and people on bikes alike are maimed and killed by cars every year. The best way to reduce overall road fatalities is to embrace mode shift through protected infrastructure.

Further Comments

We would like to see specific reference to the creation of Low Traffic Neighbourhoods (LTN) throughout the district. LTN's minimise the amount of traffic that comes from vehicles using residential streets to get to another destination. Private motorised vehicles still have easy access to all homes and businesses without driving directly through the neighbourhood but traffic is reduced by using temporary or permanent barriers.

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

Simon Telfer
On behalf of Active Transport Wānaka

THOMPSON Greg

Frankton & Quail Rise

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:

My comments are directed to the Wakatipu portion of the plan only.

I support the general thrust of the plan concentrating all the further development around Frankton and down towards Hanley Farm, Jacks Point.

I am pleased that no development is proposed along the Arthurs Point/Arrowtown road and ask that this area remain lightly developed (if at all). This is an important undeveloped view corridor in the basin and it would be good if it could remain so.

The 'elephant in the room' (so to speak) is the bridge over the Shotover River and no further development should proceed along Ladies Mile until this is resolved.

Q. Please describe the reasons for your position:

Lays out a good foundation for how the district should grow.

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

TREGIDGA Rachel

Queenstown Airport Corporation

Frankton & Quail Rise

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

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

PDF attached

19 April 2021

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

To whom it may concern,

RE: DRAFT QUEENSTOWN LAKES SPATIAL PLAN

Queenstown Airport Corporation (QAC) would like to thank the Queenstown Lakes District Council (the Council) for the opportunity to comment on the draft Queenstown Lakes Spatial Plan (Spatial Plan). It is in its capacity as a facilitator of air connectivity to, and an infrastructure provider within the Queenstown Lakes region that QAC provides feedback on the Spatial Plan.

The development of the Spatial Plan has been undertaken over some time, and we appreciate the opportunity to have been considered as a stakeholder and consulted with throughout its development.

OVERVIEW OF QUEENSTOWN AIRPORT CORPORATION

QAC's primary activity is the safe and efficient operation of Queenstown and Wānaka airports, facilitating air connectivity through the provision of infrastructure in the region, to meet the needs of our customers, the residents of, and visitors to the lower South Island. This includes the provision of appropriate and sound aeronautical and associated infrastructure and facilities for the unique operations at each airport.

We:

- Ensure effective stewardship of the airports, including meeting all relevant statutory obligations
- Provide airfield, airside, terminal and landside facilities and infrastructure that deliver the required outcomes for all operators and users
- Ensure the operational resilience of Queenstown Airport as a life-line utility, as required under the Civil Defence Emergency Management Act 2002.

QAC also provides grounds maintenance services and airstrip management at Glenorchy Airfield, on the Council's behalf.

With the responsibility for the safe and efficient operation of the airports comes an obligation to actively monitor proposed and existing land use activities within the respective areas to ensure that the operational requirements of the airports remain suitably protected and provided for.

Queenstown Airport - At Queenstown Airport, QAC provides for scheduled domestic and international air services, commercial and private general aviation operations and the Lakes District base for the Otago Rescue Helicopter service. QAC owns 152 hectares of land within the Frankton Area. A significant portion of QAC's land holding is designated in the relevant District Plan for aerodrome purposes. QAC also holds designations to protect the take off and approach paths associated with the functioning of the runway at the airport.

With a rich heritage dating from 1935, Queenstown Airport is New Zealand's fourth busiest airport. The airport is a strategic national and regional asset which contributes to the vibrancy and prosperity of New Zealand's economy, its tourism sector and the regional communities served by the airport. It is as important as other critical infrastructure, including roading, telecommunications cables and piping for essential services, and pre-COVID, employed nearly 700 people across the airport community.

The airport provides a domestic and international entry point to Queenstown, one of the world's premium visitor destinations, and direct access to the Southern Lakes region which is home to some of New Zealand's most iconic scenery and experiences. Between 35-45% of all arrivals to the region come by air, supporting the economy and the needs of local residents, businesses, and visitors.

Prior to the recent travel restrictions imposed as a result of the COVID-19 global pandemic, the airport operated daily air services to/from Auckland, Wellington and Christchurch, as well as direct Trans-Tasman services to east coast Australia through the ports of Brisbane, Coolangatta, Sydney and Melbourne.

Queenstown Airport is also a base for various general aviation activities, including flightseeing and other commercial operations, search and rescue, life flights and other emergency services. Prior to the COVID-19 global pandemic, Queenstown Airport was New Zealand's busiest helicopter port and a popular choice for private jet customers who reside in or visit the region.

Wānaka Airport - At Wānaka Airport, QAC provides for scheduled domestic air services, and both commercial and private general aviation operations. Sounds Air introduced scheduled domestic services between Wānaka and Christchurch in November 2020.

QAC holds a 100-year lease over Wanaka Airport, which supports a range of businesses including flightseeing, flight training, helicopter maintenance, skydiving, private recreational aviation, and other attractions. Prior to the COVID-19 pandemic, nearly 300 people were employed across approximately 20 airport related businesses. Since 1988, Wanaka Airport has been the home of the Warbirds over Wanaka air show. In 2015, the airport joined a select group of NASA global test sites for its scientific space balloon programme.

Wanaka Airport is subject to two designations in the District Plan - the first relating to aerodrome purposes, and the second to approach to land use controls. The Council is the Requiring Authority for the above designations, while QAC manages the operations of the Airport.

QAC'S FEEDBACK ON THE DRAFT QUEENSTOWN LAKES SPATIAL PLAN

AIR SERVICES ACROSS QUEENSTOWN LAKES

QAC aims to provide an outstanding first and last impression of the communities served by and surrounding Queenstown and Wānaka airports, reflecting the best of the region in its people, customer offerings, infrastructure and sustainable practices and aligned with the eight key themes of the Council's Vision Beyond 2050 framework.

The Council received independent socio-economic impact assessments of airport infrastructure in the Queenstown Lakes district and its communities in 2020, and QAC will use the outputs from both this study, and this Spatial Plan to inform its long-term planning related to Queenstown and Wānaka airports. Long-term development planning for both airports will respond to underlying organic growth. Ultimately, QAC's long-term planning will be aligned with the Council's long-term planning, forecasts and aspirations for the district.

The Spatial Plan acknowledges and supports the role of air services across the Queenstown Lakes region, and that growth in demand for commercial air services is expected to continue as Queenstown Lakes and the wider region continues to develop. QAC supports the need for air-connectivity to keep pace with growth, and its goal is to provide this capacity to meet the needs of the Queenstown Lakes communities and respond to the four wellbeings outlined in the Local Government Act. Both air and land-based transport are part of a wider network and eco-system, and should a situation arise in which air-

connectivity is constrained, it will risk a disproportionate burden – both in regard to capacity and cost - being placed on the interregional and local land-based transport network.

PART ONE – INTRODUCTION

- 1. Forecast Growth** – The Spatial Plan suggests that overall, long-term growth for the region will not change from pre-COVID projections, but that the rate of growth will moderate and may be slower in initial periods than in latter periods. COVID has created an environment of high uncertainty, and QAC notes that there is a chance that demand, and subsequently growth, may return faster than the forecasts assumed in this Spatial Plan. As such, QAC encourages the Council to maintain a flexible investment programme that can adapt to fluctuating growth patterns.

PART THREE – CURRENT STATE AND CHALLENGES

- 2. Protected Areas and Constraints - Wakatipu – implications for urban development.** The document notes that “The current Air Noise Boundary..... restricts some development outcomes in parts of Frankton”. Whilst the air noise boundaries do result in some restrictions, it is also relevant to note that Queenstown Airport, as an operational airport has a number of restrictions including noise boundaries, flight take off and departure paths, and transitional slopes and surfaces, all of which need to be taken into account when planning the development of areas directly surrounding the airport.

