

BUSHELL Michael and Elizabeth

Arrowtown

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Neutral

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Agree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Support

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Neutral

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

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Disagree

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Oppose

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Agree

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q. 8A: Comment here.

Limit cycle ways in CBD.

Keep rates to a minimum increase as rates payers are not cash cows and are struggling to pay them now. If you don't curb urban sprawl now the tourists will steer clear of the area.

CALHAEM Raewyn

Wanaka/Upper Clutha area

Q. 8A: Comment here.

The Draft Plan allocates a disproportionate amount of funding to Queenstown. With approximately one third of residents within the QLDC region living in Wanaka/Upper Clutha area; it seems the QLDC is out of touch with the needs of the Wanaka region and biased towards Queenstown where the majority of the councillors reside.

The Draft Plan has no intent to implement solutions for Wanaka only to produce yet another plan.

Specific Wanaka challenges that should be allocated greater funding and a near-future i.e. 1-2 years implementation by the QLDC include:

1) WATER QUALITY. The water quality of Wanaka's lakes and rivers is under threat and greater steps and investment is required to research and manage these essential natural resources / assets.

2) INFRASTRUCTURE. There is greater need for investment in Wanaka's core infrastructure now, rather than just allocate budget for "planning". Funding is required in Wanaka now for "doing" to prevent a repeat of issues which Queenstown has experienced as a result of rapid and poorly managed growth. It would be far better to address these now and be proactive rather than reactive when it is likely to be too late to implement preferred solutions.

Pressure on Wanaka's infrastructure, i.e. pressures on roading, parking, public toilets etc comes from both new residents and national/international tourists. Much of this pressure is coming from the rapid development of residential subdivisions, an increase in contributions by the developers (who are the primary profit makers from new subdivisions) should be required, without exception.

There also needs to be greater collaboration with non-council services to plan for Wanaka's growth with consideration given to the "actual" population on any given day which includes seasonal workers and tourists. There is little point resourcing for a resident population when on any given day there is more likely to be double that population in the area. For example, healthcare and emergency services, especially St John's Ambulance, do not have the resources to support a town of Wanaka's size.

3) ACTIVE TRANSPORT NETWORK. Fair and equitable funding for the active transport network, i.e. connected walking & biking tracks, needs to be provided for Wanaka. There is an immediate need to connect residential nodes with essential community services such as schools, recreation centre, library etc. and to provide safe road crossings such as bridges or underpasses for children and families using this network. A well planned and executed active transport network also helps alleviate pressures on roading and parking.

Developers should be made to fund these networks as part of the consent process

4) PUBLIC TRANSPORT. An innovative and future-proofed public transport plan needs to be implemented for Wanaka, with solutions such as park and ride services and a ban on campervans in the CBD.

5) FORESHORE PLAN. For as long as I have lived in Wanaka there has been a plan for the foreshore. When will a plan finally be executed and delivered which takes into consideration future forecasts for growth and integrates active transport, public transport and parking solutions?....

CALKIN Joseph

BMXNZ

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Q. 8A: Comment here.

Queenstown Lakes District Council

BMX New Zealand Inc.(BMXNZ) is the National Sporting Organisation for BMX cycling in New Zealand. BMXNZ is a Member Organisation of Cycling New Zealand (CNZ) the recognised National Federation by the Union Cycliste Internationale (UCI). BMXNZ is a non-profit organisation delivering events & competition structures for BMX in the community throughout New Zealand.

Gorge Road Replacement Facility.

The Gorge Road facility is an amazing haven for the general riding community in the Queenstown Lakes District, the South Island & New Zealand. It is also a recognised world class location in the mountain biking & BMX scene. BMXNZ as a National Body, also view a facility like Gorge Road as base or focal point for the structured sporting side of cycling. So losing this facility is a major step back for possible athlete development. The riders are deemed athletes when the IOC allocate an Olympic discipline for its games, this now being BMX Freestyle, which is to be held at both the coming 2018 Youth Olympics and the 2020 Tokyo Olympic Games.

The pending loss of the Gorge Road facility now leads to the importance of making sure a suitable replacement site is found & rebuilt to existing exacting standards, so that Queenstown retains a world class jump & skills park again.

BMX Freestyle Park, is the defined Olympic event. But the skill acquisition & the strong links to trails riding, dirt jumping and associated tricks, are learnt, developed & progressed at a facility like Gorge Road.