PART FOUR – GOING FORWARD

- 3. Spatial Elements – Wakatipu** – The Frankton area has been labelled a Metropolitan area in the Spatial Plan. Whilst this reflects much of what has occurred in the Frankton area – particularly in the past 5-10 years, QAC does not believe that the Spatial Plan adequately acknowledges the airport and the need to balance both current operations, the potential for future growth of the airport, and the desire to intensify housing on high frequency corridors that surround the airport. Further commentary is provided on this further on in our submission.

QAC emphasises the role the airport is playing and can continue to play in encouraging modal shift to public transport. People arriving into the region by shared-transport can arguably more easily move on to land-based shared-transport modes, than those arriving into the region by private vehicle. As such QAC would encourage the continued development of public transport and the prioritisation of active links into airport infrastructure.

- 4. Spatial Elements – Upper Clutha** – QAC supports Luggate remaining at its current size. Whilst Luggate is located some distance from Wanaka Airport’s current noise boundaries, it is still located under the airport’s flight paths, and therefore some people will potentially be annoyed by aircraft activity in this area.

The Spatial Plan plans for public transport and active travel on the Wanaka to Luggate corridor. Wanaka Airport attracts locals and visitors alike to the Wanaka Airport precinct, and scheduled flights were introduced in 2020. It is also a significant employment centre for the Upper Clutha region, pre-COVID employing approximately 300 people across all the businesses operating on site. The integration of public transport and active travel into the airport will be important in achieving modal shift targets in this part of the region.

5. Outcome 1: Consolidating Growth & More Housing Choice

5.1. Strategy 1: Increase density in appropriate locations.

The Spatial Plan states that “High density development will be enabled in the frequent public transport corridor and in new and established centres”

Whilst QAC supports this principle in general, the Spatial Plan identifies two corridors for priority development being (1) The Town Centre to Frankton Corridor; and (2) The Five Mile Urban Corridor. Both of these areas sit either within, or close to Queenstown Airport’s Air Noise Boundaries.

The Spatial Plan indicates that by 2050, housing in the Frankton Flats area is forecast to be 2½ times current housing levels, and capacity would be over 5 times the current levels. Whilst it is unclear where in the Frankton Flats this housing would be developed, it indicates a step change in the increase of ‘activities sensitive to aircraft noise’ being established in close proximity to the airport, increasing the chance of reverse sensitivity arising.

The Spatial Plan must consider all activities in these areas, and proactively consider the long-term effects of adverse reverse sensitivity potentially constraining the ability of Queenstown Airport to keep pace with the needs of the Queenstown Lakes communities. If this was to eventuate, it would likely have a significant effect on the essential underpinnings of the Queenstown economy over the long term.

Further detail about aircraft noise and the effects of reverse sensitivity are set out in Appendix 1.

6. Outcome 2: Public Transport, Walking and Cycling are Everyone's First Choice

QAC supports the frequent public transport network proposed in this Spatial Plan as well as in other strategic transport planning documents. QAC reiterates its concern about encouraging and enabling residential intensification of high frequency transport corridors in close proximity to the airport.

QAC encourages the use of public transport, by:

- participating in ongoing transport governance group discussions for which public transport is a key part;
- supporting the linking of transport infrastructure into Queenstown Airport through its input on the Frankton Flats Master Plan;
- providing infrastructure dedicated to public transport that is highly visible to arriving passengers; and
- promoting the use of public transport through its public communications, digital channels and websites.

QAC is concerned that high frequency routes to and from the airport are categorised as a future “vision” rather than being “planned” as identified in this Spatial Plan. Given the proportion of passengers currently using the bus service between Queenstown Airport and Queenstown’s CBD, ensuring that Queenstown Airport is considered as a vital connection in the high frequency network is key to achieving modal shift, and will also be key to uptake on to public transport. The Queenstown Airport to Queenstown CBD corridors with one of the highest used routes in the Wakatipu region. Ensuring that there is provision of direct services on this route, will remove any disincentives associated with changes to different services in a single journey for people arriving or departing from the region via Queenstown Airport.

The same principles apply and will apply to Wanaka Airport, as sub-regional and Upper Clutha public transport services develop.

QAC also notes that Queenstown Airport and Wanaka Airport are large employers within their respective regions, and in order to develop credible travel plans for the people that work in the airport precincts, the services developed must be passenger led and consider the needs of shift workers in the provision of public transport services.

7. Outcome 5: A Diverse Economy Where Everyone Can Thrive

QAC supports the need to diversify the economy. At both an organisational and regional level, this need has become more pronounced in the past year as a result of New Zealand's response to COVID-19. Both Queenstown and Wanaka Airport will support this objective by the continued provision of air services to and from the region. Connectivity, both domestically and internationally, is often a significant factor when new industries or economic activities are choosing where to locate.

QAC support the Spatial Plan's strategy to establish efficient and resilient connections, by ensuring people, goods, services and resources can efficiently flow in and out of the area by land and air, and the criticality of this to support economic prosperity, including attracting new businesses to locate here, and helping to diversify the economy.

QAC also intends to develop its own non-aeronautical landholdings to support and encourage economic diverse activities to establish in the region.

QAC also supports the need for local electricity distributors to develop and maintain a resilient set of networks to support future aspirations for the region.

SUMMARY

In summary, QAC is supportive of the development of this Spatial Plan, and is largely supportive of its direction. It urges the partnership to consider the inherent conflict of developing noise sensitive uses in higher densities close to airports, which over time could constrain both the airport, ultimately resulting in constraining the economic prosperity of the region.

Thank you again for the opportunity to respond.

Yours sincerely,



Rachel Tregidga

General Manager Property & Planning

Appendix 1: Airport Noise & the Effects of Reverse Sensitivity

QAC has concerns that development of the type signalled will result in the intensification of activities sensitive to aircraft noise (“ASAN”) near Queenstown Airport. Thus, there is potential for the Spatial Plan to give rise to outcomes which in turn result in adverse reverse sensitivity effects on Queenstown Airport. Reverse sensitivity is the vulnerability of an established land use to complaint from newly established, more sensitive land uses.

Much of the Frankton metropolitan centre is affected by the Queenstown Airport noise boundaries which have been developed in accordance with the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS6805:1992 or “the Standard”). The Standard provides for an Airnoise Boundary (65 dBA Ldn) and an Outer Control Boundary (55 dBA Ldn) (“OCB”) and promotes an approach whereby all new ASAN within these boundaries are prohibited, where this can be practicably achieved.

Consistent with the Standard, the Queenstown Lakes District Plan currently limits the establishment of ASAN within the Airport noise boundaries to avoid adverse effects on noise sensitive receivers and to manage any actual or potential adverse reverse sensitivity effects on the Airport. The approach in the Plan was endorsed by the Environment Court when it deliberated on Plan Change 35.

The Spatial Plan generally signals the enablement of a higher density of development in the existing Frankton metropolitan centre. This has the potential to undermine this approach. QAC considers that the Spatial Plan should provide better recognition of the existing constraints on development within the Airport noise boundaries.

Furthermore, the Standard recognises that aircraft noise does not stop at the OCB and there is no firm boundary beyond which the potential for reverse sensitivity does not exist. Specifically, section 1.1.4 of the Standard states that:

‘The Standard provides the minimum requirement needed to protect people from the adverse effects of airport noise. A local authority may determine that a higher level of protection is required in a particular locality, either through use of the Airnoise Boundary concept or any other control mechanism.’ (emphasis added)

It is therefore important to recognise that a proportion of the population beyond the OCB will still consider the effects of aircraft noise ‘highly annoying’ and further constraints on

incompatible development may be appropriate. As an example, Christchurch International Airport maintains a higher level of protection through setting a 50dBA Ldn noise boundary within which ASAN are controlled.

Much of the frequent public transport corridor, within which high density development is signalled, lies beyond the current Queenstown Airport OCB but in close proximity to it. It is important to recognise that the current aircraft noise boundaries reflect the predicted position of the noise boundaries in the year 2037. In order to maintain air-connectivity in line with projected regional growth, it is highly plausible that by 2050, there will be a need for growth in flight numbers at Queenstown Airport to meet demand, and thus aircraft generated noise would increase incrementally over time. Therefore, today's airport use scenario is not necessarily the best projection of the future and suggest a need to consider future scenarios in long-term planning scenarios.

Allowing the intensification of ASAN that is likely to come with high density development within close proximity to the OCB will ultimately increase the number of people exposed to the increasing effects of aircraft noise over time. History shows, both at Queenstown and other airports that such activity will also inevitably lead to an increase in reverse sensitivity concerns. As a result, QAC may be required to curtail aircraft operations because of growing community concern.

If the operation of the Airport is unduly curtailed and projected growth is not accommodated, then this will compromise the attractiveness of Queenstown as a destination for airlines, which could result in the curtailment of aircraft activity over time. This would likely have a significant effect on the essential underpinnings of the Queenstown economy.

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

Neutral

Q. Please let us know your comments or feedback:

Submission on QLDC Draft Spatial Plan

My submission is made from the viewpoint that previous community-driven and agreed spatial plan boundaries have been frequently been over-ridden by Council and developers. Why should I have any faith that this Plan will be any different? I fully support the vision of consolidating housing (and business and community facilities) within existing urban areas. We can grow more people, but we cannot grow more land. I am very pleased to see the "Dispersed Scenario" (in the Scenario Analysis report) has been rejected. This would have been yet another disaster for the district, and the planet.

Many aspects of this draft Spatial Plan are well developed and pay at least some service toward the aspirations of the ratepayers, as described in the Scenario Analysis report. However, there are some inconsistencies and contradictions, so it has a long way to go.

Contradictions

From the Summary document, on P. 5 we read that the "consolidated approach" sets "clear limits to outward urban growth, bound by natural features or areas subject to natural hazards". Yet on P.7, the Upper Clutha map shows a Future Urban area south of the existing Hawea urban area, as a semicircle. This is rubbish. There are no differences in natural features or hazards across that boundary. Any boundaries will be artificial, like roads, or surveyed blocks of land sold for urban expansion.

From P. 55 of the Plan, "Confirming the ability to provide quality public transport connection is a prerequisite for Hawea to expand". Under "Spatial Plan Outcomes" on P.10 of the Summary, this is re-iterated: development needs to occur where there is good access to public transport, and measures to deduce our carbon footprint. The indicated Future Urban area at Lake Hawea is the complete antithesis of this. There is NO public transport, and establishing a network to service an expanding Hawea is just a "vision" (P. 6). A mirage?

Comments

The maps and projections lead the reader to believe that the areas identified on P. 7 as "Future urban" are where urban sprawl will occur, albeit only "expected". Yet on P. 6, we read " "The suitability of these areas require [sic] more detailed investigation". So the maps (P. 7) do NOT necessarily indicate where urban areas may be?

On P. 4 of the Summary, an outcome of "sustainable tourism" is identified. Tourism, as we know it and into the future encompassed by this plan, relies TOTALLY on fossil fuel use. The electric jumbo jet is a long way away. A carbon-neutral Queenstown Lakes District can never be achieved if tourism is involved. Stop pretending.

Q. Please describe the reasons for your position:

As above

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

As above

VAN DER LEIJ Anna

Frankton Library, Wakatipu Music Festival, Self-employed
Lake Hayes Estate & Shotover Country

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:

Q. Please describe the reasons for your position:

I wholly support the intention, scope and priorities of this plan.

Queenstown Lakes District will always be an attractive place for people to live. Population growth is inevitable. In order for it to continue being an attractive place to live we need to plan for this growth proactively, in sympathy with and sensitivity to the extraordinary natural beauty of the area.

I also write in support of the Plan to provide balance to the inevitably noisy opposition to any proactive planning or changes made to the area. Ultimately opposition to prudent planning around sustainable growth is irresponsible and damaging to the area in the long-term.

Population growth, climate change, tourism and economy diversification are going to happen and we need to manage these sustainably for a balanced and thriving community.

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

VAN GELDER Leslie

Glenorchy heritage and Museum Group

Glenorchy & Kinloch

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 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 Auhataka** 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

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 am very disappointed by the poor quality of design and communication in the booklet our council has produced at substantial cost. White text headings on light yellow green process colour. Incredibly busy layout of information, deplorable graphics and tables .. what were you thinking?? and who signed this off?? A consolidated approach to growth. What on earth does this mean in terms of the climate crisis???. Have you people not heard about the limits to growth and natural resources?? Are your planners not conversant with enlightened thinking on this topic?? Why cant you learn from similar towns and regions overseas (especially Europe) who have tackled similar issues to what QLDC is facing. There is no evidence of this in your documentation.

Q. Please describe the reasons for your position:

I agree however the stated outcomes are all stated in such waffly and vague and non specific terms that they are virtually meaningless. You say that Public Transport Walking and Cycling are Everyone's First Travel Choice. Yeah Right. Said the Tui. If I want to go to the Swimming Pool Recreation Centre from where I live I literally risk my life. We have no public transport in Wanaka. There are sections of Walkways but there are numerous dangerous road crossings en route. Not conducive for children. There are very short and poorly maintained sections of cycleways en route but long sections of very dangerous roadway to travel once again conducive for children and getting them into the habit of cycling. What are you thinking writing that?? And why are you not going to do anything of consequence about it for several years.

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

Separate Document with further comments to follow .

WALTHER Cherilyn

Lake Hawea Community Association

Hawea & Hawea Flat

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

19th April 2021

On behalf of - Hāwea Community Association Inc

By Cherilyn Walthew – Chair


Submission to QLDC - 2021 – Spatial Plan

We would like to speak at the hearing regarding:

- The Spatial Plan
-

Overview of the Hāwea Community Association Inc. (HCA)

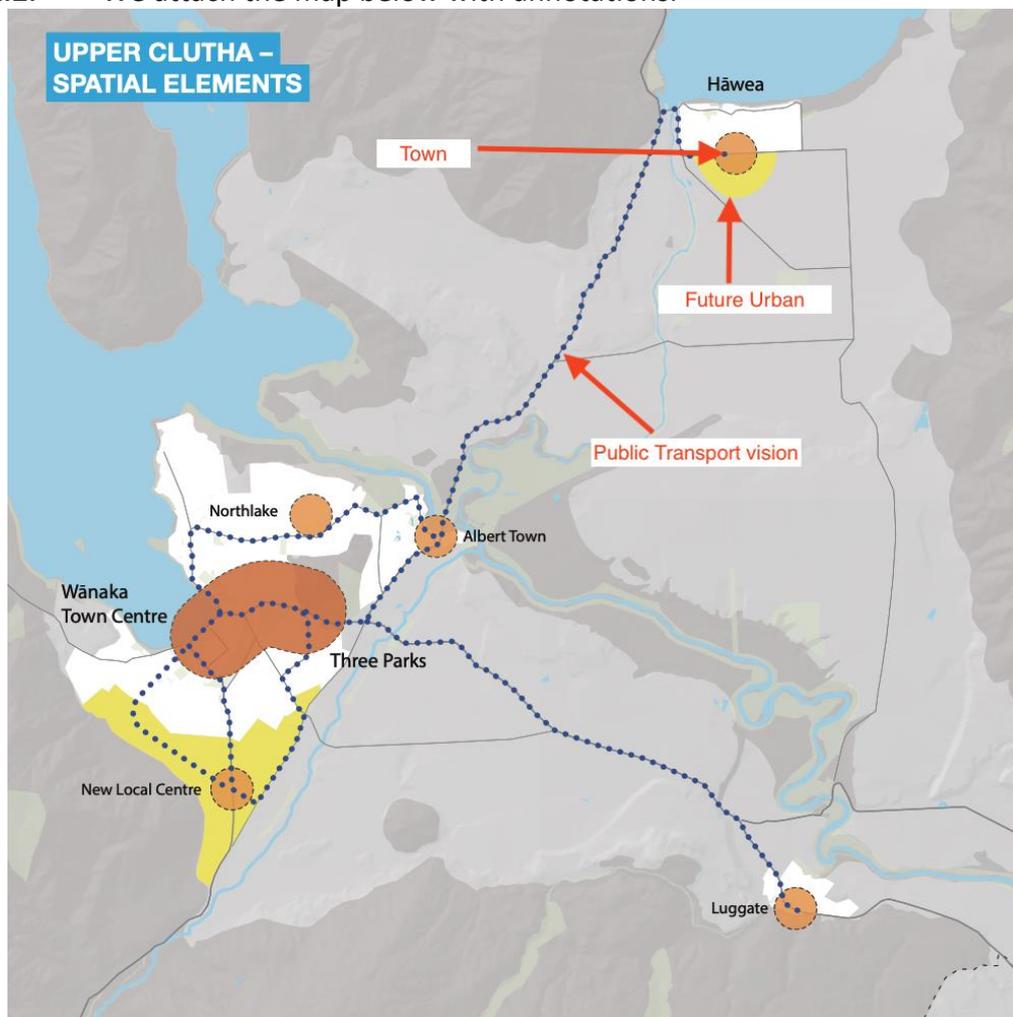
- The Hāwea Community Association represents the residents of the Hāwea District including the Lake Hāwea town settlement, residents through to The Neck (Manuhaea), John Creek, Hāwea Flat and Maungawera.
- The population is the second largest settlement in the Upper Clutha/Mata-au.
- The HCA holds regular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