BMX New Zealand is keen to support processes to get the best possible replacement facility for freestyle riders in Queenstown & New Zealand and so stresses to the Queenstown Lakes District Council that they must understand they have a responsibility to find the best possible replacement to Gorge Road. So that the newest Olympic sport has a home in Queenstown & can be a world class base (this has international visitor potential being a Northern Hemisphere off season training venue) and facility for the development of future New Zealand Olympic athletes.

Joe Calkin

Rider Development Portfolio

BMXNZ Board

CAMERON Neil

Queenstown/Wakatipu area

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Disagree

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Oppose

Q. 8A: Comment here.

Our submission relates to item 1B being the preferred funding Option discussed at page 19 of the Ten Year Plan Consultation Document.

We would support the proposal to have rates recovery for CBD works focused on CBD ratepayers but only if the map at Page 20, which identifies the proposed CBD area, is amended to exclude the residential area bounded by Park Street, Suburb Street and Frankton Road (including Brisbane Street, Hobart Street and Adelaide Street).

This area is one of the older residential areas in Queenstown and is still very much a genuine residential area. Indeed there have been efforts in the past to have the special residential character of Brisbane Street recognised. The area is not within

Queenstown Bay and is geographically separated from the Queenstown town centre by the Queenstown Gardens and the Frankton Road ridge.

Those responsible for drafting the Proposed District Plan have also identified that the four blocks bounded by Park Street, Suburb Street and Frankton Road are not like the high-density residential areas that surround the Queenstown Town Centre Zone. While the operative district plan had identified this area as High Density C (the lowest HD Zone), the Proposed District Plan has identified these four blocks as Medium Density Residential. (The exceptions are five empty lots on Frankton Road west of Suburb Street, which have been identified as a likely hotel site and zoned High Density Residential). The HD areas within Queenstown Bay that adjoin the Town Centre Zone have been retained as High Density Residential in the Proposed District Plan ie they are seen as quite different to the Park Street area. Whereas the Proposed District Plan anticipates that the Queenstown Town centre will expand into Gorge Road and Man Street, no one has contemplated the Town Centre expanding into the Park Street or Brisbane Street area.

There are only a few commercial activities within the four blocks bounded by Park Street, Suburb Street and Frankton Road and they are essentially all within the strip of land adjoining Frankton Road. These premises are the Black Sheep Backpackers at 13 Frankton Road, the Copthorne Hotel at 27 Frankton Road, the Garden Court Suites and Apartments at 41 Frankton Road and the Alexis Motor Lodge at 69 Frankton Road. If it was considered necessary, these sites could be captured within the proposed CBD rating zone by identifying a strip along the lower side of Frankton Road in the same way that the strip along the upper side of Frankton Road captures the Copthorne Lakeview Hotel and Apartments at 88 Frankton Road and the Pounamu Apartments at 110 Frankton Road.

There is the remnant of a hotel on Park Street near Adelaide Street. This was the site of the old Esplanade Hotel but it has not operated as a hotel for 14 years and is occupied as worker accommodation – a residential activity.

A short walk around this area is all that is needed to identify that, with the exception of some properties on Frankton Road, the residential areas at the western end of Park Street and Brisbane Street are very much like the part of Park Street east of Suburb Street and around Veint Crescent. They are quite unlike the Queenstown Bay CBD.

As parking restrictions and higher parking charges have been introduced in the Queenstown CBD, Park Street, Brisbane Street and the other roads in this vicinity have become the locations for all day parking for those working in town. These streets are no longer available for visitor parking or short-term resident parking. The residents of these areas are experiencing the effects of CBD growth but will not be the beneficiaries of the proposed expenditure on items such as CBD roading and proposed Council offices.

In these circumstances it would be quite unfair to include the Park Street and Brisbane Street properties within the proposed CBD rating zone and we submit that the proposed CBD rating zone should be redrawn to exclude them. If the boundaries of the proposed CBD rating zone are not amended then we would oppose Option 1 at page 19 of the consultation Document.

CAMPBELL Gray

Wanaka/Upper Clutha area

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Neutral

Q. 8A: Comment here.

Please help Wanaka have a under: overpass. Or the avatage biker / walker to daftley cross the highway

CARLING Jimmy

Queenstown/Wakatipu area

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Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q. 8A: Comment here.

Please support the Queenstown mountain Bike club relocation of Gorge Rd jump park with ample funds!