1. Introduction

- 1.1. We commend the Council on the splendid read that is the “Draft Queenstown Lakes Spatial Plan” available on their website. Unfortunately, it is clear from reading the proposal for the Ten-Year Plan (TYP) that we are in no way planning for a future in line with the elements and aspirations the Spatial Plan proposal should include.
- 1.2. The outcome of the conversations around the development and future use of our Airports within our district are going to define how and where people will be moving to and from locations and, the level and type of infrastructure we will require to facilitate this. It is absolutely lunacy to suggest that we can prepare a realistic Spatial Plan until such time as the conversation around Airports is concluded.
- 1.3. The Goals, Principles, Outcomes and Strategies all appear to be fine aspirations, however, do not reflect the reality of current Council priorities or future planning.

2. Town Planning

- 2.1. Hāwea has been identified as a “priority development area” (p5). The map on page 7 shows lands south of Cemetery Rd earmarked for future urban growth. It also shows a “Town” centred around Cemetery road.
- 2.2. We attach the map below with annotations.



- 2.3. We have no doubt that the Developer who speculatively bought a piece of rural-zoned land and then managed to force through a development consent against the Community’s wishes, will be absolutely delighted with this map.
- 2.4. The current SHA development has no current solution to the existing sewage issue for their Longview development beyond temporarily trucking waste out.
- 2.5. The Spatial Plan Community Engagement summary document generated from the Spatial Plan workshop in Hāwea at the end of 2020, contains nothing to justify this assumption of further development around this area.
- 2.6. Hāwea has been consistent with its feedback to Council for the last 20 years about the way we would like to see our settlement develop and this appears to have fallen on deaf ears, once again.

3. Meeting the “Spatial Elements” of the Plan

- 3.1.** Contrary to the Spatial Elements (Pg. 4) this proposal for Hāwea;
 - 3.1.1.** Does not encourage “increasing density in appropriate locations” it is encouraging “urban sprawl”.
 - 3.1.2.** It is not “ensuring land use is concentrated. Mixed and integrated with transport”.
 - 3.1.3.** It is not “creating well connected neighbours for health communities”. It implies two town centres in Hāwea which is contrary to the principles of Whaiora/Grow Well: and,
 - 3.1.4.** This proposal is not “sustainable”. For example, this will increase Hāwea’s carbon emissions in direct conflict with the Council’s own Climate Action Plan.

4. Transport

- 4.1.** The Vision of Public Transport is just that, a vision.
- 4.2.** There is no provision for the National Policy Statement – Urban Development to remove all parking requirements from the District Plan. Whilst we do not expect the parking spaces to disappear overnight, we are expecting the number of central Wānaka workers based in Hāwea, to increase dramatically in the next 1-3 years. (Based on current development timescales for houses to be built in pre-consented areas of Hāwea, including outside the existing Urban Growth Boundary.)
- 4.3.** It is argued in the detailed Spatial Plan that “confirming the ability to provide quality public transport is a prerequisite for Hāwea to expand” and yet no provision has been made by the TYP for public transport. It would appear that Council prefers the option of investing in roading projects in the Whakatipu because they can access Central Government money for the first stage. This project will tie us into a 3 Stage project that fails to give any insight into how that third stage will be funded, let alone considering it within the current TYP.
- 4.4.** All the information that the HCA has received on the matter of Public Transport including the Council’s own TYP proposal, indicates that public transport to Albert Town and Wanaka will a long way in the future, if ever.
- 4.5.** The HCA acknowledges there are cycle trails between the Flat and the Lake Township and along the Hāwea River through to Albert Town and beyond. We also note that Winter hours would impact on the suitability of these tracks along with a realistic travel time of 1.5 hours each way from Hāwea to Wānaka, versus a 15–20-minute drive.
- 4.6.** Essentially, cycling from Hāwea to Wanaka is a leisure pursuit probably not suitable in most instances for work or, accessing essential services.
- 4.7.** The HCA has been consistent in its requests to QLDC to provide local road traffic studies since December 2020. This was specifically requested so the HCA could review the expected increase of vehicles in relation to the large number of building consents the Council has already agreed and, how this might affect our roads. Currently the HCA is being asked to sign off on behalf

of the community on a half million-dollar roundabout that may not be suitable in 10 years' time and, a design from which nothing can be salvaged, in the event it requires upgrading.

- 4.8.** Requests for roading and traffic information has not been forthcoming from QLDC and indicates that no work has been undertaken by Council to look at the viability of such unrestrained expansion in a township that is removed from virtually every essential service outside of early childhood and primary education.
- 4.9.** We do note that in addition to early education services, there is access to a library in the Lake township. Thank you, we would like to keep it, please. This no doubt will help contribute to reducing unnecessary trips into town.
- 4.10.** Unless there is a concerted effort by Council to change public behaviour and provide convenient alternatives to driving, the number of vehicles on the road between Hāwea and Wanaka will undoubtedly increase and shows no sign of relenting, due to a lack of Council planning, initiatives, and priority for the Hāwea Community.
- 4.11.** In the absence of a Public Transport system, we recommend that the Council develop a Parking and Travel Demand Management Strategy for all new and current developments. Going forward, this should be included as a condition of consent.
- 4.12.** A Travel Management Strategy could include:
 - 4.12.1.** Develop a Cycling/Active mode Strategy to support Business Cases – include active travel targets and detail the provision of cycling/active mode infrastructure across the district (including shower and storage facilities and secure parking)
 - 4.12.2.** Incentivise and promote carpooling (T3 lanes and cheaper or more centrally located parking) and work with Police to manage/enforce the system.
 - 4.12.3.** More and better education for the community and developers e.g.: promote car sharing; assist developers to develop Parking and Travel Demand Management Strategies for their developments; provide the 'know how' for new developments to operate ride share schemes i.e., make it easy so the wheel does not need to be reinvented.
 - 4.12.4.** Fund Community Associations to develop local solutions including Community Travel Plans including local ride share/car-pool groups and systems.
 - 4.12.5.** Develop a plan (including DP rule changes?) to assist businesses to maximise the use of, and return on, their existing parking facilities e.g., consider how to assist Visitor Activity facilities to rent some of their spaces during the day or in off peak periods.

5. Outcomes for Whaiora

5.1. Urban Development

- 5.1.1.** The Hāwea Community has been frequently told that we must do our bit for the community and district by providing space for housing our

population. The Spatial Plan requires us to plan for the next 30 years, and the Community has been very vocal with feedback to the Council on this matter.

- 5.1.2. The HCA advocated in the recent review of the District Plan, to rezone the Lake Hāwea Town settlement to Low Density which according to the Market Economics report commissioned by QLDC in August 2019, identified that by doing so would ensure there was more than sufficient growth to cater for the next 30 years, without expanding the Urban Growth Boundary.
- 5.1.3. Despite this, Council recommended a proposal to the then Associate Housing Minister, to proceed with a SHA, against the communities wishes and in spite of the huge infrastructure deficit.
- 5.1.4. To further indicate additional new development in Lake Hāwea on the Consultation map for this Spatial Plan proposal, is a further slap in the face to the very concept of “Whaiora” and needs to be urgently reviewed.
- 5.1.5. The immediate addition of another 470 properties to town services in addition to the rezoning of the current settlement further exacerbates the infrastructure deficit that Hāwea is already experiencing around three waters and roads.

5.2. Transport

- 5.2.1. In order to meet with the aspirations of the Climate Action Plan, Council will need to prioritise funding for active transport (now) – specifically, new, and better trails with excellent connectivity. To achieve a shift in behaviour, the connections need to be in place (piecemeal construction will not achieve results)
- 5.2.2. Provide attractive private car alternatives for both winter and summer (and all weather) conditions e.g., heated seats for bus shelters, end of trip facilities, covered bike parking, lockers for wet gear, trails that do not become slippery in icy conditions, bike racks on buses etc.
- 5.2.3. Identify and secure space now for Public Transport and active transport hubs.
- 5.2.4. Construct safe crossings of main roads and highways in the right places to make active transport safe and convenient for all people.
- 5.2.5. Bigger spaces for pedestrians and other active modes. N.B. trails should be built to cater for utility bikes and to ensure safe sharing of spaces.
- 5.2.6. Provide a variety of bike/scooter parking facilities in safe locations and including covered, lockable, under surveillance, well lit, adjacent to bus stops etc N.B. Also, via planning rules
- 5.2.7. Convert street side car parks into bike/scooter parks (see Waka Kotahi Guidance)
- 5.2.8. Provide drop-off zones adjacent to bus stops and in central locations to encourage car-pooling, vehicle share.
- 5.2.9. Review the location of yellow lines across the district in light of the NPS-UD and consider new locations where roadside parking might need to be prohibited to protect alternative transport modes (including the small communities) Protect Public Transport routes.

5.2.10. Provide centralised (paid) carparking with EV charging infrastructure - in commercial and residential areas.

5.2.11. Operate/enable/subsidise electric car share (booking) schemes.

5.3. Land Use

5.3.1. *“Over the past 30 years, the Queenstown Lakes has grown steadily from 15,000 to 42,000, alongside significant growth in the visitors to the area. This growth has been driven by the attractive scenery and climate, clean environment, outdoor lifestyle, strong economic opportunities and improved national and international connectivity.”* Pg. 3 Draft Queenstown Lakes Spatial Plan Summary.

5.3.2. This statement would indicate that the majority of our residents move to the area because of its outstanding natural beauty and active lifestyles. Therefore, it is imperative that any initiatives generated by the Spatial Plan, reflect these values.

5.3.3. Not enough work has been done by Council in relation to consulting with the community on a “Spatial” plan and land use. Until such time as the public discussion around Airports occurs and, is concluded one way or, the other, we cannot realistically or accurately predict the needs of our district. Until then, no one can be honest about what the vision for 2050 in the QLDC district will be and, how this will really look.

5.3.4. The QLDC Spatial Plan Workshop held in Hāwea in October 2020 indicated that the preference for Hāwea remained in line with previous consultations with our community; to densify existing urban areas rather than support developments that encouraged urban sprawl. This was driven by the desire to reduce rate increases by concentrating township infrastructure. This also reduces maintenance costs and is less at risk of failure thereby, helping to protect our environment from issues such as, discharges into the waterways.

5.3.5. It is imperative that Council take more responsibility for the overseeing of engineering projects for residential developments, to ensure that mistakes that allow urban pollution into the waterways, do not continue to occur. An example of a failure in this area is the new Alpha Series development in Wanaka adjacent to the Bullock Creek spring. Questions have been raised as to whether this land was indeed suitable for development in the first place, given the risks of stormwater runoff to the creek and the subsequent engineering failure to prevent this.

5.3.6. Hāwea also identified the need to ensure food producing land is protected whilst allowing good interconnectivity between settlements. The area currently identified for further urban growth around the SHA was one such area, however, according to the map above, has been earmarked for housing. Whilst there is an argument that the soil here is low-quality, we would argue that this is as a result of years of stripping out nutrients and can and should be regenerated for food production as part of the resilience programme for self-sustainability within our communities.

5.3.7. We can see no evidence of any connectivity routes from Hāwea through to Luggate as was identified at the Hāwea workshop. Many of our residents

regularly take this route to and from workplaces outside of Wanaka and this is only likely to increase with developments in the Luggate region where there is already a light industrial use of land and a township highlighted on your plan presumably, to support the expanding and continual urban growth in the settlement. The addition of a film studio at Corbridge is also likely to increase traffic in this direction.

- 5.3.8.** Industrial, Commercial and Retail land opportunities should also be clearly identified, outlined, and protected within the Spatial Plan, in line with the needs of our communities. These should be fit for the purposes of providing services and centralised work areas that can be effectively connected through some of the transport initiatives suggested above in point 5.2.
- 5.3.9.** It should be clear to residential property owners what type of activities will be allowed in their area, prior to their purchase of the property.

6. Summary

- 6.1.** The HCA recommends the current Spatial Plan process is halted until the answers to the developments around Airport services can be concluded. The alternative outcomes to this discussion will have a significant impact on how and what we plan for our future. By pursuing an outcome for the Spatial Plan process without addressing the issue of the Airports, the Council is simply wasting our money.
- 6.2.** Infrastructure is a vital component for the Spatial Plan yet the current QLDC's proposal for the Ten-Year Plan makes stunning assumptions around how this infrastructure will be implemented based on development policies that fly in the face of the Climate Action Plan and "thriving people" aspirations. Additionally, the outcome of the Airport discussion will provide an indication of likely future capacity needs and, locations. Something we should be planning for, now.
- 6.3.** Once we have established "how" and "what" our land will be used for, then we can look at our aspirations around transport and connectivity based on the need to ensure people have access to work and economic activity areas, depending on where exactly those locations will be.
- 6.4.** Land use reviews and risks will also help identify whether we need to diversify our economic industry and, what opportunities and resources are available in the district to drive job creation. Again, this is likely to be significantly affected by the outcome of the Airport discussions.

WATERWORTH Andrew

Wanaka

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

See attached submission

Q. Please describe the reasons for your position:

See attached submission

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

I support the submissions of Bike Wanaka, Wanaka Stakeholders Group, and WAO

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

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

draft Queenstown Lakes Spatial Plan submission.docx

Spatial Plan – submission

Andrew Waterworth

19th April 2021

The draft Spatial Plan is careful to say all the right things, centred around the theme of “Grow Well”.

Council has received the message from the community that there are high levels of concern about growth, the effects of tourism on community wellbeing, impact on the environment and the need to adopt policies and practices to mitigate the effects of climate change.

However, there is little in the Spatial Plan to give the community confidence that council has a clear strategy to respond to or address those concerns.

A obvious example is Council's approach to airport development.