CARLSON Adam

Queenstown/Wakatipu area

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Neutral

Q. 8A: Comment here.

The Queenstown Mountain Bike Club has been proven to be a major economic provider to the area (see TRC Economic Impact Report commissioned by QMTBC). The club is run purely by volunteers and is massively overachieving in regard to the club's financial status in comparison to the massive local economic return.

The club requires funding assistance to ensure the maintenance of the existing trail network is possible. I request that QLDC provide assistance to this cost. \$45000 per annum would be a suitable investment from council in regard to approximately \$25million annual return to the Queenstown region.

Many thanks

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Agree

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CARROLL Dean

Wanaka/Upper Clutha area

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Q. 8A: Comment here.

Big issue 5 - page 25 | support option 2

Big issue 2 page 19 | support option 1

CASSELLS Jay

Queenstown/Wakatipu area

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Q. 8A: Comment here.

1.Costs.Is there nothing further to be done to reduce costs eg in respect of consultants, planning and council contracts and, generally, bearing in mind changes which the future will bring?

2. Is there an appropriate foundation of sound integrated planning for the district and this plan?

3. Have all prospective sources of funding been fully explored or tested? Narrow ratepayer base cannot absorb significant further impost

4. Most importantly: has appropriate regard been had for the community and its residents and their well being?

Please note that some answers above have been chosen because the issues are not clear or are compounded into one question

Thank you for all the effort and for seeking a bold approach. It is very important now to have a truly well grounded and paradigm shifting vision for this place and one appropriate to its opportunities and assets and which builds and sustains a community.

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Oppose

CAUMETTE Kurt

livability/sustainability

Hawea

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Q. 8A: Comment here.

-As a daily commuter by bicycle to Wanaka it has become more and more obvious that the uncapped influx of tourism and development in our region is unsustainable. At the end of the day one can't eat money.

-Not only are we in need of a safe cycling path along the road Wanaka-Hawea, we need a when you see a cyclist slow down law in situ in and around town asap! 20km an hour would do just right! Just like we do with the school buses. With fines for those who do not comply!

-The poisoning needs to stop! We are already having significant problems with the water supply due to dairy industry short sighted monopoly and the poisoning of our waterways by highly toxic 1080. We need an Earth first before profit law!

-Stop thinking short term and profit but start acting sustainable and long term visioned.



P. Kaurav 2017.

CAVANAGH Caroline

Wanaka/Upper Clutha area

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Q. 8A: Comment here.

I object to the disproportionate funding for transport networks. And how delayed our funding is compared to Queenstown.

Cho

Queenstown/Wakatipu area

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CLARK Elizabeth

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I am concerned about children on bikes and walking from school and the new pool crossing state highway 84. It is also adults using this area too. An underpass or overpass is needed.

CLARKE David

Lakes District Museum

Queenstown/Wakatipu area

Q.

Annual plan submission to council 2018 (3).doc - 15046 KB

Lakes District Museum Arrowtown April 2018

Submission from the Lakes District Museum to the Annual Plan and the 10 Year Plan.

On behalf of the museum board we continue to be extremely pleased with the support that the council continues to give the museum. This will enable the museum to continue with its important functions for the benefit of the Queenstown Lakes District. 2018 is the 70th year of the museum's operation and we continue to play a very valuable community role that requires continued rate payer support. We are especially pleased with the additional support we receive from Jan Maxwell and the staff from her department. This includes advice, support during the annual plan rounds and help with applying for Creative Communities funding for special art and history related funding.

As per other submissions in the past we submit the following key points in support of our rate payer funding.

- We are not a council entity but a Charitable Society. We have over 400 members who elect the board each year. The board then hire the Director who hires all other staff.
- The Lakes District Museum has enjoyed council financial support since 1972. For many years this was \$15,000 (spread across the then Arrowtown Borough Council, Lake County Council and Queenstown Lakes District Council). This increased to \$30,000 in 2004 and increased each year based on CPI. We were not required to apply each year as funding became part of the 10 year plan. Due to financial problems the museum experienced in 2012, the board met with the Mayor, CEO and CFO and discussed increasing the grant to \$80,000 PA and this was agreed. (This equates to less than \$4 per rate payer across the district) This has given the museum stability and the ability to consolidate funds.
- Whilst we now have consolidated funds now due to good governance and the benefit of some generous bequests, there is still a call on these funds and we continue to have rapidly increasing operating costs including insurance, energy costs, increased personal costs (we pay all staff more than the living wage) maintenance and the looming expense of seismic strengthening.
- Almost all communities the size of the QLDC have a museum. This is even more relevant in an area that is one of the fastest growing in New Zealand. Support of museums is a core council function under the Local Government Act 2002. Recent statements in the press have lamented the lack of cultural facilities in the district so it is important to continue to support this one.
- The museum is almost unique in that it is one of only a few museums of its size in the country that is not a council run entity.
- The Lakes District Museum is recognised by the profession as one of the best and most innovative small museums in the country. One only has to look at Trip Advisor or our visitors' book to support this. This has been achieved through volunteers giving huge amounts of time to fund raise and with some staff working considerable free hours. It is also recognition of the passion and dedication of long serving staff.

How the Council Grant will be spent in the coming five years

The council grant is invaluable in assisting us with our day to day running costs. This helps free up funds for capital and special projects that include the following:

- We have the final engineering drawings and conservation plan for the seismic strengthening of the museums historic Bank building and stables. We have been one of the most proactive building owners in respect of this work and have liaised with councils building staff in relation to this. This work has cost **\$30,000** in fees to date but the expected cost of works could now exceed **\$1.5 million**. We are now entering the next phase which will cost this work and we can then begin to financially plan how we are going to achieve this.
- Shifting objects into our new storage room and accessioning and deaccessioning these objects. **\$10,000** over 2 years.



*Installation of new Dexion archive shelving
March 2018*

- Double glazing our windows to ensure energy savings. This is expected to cost **\$25,000** over the next 2 years.
- Replacing our carpets that are approaching 20 years old at an estimated cost of **\$28,000**
- Upgrading our foyer and reception area including new reception desk. **\$50,000**
- New Geology and Maori displays. This is an ongoing project. Estimated cost **\$15,000**.
- Ongoing Oral History Programme. Continuing to Interview residents about Queenstown 1960- present day first stage **\$5000**

Community benefit comes from the museum in many forms:

- Council involvement in the restoration of Council/Community buildings at no cost to council. Museum staff spent hundreds of hours working on the restoration of



the Arrowtown Miners Cottages and recently helped lead the restoration of the Arrowtown Gaol. This work has helped Arrowtown be recognised as an Otago Landmark Whenua Tohunga site.

The opening of the newly strengthened Arrowtown Gaol

- Our oral history recording of selected district residents is ongoing. This project will be incredibly valuable in generations to come. We are currently in the process of digitising this collection
- The creation of an excellent archive facility with a database that has digitised our collection including our 20,000 photographs.



The Lakes District Museum archive facility is available to the public to use for family, property, and special interest research.

- The museum has provided a public art gallery space showing an exciting and eclectic array of changing exhibitions- both historical and art based.



Our changing exhibition space is one of a very few public art spaces in the district and enables local artists to exhibit in a gallery with a large number of visitors.

Pictured: COOTS Collective exhibition March/April 2018

- The museum employs a full time educator and two part time teachers to run a highly respected education programme. Every school in the QLDC area uses this programme for free and we attract schools from throughout the South Island.



Year 13 History students making excellent use of our archive facility.



Primary School students getting 'hands on' with some of our artefacts.

- The museum runs the Arrowtown Post Office and Arrowtown's Information Centre. Both these functions are invaluable to both visitors and the local community.
- Museum staff have lobbied and undertaken continual work in the heritage sector both in Arrowtown and Wakatipu wide. We sit on Trusts to further heritage aims and undertake research work for council or make our archives freely available. We also protect council historical records that include the Minutes and Rate books.
- Museum staff has assisted other smaller local community heritage groups like Glenorchy, with their own heritage collections.

In conclusion

The museum has been a highly valued institution since 1948. Its functions, responsibilities and activities have expanded considerably and this needs to be recognised by council on an ongoing basis. Supporting the District Museum is a core function of council and it provides the community with an important cultural institution.

Thank you for your support.

David Clarke Director
10 April 2018

CLARKSON Anna

Queenstown/Wakatipu area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Support

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Agree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Neutral

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Agree

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Agree

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Agree

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Support

Q. 6A: Do you agree with the proposed investment in community projects?

Agree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Oppose

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Disagree

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Support

Q. 8A: Comment here.

I believe that restrictions or fees/increased rates should permanently be placed on Air B&B type accommodation in the district to aid the housing shortage and to gain funds to contribute towards local projects. A small tax on rooms for visitors in formal accommodation types (hotels etc) should also be introduced, considering the visitor population Vs residents and the maintenance and development of infrastructure needed to support tourism, user should pay.