On page 88, it says:

The Spatial Plan will be used to inform and guide input to strategic decisions on air service investment for the future. As strategic planning is progressed for both Queenstown and Wānaka airports, the outputs can be incorporated into future updates of the Spatial Plan2. Queenstown Airport Corporation have a dual airport vision, which contemplates the provision of capacity for connectivity into the region via both Wānaka and Queenstown Airports. Long-term planning for this proposition is at a conceptual level, with further work and community consultation required. Recent proposals to develop a new airport at Tarras, while not in the district, highlights the commercial interest in the development and delivery of capacity to serve the wider region.

The clear implication is that council is complicit in accepting that more airport infrastructure and flight capacity, involving a dual airport (Queenstown/Wanaka), is required to serve *'the commercial interest in the development and delivery of capacity to serve the wider region'*.

In other words, council supports the continuation of a demand driven policy that will inevitably lead to an exponential growth in air traffic and passenger numbers, with major consequential impacts on regional infrastructure, the environment, community wellbeing and carbon emissions.

This is precisely the economic and development approach driven by a tourism industry centred corporate and profit focus on short-term gain that has created the myriad social and infrastructural issues that plague the district and for which we desperately need solutions – not a business-as-usual philosophy.

Instead of the Spatial Plan establishing a framework and planning for a destination management plan that calculates what the district can accommodate from a multi-layered social, infrastructural and environmental perspective over the next thirty years, using that as a means of controlling and managing growth responsibly, council instead opts for a 'kick the can down the road' approach: *'As strategic planning is progressed for both Queenstown and Wānaka airports, the outputs can be incorporated into future updates of the Spatial Plan2.'*

This betrays a failure by council to act responsibly and honestly in the long-term interests of its residents and ratepayers; it signals a determination evident in its previous behaviour of continuing to support a 'tourists first/residents and ratepayers second' economic and social policy for the region.

That is completely at odds with what residents and ratepayers have clearly signalled to council, as evidenced in responses to multiple QLDC/QAC commissioned reports, eg:

- **Mitchell Daysh report for QAC on the Summary of Public Consultation Outcomes on the proposed expansion of Queenstown airport noise boundaries, 1st October 2018.** The report's summary found: *The response from the 1500 respondents is overwhelmingly negative, 92.5% are opposed to the proposed expansion of airport noise boundaries. The report concluded that: 'Reasons for opposition vary, but are broadly due to: The additional adverse effects (particularly noise) that will result from further air traffic movements, and; Opposition to the effects of additional visitors to Queenstown more generally.'* The report also noted that: *'The majority disagree that planning for growth in passenger numbers to 5.1 mppa (million passenger per annum) will have a positive effect for the local and regional economy: Many respondents indicated they see no benefits from the growth in passenger numbers proposed'.*
- **Quality of Life survey, October 2018, conducted by Versus for QLDC.** The company contracted to undertake the survey reported:

"With regards to Council, some residents feel QLDC has put development and growth ahead of the needs of residents, and feel their opinions, although often asked for, are not considered when decisions are made. Residents mention QLDC should limit future growth, at least until the infrastructure can be built to accommodate a growing district. Generally, residents also feel QLDC needs to better plan for the future and ensure residents needs are put before tourists, including ensuring there is affordable housing for residents and less tourist numbers allowed within the district." (Versus – Quality of Life Survey 2018, page 66)

And:

"Improving the quality of life for all residents within the district will be the ability to strike a balance between further improving the positive aspects of residents' quality of life and reducing or minimising the aspects which appear to be hindering quality of life. Specifically, finding a balance between growth and development of both resident and tourist numbers in the district, while ensuring the environment is looked after and residents are able to access affordable housing and gain permanent employment with an income that allows them to cover their expenses, will be a start in improving district wide quality of life." (Versus – Quality of Life Survey 2018, page 67)

And:

"Generally, residents mention improvements to their quality of life pertain to the cost of living in the district, growth, development, and tourism, and more community facilities and groups. Residents also mention that Council, and their partners, play the biggest role in improving their quality of life through ensuring growth, development, and tourism are kept within a reasonable standard and that the needs of residents are put ahead of tourists." (Versus – Quality of Life Survey 2018, page 61)

- **Quality of Life survey, 2019, conducted by Versus for QLDC.** The company contracted to undertake the survey reported under the heading of Tourism:
FINDINGS SHOWED THAT MANY RESIDENTS WERE STRUGGLING WITH THE NUMBER OF TOURISTS IN THE AREA. (Versus – Quality of Life survey 2019, page 87)

And,

Findings also showed that those uncomfortable with the number of visitors were statistically more likely to be concerned with the impact of climate change on the district and dissatisfied with QLDC measures in protecting the environment. (Versus – Quality of Life survey 2019, page 89)

Most respondents agreed that tourist numbers increased traffic congestion at peak times with 70% either agreeing (37%) or strongly agreeing (33%) with this statement (Versus – Quality Of Life survey 2019, PAGE 90)

Most important to point out is that over half (57%) of respondents felt that the impact of visitors on the environment was not being effectively managed. (Versus – Quality of Life survey 2019, page 90)

The overall theme identified across a range of different measures was that respondents felt there are too many tourists in the area. However, perhaps more important and relevant is the impact which residents feel this is having on their district. (Versus – Quality of Life survey 2019, page 93)

Comments revealed that many respondents felt as though the wellbeing of residents is being put on the backburner of tourists' needs. (Versus – Quality of Life survey 2019, page 93)

And, under the heading of **ENVIRONMENTAL WELLBEING:**

This study revealed three key sub-themes relating to the district's environmental wellbeing. These included overdevelopment in the district, the impact of tourists on the environment, and further use of public transport. (Versus – Quality of Life survey 2019, page 104)

The sub-theme of development or overdevelopment has been discussed at multiple stages throughout this report, indicating just how prevalent this topic is. (Versus – Quality of Life survey 2019, page 104)

- **Quality of Life survey, December 2020, conducted by Versus for QLDC.** The company contracted to undertake the survey reported:

Ultimately, the responses showed that respondents were accepting of tourism, so long as they, the district, and/or the local businesses were benefiting from tourists being there. Indeed, the issues surrounding tourism in the district may not be as simplistically put as the above. However, responses this year certainly added context and understanding around the sentiments identified last year. Consistent with 2019, participants still feel that residents' needs ought to be put at the forefront, with many confirming the notion that tourism and tourists are often catered to before those who live in the district. "I would like to see less reliance and focus on visitors to the areas, and more focus on meeting the needs and preferences of the local population." (Versus – Quality of Life survey 2020, page 89)

Many respondents also highlighted that COVID-19 has acted as a reset button for the tourism sector, whereby plans should be set in place and articulated to better manage the challenges which the tourism sector/tourists often posed. To this, there was often discussion around diversifying the district's economy to reduce the current level of dependence on the tourism sector. (Versus – Quality of Life survey 2020, page 89)

- **SOCIO-ECONOMIC IMPACTS OF AIRPORT INFRASTRUCTURE IN THE QUEENSTOWN LAKES DISTRICT, June 2020 conducted by MartinJenkins for QLDC.**

The following quotes from the report reflect and illustrate the widespread levels of concern within the community about airport development and its impact on community wellbeing, the environment and the increase in tourism. They also highlight serious concerns relating to carbon emissions and climate change.

Overall, views on the environmental impacts of airport development are negative. For all of the environmental impacts we asked about, more survey respondents feel negatively than positively. This is as expected. Page 79

Airports produce emissions during ground operation activities such as using, cleaning, and maintaining vehicles, equipment, and aircraft. Emissions are also released when storing chemicals and other pollutants and through de-icing and anti-icing activities. Other sources of emissions include energy consumption (electricity and gas) and waste and wastewater management across the airport precinct. There is also evidence that the carbon footprint of the materials used in constructing an airport is significant in the whole-life carbon impact of an airport. This embodied carbon can account for as much as 50 percent of the total whole-life carbon impact of an airport. Despite emissions being linked to airport operations, airport operators often only have direct control of around 10% of total emissions with other operators at the airport responsible for the large majority. QAC is currently completing its own carbon mapping to assess its emissions footprint. This analysis focuses on aircraft movements to calculate the amount of carbon dioxide equivalent that would be produced under each hypothetical scenario. Page 85

Emissions and climate change in the Queenstown-Lakes district Climate change is expected to have impacts on the Queenstown-Lakes district over the next 80 years, with temperatures estimated to warm by several degrees, snow cover and frost days likely to decrease, and extreme rainfall events likely to become more frequent. This is in part due to emissions. Page 86

Climate change in relation to airport development was the second highest environmental impact concerning survey respondents. Younger people reported higher rates of concern than older demographics. This finding is consistent with findings from QLDC's Quality of Life Survey 2019, in which 75% of respondents were concerned or very concerned about the impacts of climate change in the district. Page 86

The natural environment in the Queenstown-Lakes district encompasses the lakes (Lake Hayes, Wānaka and Wakatipu), the rivers (such as the Shotover and Kawarau Rivers), the

surrounding mountains, the wet and flat lands, and the flora and fauna that inhabit these places. The development of an airport and general airport activities in the Queenstown-Lakes district may change this natural environment. It is likely that this change will be perceivably negative, compounding in nature and linked to a combination of both direct and indirect activities and impacts. Page 87

Natural environment impacts in the Queenstown-Lakes district

The natural environment of the Queenstown-Lakes district is clearly very unique. It is a main factor in what draws people to the area, and it was clear through the focus groups and surveys that people were concerned about the impacts an airport development has on the surrounding landscapes.

- *20% of survey respondents identified impacts on the natural environment as one of the top 3 negative impacts of greatest concern to them.*
- *59% of survey respondents are negative about the impact of current airport infrastructure on natural environment; 10% are positive.*

At a local level, many stakeholders see the quality of the natural environment as a key asset for the Queenstown-Lakes district. They value protection of the environment and are negative about the direct impacts of airports on the natural environment at the local level: eg visual pollution, air quality, water quality, production of waste.

Stakeholders value protection of the local environment for a range of reasons, including because:

- *they believe the natural environment has innate value and is worthy of protection*
- *they experience their own quality of life through the natural environment (e.g. for recreation, health, and well-being)*
- *it is of value to tourism, and therefore the local economy. Page 89*

Social impacts

Our survey found that the impact airports have on the character of their town/region is important to the community. The changing character of your town/region was one of the top three negative impacts for 37% of respondents. 49% of respondents are negative about the impact of current airport infrastructure on changing character of their town/region compared to 15% who are positive. Focus group feedback suggests that stakeholders are variously concerned about both the direct and indirect impact of airports on the character of their town/region. Direct impacts relate to the Airport's purchase of properties in Frankton (community becoming a ghost town), changes in land use around an airport site, increased noise, and the impacts of noise on well-being and environmental degradation. Indirect impacts relate to population growth, numbers of visitors and an economy that is focused on tourism. Social impacts associated with growth in general and the changing character of their town specifically were highlighted as concerns for older stakeholders and residents from Wānaka and Surrounds. Page 63

Our engagement process surfaced significant division among community members, particularly in Wānaka. This division was focused on Airport expansion but appears to be more generally related to tourism and growth. Divergent community opinions on airport

development may in itself lead to reduced community cohesion. Social inclusion and cohesion are complex, multidimensional constructs. The Airport's contribution to social inclusion and cohesion, through its direct and indirect role in generating employment, is likely to be relatively small. Other factors designed to target social inclusion and cohesion more specifically, such as policies to improve access to resources, giving marginalised members of society a voice and improving tolerance for diversity, are likely to have a bigger impact.
Page 65

Mental, physical, and spiritual health Airport development impacts people's mental, physical, and spiritual wellbeing largely through the impact of noise generated by aircraft. Aircraft noise impacts people's health mostly through annoyance and stress. Our survey found that 31% of respondents perceived the mental and physical health impacts of current airport operations negatively. For some stakeholders, negative sentiment is driven by concern about the direct impacts of noise and pollution, particularly as they affect residents living and going to school near airports. These concerns are not limited to local residents but are voiced by other stakeholders as well. Some respondents experience their own quality of life through the natural environment. Their perception of airport impacts on the natural environment impact how they experience recreational activities and their general health and well-being. Pages 67/68

Similar to responses for housing affordability, airport impacts on cost of living was rated negatively by 43% of respondents, and positively by 10%. Stakeholder sentiment about airport impact on cost of living is tied to the tourism-based economy that airports are seen to enable. The direct and indirect financial burden of airport development and maintenance on rate payers was identified by some stakeholders as negatively impacting cost of living. Wānaka residents had especially negative concerns about the cost of living (88% responded negatively). Page 71

The above represent just a brief selection of report and survey findings which demonstrate unequivocally that residents and ratepayers of the QLDC region are deeply concerned about their quality of life being compromised by unmanaged, unplanned, under-funded growth that is driven by tourism. They see that future airport development that is demand-driven will have serious, long-term, irrevocable downstream effects on the community, the environment, the cost of living – and they see it as unsustainable in the context of council's commitment to climate action and carbon emissions mediation.

It simply is not good enough for council to pay lip service in the draft Spatial Plan to headline aspirations of Wellbeing, Resilience and Sustainability. There has to be a clearly set out road map for achieving those aspirations and making them targeted goals.

The unpalatable fact for the QLDC Executive Team, Mayor and elected councillors is that you cannot have your cake and eat it. You cannot have a demand driven tourism economy, turbed by doubling or trebling the number of flights into the district through airport development and deliver on those aspirations.

That's not to say – no to tourism. It's to say, we need to bite the bullet and seriously assess what level of tourism can the district handle that puts residents and ratepayers first, that values their communities and quality of life, that values the environment and, above all, that recognises that within the next ten years, let alone 30 years, climate change will be an increasingly critical and inevitable factor determining how we live and travel.

That is what this Spatial Plan fails to do – but which council must rethink and redo. If you fail to recognise and act on that, you will have failed to honour the trust and responsibility you have as public servants under the Local Government Act to serve the best interests of the residents and ratepayers of your district.

WATSON Danyel

Makarora Valley Community Incorporated

Makarora

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:

Q. Please describe the reasons for your position:

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

The Makarora community wants to reduce the speed to 20km (currently zoned 100km) on the residential village streets. Includes School Rd, Kea St, Weka St, Kaka St, and Rata Rd. These are through residential areas and with more growth in the valley with young families and permanent residents buying in the valley we need the speed reduced to keep all our residents and visitors safe.

WENDEN Max

Makarora

Q. I am aged:

60+

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

Neutral

Q. Please let us know your comments or feedback:

I would like to see the speed limit of the state highway at the southern, eastern, township end to be reduced to 80kph or even less! Also, all side roads in the valley should be 25kph so that old and young people walking, children cycling, dogs being walked, horses being ridden are not in immediate danger from vehicles driving at the present ludicrous limit of 100kph!

Q. Please describe the reasons for your position:

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

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

This plan is based on unclear projections with a strong pro-growth bias. The community has clearly stated that growth is not a desirable outcome and yet under the guise of "managing growth" the plan actually seems to stimulate and encourage it. That is certainly the default outcome if we don't look at ways of managing it.

We don't want a bigger airport - how about a train connection to Dunedin or Invercargill instead? that would allow locals to access services in the bigger centres more easily and at a lower cost to them and to the environment - hospitals etc. It would spread travelers around the region instead of focusing them in Queenstown, both relieving congestion in Queenstown and benefiting NZ as a whole. The dual airport does not benefit local residents, just a very small number of local business owners.

It doesn't take into account a number of very significant factors that will influence the type of growth and type of community we will have in coming years. It barely addresses climate change, it has no real strategies or assessment on how this will affect visitor numbers, types of visitors or even residents. Covid has also changed the tourism landscape but very little real planning or investigation is done, at least that we can see in this plan. Too many generic statements and not enough data, backed up by how that data was sourced.