CLEARWATER Pip

Q. 8A: Comment here.

My apologies that this submission is late, I thought I had until midnight tonight.

I am a resident of Albert Town in Wanaka and I would like to make the following submissions on the draft 10 year plan.

- I support the QT town centre master plan.(option 1), I agree with the preferred funding model and I agree to reprioritise if NZTA funding etc. doesn't materialise. I would like to comment that the arterial route needs to include bike lanes and footpaths suitable for wheelchairs and strollers. Any parking needs to include provisions for families with small children getting priority parks.

- I support the building of a new Council office in QT. I think that it is important that this new building is energy efficient and supports sustainability. Therefore I'd encourage council to consider things like - charging stations for staff electric vehicles - bike parking and showers in the bathrooms for staff to bike to work - compost for kitchens and possibly gardens / green walls for carbon capture. I think that integrating the Library into the council building should be a long term plan, not an interim one. It doesn't make sense for the library to move twice. I think that with the new Frankton library coming, a proportion of the books etc can be moved out there but I agree that QT town centre needs a modern library. With residents and visitors using this facility it is a good opportunity for more engagement with the council with shared premises, and allows for efficiencies of facilities, parking, etc.

- I support the development of a Wanaka masterplan in 2018. I think the \$1.5m for active transport is insufficient, when Queenstown is getting \$23.5m. I am concerned that the construction of the new pool has led to our kids having to cross SH 84 in an uncontrolled way which is very dangerous. I'd like to see an underpass and a dedicated cycleway from "school to pool". It's crucial that the council includes planning for sustainable transport for Wanaka in this plan, before we get into the mess that Queenstown is in. We need dedicated cycleways (e.g. up the hill on SH6 between Ash Ave and Aubrey Rd) so people can bike safely and reduce car traffic. I'd love to see more of Wanaka becoming a dedicated pedestrian space e.g. Ardmore St from Lakeside Rd to Dungarvon St.

- I agree with subsidising the cost of community wastewater and water supply schemes. Given the huge tourist numbers I'd love to see a public toilet in Glenorchy.

- I support the tier two water charging in Arthurs point.
- I support the smaller community projects, especially the Luggate Hall
- I support the harvest of the coronet forest.
- I support the development of the Frankton Library

Thanks and sorry again that this was a little late

CLIFFORD Adam

Wanaka/Upper Clutha area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Oppose

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Disagree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Neutral

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Neutral

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Agree

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Support

Q. 6A: Do you agree with the proposed investment in community projects?

Disagree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Neutral

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Neutral

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

COBURN John

Queenstown/Wakatipu area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Oppose

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Disagree

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Agree

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Disagree

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Neutral

Q. 6A: Do you agree with the proposed investment in community projects?

Neutral

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Oppose

Q. 8A: Comment here.

I am opposed to the early harvesting of Coronet pine forest.

More expert consultation is needed to determine the best use of this resource.

As it has not yet reached maturity ,offsett future management costs with carbon credits earned by not harvesting early.

When the time comes to harvest and replant why not mix natives and exotics - look at the surrounding hillsides in Arrowtown ?

COCKERILL Janice Ann

Anglican Parish of Wakatipu

Queenstown/Wakatipu area

Q. 8A: [Comment here.](#)

St Peters Church - 2 Church Street - Queenstown

I urgently recommend you DO NOT develop Church Street into a Mall or block off access to parking.

It is a vital link for Weddings - Funerals - Parishioners (especially the elderly) who need access to the Church - Grounds - Parish Center - Hall.

Parish activities include - worship services - choir practice - vestry and other meetings - Voluntary office workers - gardeners - flower arrangers - cleaners - lawn mowing - maintenance.

Our buildings are used by many groups including - Korean Church and schooling - Muslim Worship - Ballet Classes - Dance classes - concerts - funeral Wakes and wedding receptions.

Thousands of visitors visit St Peters every year.to pray or sit quietly to meditate and find peace in the business of town.