The plan has very little information specifically on the upper clutha in terms of numbers (other than growing the airport ggrrrr). Where did the investment in cycle trails go, how about a bus network?

This plan doesn't seem to reflect what the community has been asking for, what consultation was done appears to have been ignored.

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

WILLIAMS Tim

Universal Developments Ltd

Wanaka

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

Queenstown Lakes District Council

19 April 2021

UNIVERSAL DEVELOPMENTS - SUBMISSION ON QUEENSTOWN LAKES SPATIAL PLAN

Please find set out below a submission on behalf of Universal Developments Ltd (Universal Developments). Universal Developments is an active land development company with significant land holdings in Queenstown, Wanaka and Hawea.

Universal Developments wishes to speak at a hearing in relations to its submission.

QUEENSTOWN LAKES SPATIAL PLAN

Universal Developments supports the general direction and approach set out in the Spatial Plan.

In particular Universal Developments supports the identification of *Priority Development Areas* and the identification of Hawea as one of those areas.

Hawea is a logical place for future growth, as growth in this location can occur in a manner that positively contributes to the sustainability of the existing community. Growth of Hawea resulting in a greater number of residents can support the establishment of local services and therefore reduce dependency on and the need to travel to Wanaka.

Accordingly, Universal Developments supports the identification of a local centre and future urban land use in Hawea in the location as identified on the maps. A copy of this map is reproduced below, Figure 1.

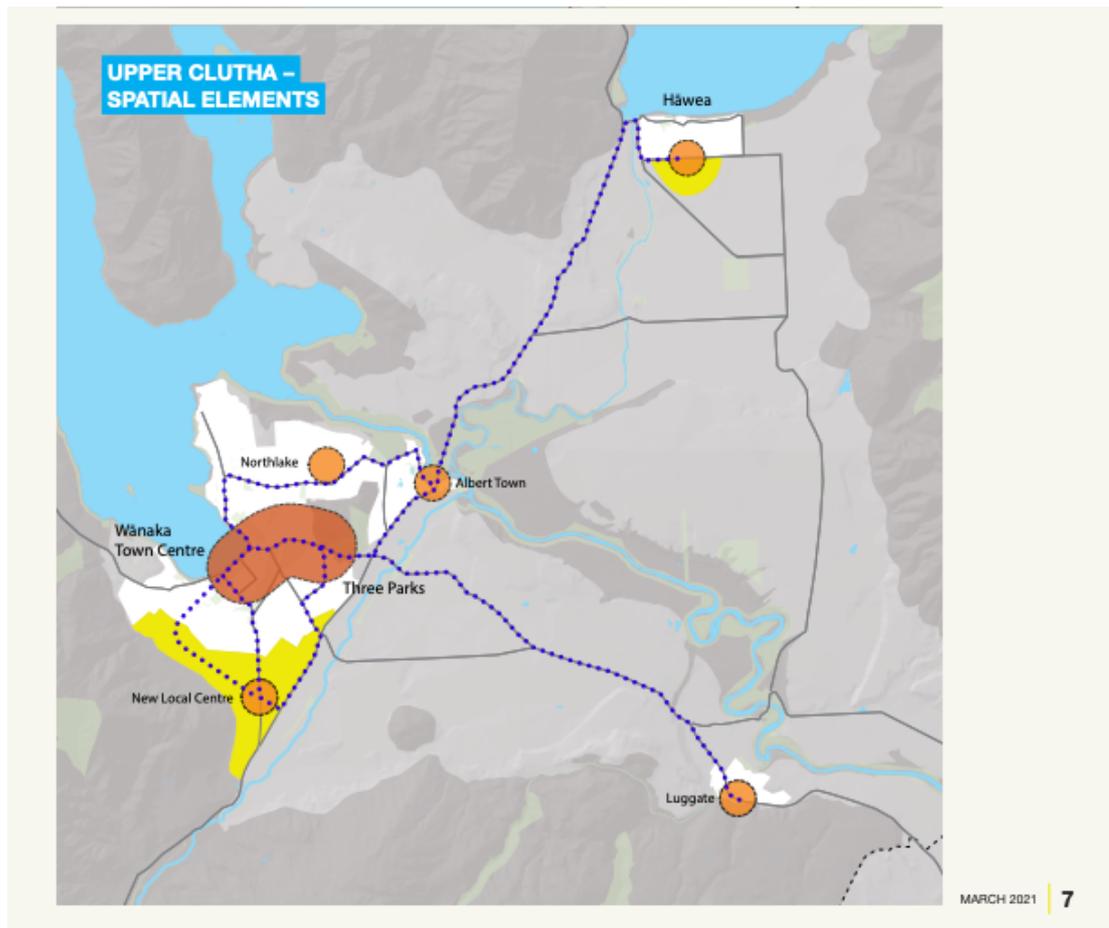


Figure 1: Identification of Future Urban Areas

Specifically, providing for a Local Centre near Cemetery Road as shown is logical as this is central and relative to where the new residential growth is already occurring. This location also allows for further change (in both built form character and land use type) to be absorbed without detracting from the more established residential area and lakefront at Hawea. It will also support Council objectives around reducing greenhouse emissions and the recently adopted QLDC Climate Action Plan by providing opportunities for services in Hawea and reduce car travel to Wanaka.

The identification of future urban land use south of Cemetery Road is also logical as it responds to the urban development already occurring south of Cemetery Road and the opportunities this land holds, being:

- flat and therefore cost effective to develop
- unproductive
- not sensitive in a landscape/visual sense
- located adjacent to Council’s reticulated networks making it easily serviced in an efficient manner
- being directly adjoining Cemetery Road which already accesses residential development allowing integration with existing roading and pedestrian pathways

It is also considered an important and supported element of the Spatial Plan that this growth at Hawea is identified as a *Priority Development Area* – given the characteristics outlined

above it is agreed that growth in this location as a priority is important and necessary in order to achieve progress on wider District and National goals for housing and sustainability.

The Infrastructure planning found within the Spatial Plan in regard to Hawea wastewater disposal upgrade is supported, in particular that the wastewater upgrade is identified as an 'Existing' project (currently existing or a committed project to be completed in the next three years).

It is submitted that the timing for water supply works (Hawea Reservoir #2) should be brought forward in infrastructure planning, to enable this project to also be completed in the next three years

The above submissions are in recognition of the importance and priority that should be given to the future urban area of Hawea in the Spatial Plan.

In summary the identification of Hawea as a *Priority Development Area* and the identification of a *Future Urban Area* as proposed in the Spatial Plan will provide for much needed growth for the District, in a logical location that can positively contribute to an existing urban area.

As such the Spatial Plan as proposed is supported and it is also submitted that the Spatial Plan is referenced and acknowledged in order to inform decisions made by Council in other growth planning, in particular the 10 Year Plan and Parks Planning to ensure that the goals of the Spatial Plan are adequately supported by necessary factors in particular infrastructure.

Should you have any queries regarding this submission please do not hesitate to contact me.

Regards



Tim Williams



WIXON Hamish

Wanaka

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 support the idea of long term planning by QLDC and the consultation process. My area of interest is particularly the Upper Clutha Area.

While there is discussion regarding housing density this is highlighted around South Wanaka and Hawea.

Yet there are areas closer to Wanaka which adjoin both infrastructure and transport corridors.

The area around the Hawea highway, Wanaka highway and Riverbank Road intersection are neglected in the spatial plan, there are approximately 27 hectares of rural land which could be used for residential and or other purposes but remain as a rural zone. This area is close to the Lake, Three Parks, Downtown Wanaka and Albert town.

Q. Please describe the reasons for your position:

Interested in the future direction of Wanaka Spatial Planning.

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

N/A

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

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