COCKS Lyal

Wanaka/Upper Clutha area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Oppose

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Neutral

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

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Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Agree

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Neutral

Q. 6A: Do you agree with the proposed investment in community projects?

Agree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Neutral

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Agree

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Support

Q. 8A: Comment here.

1. Arterial Routes: I support stage one as this will provide the required link into the Ballarat Street transport hub and parking building, but I have always strongly disagreed with stages two & three as it is nonsensical to build bigger roads in and around the CBD for cars when the aim is to reduce the number of cars in the CBD. This goes counter to the drive to get more people using public transport rather than driving into the CBD. I suggest it will be unlikely that the funding assumed from NZTA for this project will fully eventuate and it would be a folly to remove the Queenstown Memorial Centre to build a road to cater for more cars! Yes, traffic will still have to flow through the CBD along Shotover Street but the functionality of Shotover Street can be improved for all users by taking out all parallel parking both sides of the street, widening the footpaths, creating cycle lanes and reviewing the number of pedestrian crossings. This upgrade to Shotover Street is achievable and budgeted for under 'Queenstown Street Upgrades' and could/should happen 2019. Rather than the stages two and three by pass, concentrate funding on alternative transport options from Frankton to Queenstown CBD.

2. Parking in Queenstown CBD: I support the Ballarat Street car park facility but not the Boundary Street parking building. As above, we need to stop building for more cars in the CBD. Build it out at Frankton if necessary but again, concentrate on alternative transport options from Frankton to Queenstown CBD.

3. Wanaka Masterplan: I do not support spending \$500k on a masterplan (Option 1) but rather than the doom and gloom option 2, look at what we already have. We have a Structure Plan, District Plan, Wanaka Lakefront Development Plan, Wanaka Transport Strategy, Wanaka Active Travel Plan and several Reserve Management Plans, all of which have been consulted on or are being consulted on with the Wanaka Community. And now there is this proposal for more consultation and another plan. Rather than be the 'Consultation Council', lets get on and complete some projects that have been agreed. It is not that hard to integrate the projects from these various plans and get a coherent and cohesive outcome without spending \$500K. This money would be better spent implementing the Active Travel Plan or towards angle parking both sides of Ardmore Street from Dungarvon to McDougall Streets, or on small Transport Strategy projects such as mountable roundabouts at the Dungarvon/Brownstown intersection and Brownston/McDougall intersection to improve traffic flow, none of which will compromise an integrated outcome.

COLEMAN Nick

Queenstown Mountain Bike Club

Queenstown/Wakatipu area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Support

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Neutral

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

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Agree

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Neutral

Q. 6A: Do you agree with the proposed investment in community projects?

Agree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Support

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Neutral

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q. 8A: Comment here.

Queenstown Mountain Bike Club is the largest sports club in the region with close to 1000 paying members. The clubs facilities (trails) are used by many non-members and visitors to our region. As per the Economic Impact Study commissioned by QMTBC and QLDC last year our trails are worth \$65m to the local economy.

QMTBC feel that the development of trails help enrich our social landscape by promoting happier and healthier lives for residents and visitors alike - all whilst accessing some of our most dramatic and classic NZ scenery.

Our trails play a key part in the development of athletes who compete at World Cup and Olympic level. Queenstown Mountain Bike Club has an ambitious plan for trail development detailed in the attached draft strategy document. We also have some major challenges ahead such as the felling of wilding pines at 7 Mile and the relocation of Gorge Road Jump Park.

We ask that the following provisions for funding are included in the council's ten year plan:

\$40,000 a year for maintenance of existing network

\$30,000 towards Fernhill Bike Park this year + \$20,000 allocated but unspent from last year

\$100,000 for if and when Gorge Road Jump Park needs to be relocated

\$200,000 a year for two years following harvest of Coronet Forest for the construction of a trail network

A \$10,000 increase in maintenance budget after Coronet Forest trail network is built.

Strategies to further fund trail development outside of council owned land are detailed in our strategic plan.

Q.

QMTBC Strategic Plan DRAFT.pdf - 1747 KB

Queenstown Mountain Bike Club 10 Year Strategic Plan DRAFT

Background

The Queenstown Mountain Bike Club (QMTBC) was formed in 2003. In the early years the club had a small but active membership of around 100 people. These early years saw the mountain bikers of Queenstown coming together to establish a strong group of riders with a keen interest in trail development and advocating for mountain biking in the area.

By 2004 the club was already gaining international attention for its trail network including the then, ahead of it's time "Dream Track".

The establishment of the 7 Mile Recreation Area trail network, commonly known as 7 Mile was the clubs first trail network. The trail network catered to a wide cross section of riders of all skill levels. The area was the cornerstone of mountain biking in Queenstown and saw the beginning of the club form a close working relationship with the Department of Conservation. The development of these trails was a departure from the un-sanctioned trail development which was occurring in the area.

The trail network grew and with it local businesses began to profit from the increased interest and mountain bike tourism that the trails brought along.

The QMTBC continued to grow and in 2010 the opening of the Skyline Gondola saw the development of further trails and businesses associated with mountain biking.

In 2011 QMTBC started volunteer digs on Wednesday nights with the construction of the B.O.B (Built on Beer) trail. Wednesday Night Digs have since become an institution, with 10 to 15 people turning up to work on trails each week. It is not uncommon for visitors to turn up the day they get off the plane in Queenstown, keen to get involved in the local riding community.

In 2012 QMTBC built what is now considered one of NZ's most famous mountain bike trails, Rude Rock. This trail has featured in lots of mountain biking related media and served to cement our reputation as riding destination internationally.

Mountain biking is a favourite recreational activity of many local people and is an increasingly important part of the town's identity. Queenstown has become a popular destination for pro riders to spend their northern hemisphere off-season, this has greatly enhanced our reputation as a riding destination. Queenstown now has an arguably higher profile than destinations such as Nelson and Rotorua that have much larger trail networks.

With funding provided by QLDC the club engaged TRC to undertake an economic impact study of mountain biking in the district. This study was completed in 2017 and found that:

- a total of \$64.95 million is spent by mountain bike trail users each year
- 297.2 direct jobs are generated as a result of spending by mountain bike trail users
- 38.1 indirect jobs are generated as a result of employee expenditure by those working in jobs servicing the trails visitors
- the trails generate a total of \$25.12 million in income for the Queenstown region annually.
- Of the total spend of \$64.95 million, \$60.12 million is spent by visitors to the region. This equates to approximately 2.8% of total tourism spend in the region.

Additionally the study interviewed visitors about their satisfaction levels of visiting trail users and found that demand was greatest for intermediate to advanced trails.

Mountain Biking in Queenstown

The club has a small yet excellent trail network. We have trails in diverse ecosystems, from high country tussock, to beech forest, mixed native bush, and exotic conifer forest. On a global level the trail network is small. Similar MTB destinations have great overall trail networks.

What Queenstown doesn't have in size, it makes up for in quality.

The network broadly consists of the following:

7 Mile Scenic Reserve (7 Mile)

Access from either Wilson Bay or 7 Mile car park, this area provides to a wide cross section of abilities. The network is relatively small but is the cornerstone of many local riders list of favourites. Open year round, this provides great riding in any weather due to the forest canopy provided by the thirsty conifer trees in the reserve.

Fernhill and Ben Lomond

The management of the Fernhill Loop was undertaken by the QMTBC in 2012. This was in response to the landowners abandoning the trail. The club saw the trail as a community asset needing protection and management.

The trail is now the centrepiece of a wider network allowing riders a long and sustained riding opportunity direct from downtown Queenstown.

This area currently caters to the intermediate and above skilled riders.

Trails in this area have been described as some of the best in the world.

Using the gondola to avoid the first 450 vertical meters of climbing allows for 'good value' rides, where you still do a reasonable amount of climbing, but are rewarded with an even longer descent for your efforts.

Ben Lomond Recreational Reserve

QMTBC has been involved in the development of trails within the bounds of the Skyline Bike Park. These trails are accessible by either pedal or by gondola uplift during the operational

season. The trails built by the club in the park are aimed at high skill levels and appeal to riders coming to Queenstown for specifically that style of trail.

Coronet Peak

The Rude Rock trail was a major enhancement to the existing trails on Coronet Peak. This trail has been a boon to the town, riders from overseas and around NZ travelled far and wide to experience this trail. Catering to all but the most beginner rider, the trail is celebrated by all who ride it. A bucket list trail.

Options from Rude Rock include a descent down to the historic Skippers Pack Track, allowing riders to stop off and investigate old miners huts and relics. The Skippers Pack Track along with Zoot track that descends from Skipper Saddle have been popular with mountain bikers since the 1990s.

Additionally, a link trail from Coronet Peak to Arrowtown has been established. "Corotown" riders usually finish their day with a cold beer and hearty meal in one of Arrowtown's fine pubs. Two descents built by NZSki in the mid 2000's, the imaginatively named Coronet DH and Coronet XC, remain popular, particularly the XC track which can be ridden in either direction.

Gorge Road Jump Park

First established in 2010 Gorge Road Jump Park is one of the world's best.

Catering to those who want a little more air under their wheels, riders have no end of options from learning to jump to 'pro' lines for experts only.

Featured in films and media since its inception, "Gorge" had become a jumping mecca for riders.

All the trails, their locations and styles are part of what makes mountain biking in Queenstown so iconic. The trail networks entice riders from around the world to come ride, shop, eat and play in our town to the tune of \$60 million each year.

Why do we need more trails?

As discussed above we have a relatively small trail network, albeit one with some very good riding. While not as important as quality, it is key to have a good quantity of trails. People don't want to ride the same trails over and over again, mountain bikers are always looking for a new trail to master, a new view to behold or a new perspective on familiar territory. This is especially true of mountain bikers who are traveling to ride, visitors are unlikely to return to ride the same trails again when they could go elsewhere to ride all new trails.

As mountain biking in the region continues to grow in popularity, more trails are needed to spread riders out to allow a sense of solitude. This is particularly important of longer back country trails.

Queenstown has world class mountain biking descents and famous jumps that attract bikers from around the world, but is lacking when it comes to some types of riding.

Globally, cross country (XC) is the most popular mountain biking discipline. XC riding is less about long descents and more about undulating terrain with speed coming from pedalling, not gravity and Queenstown has little of this type of riding.

There are no multi-day adventure rides in our region. This type of riding is a major attraction for people who travel to mountain bike and there are many possible routes in our region that would make for excellent multi-day adventure rides.

While it will be good to broaden the type of riding available around Queenstown, it's important that we continue to build on our strengths. We have fantastic mountainous terrain with great views and our very best trails will always be those that take advantage of both of these.

Our existing network is also quite disconnected with the main riding areas of 7 Mile, Ben Lomond and Coronet Peak being the main riding areas situated on islands of public land in a sea of leasehold. By cooperating with land owners these areas could be connected by relatively short trails. Connecting trails offer very good 'bang for your buck' as they instantly enable much longer rides than the distance they cover. Connecting the disparate parts of our network will give a feeling of cohesion across the network.

One possible measure of success would be having a trail network capable of hosting a two day Enduro World Series event. The EWS is a races series that showcases some of the best riding locations around the world. The type of tracks used in the EWS are the kind that Queenstown excels at, but we would need several more long expert level descents to hold such an event.

High profile amateur events such as the Trans NZ Enduro showcase our area to some extent, but the EWS is another level in terms of both audience and the trails required.

CHALLENGES

The QMTBC faces several challenges over the next few years. As Queenstown's population grows and visitor numbers increase, QMTBC, like many in our community, have to cope with the increase in demand for our services - in our case - trails. In addition to this (not unwelcome) pressure to expand, we expect to encounter some specific threats to the progress of mountain biking development in Queenstown.

7 Mile Scenic Reserve - Wilding Pine Control

As noted earlier, the 7 Mile Scenic Reserve is a cornerstone of mountain bike trails - for locals and visitors alike.

The trails are located in a mixture of exotic and native forest.

The land is managed by the Department of Conservation. As part of the battle against wilding pine seeding DoC has decided that the pine trees need to be removed, thus removing a seed source.

This logging will cause damage to trails, remove the 'rideable in all weather' nature of the network and create erosion issues.

The loss of amenity will create have numerous problems:

1. Loss of trail network
2. Loss of economy for mountain bike related businesses in town; rental, retail, tours, etc
3. Increased usage of other trails, creating maintenance issues.

QMTBC has been in discussions with DoC to establish some protocols around the process and timeframes for this work.

QMTBC hopes this process will be staged and carried out over the course of 5-10 years.

This will allow the club time to build new trails, repair damaged trails and establish new plantings.

There is a great deal of work for the club in this. The cost of trail reinstatement and re-build is difficult to estimate. Budgets to rebuild the trail network to its current size and quality could extend to \$500,000. The manner in which the logging is carried out will largely dictate the final cost of the project.

A possible silver lining to the logging of these trees could be the opportunity to build an Upper 7 Mile zone if the upper section of the reserve is logged, and the lower section felled at a later date, or only thinned.

Gorge Road - License to Occupy Expiry.

QMTBC has a license to occupy at the Gorge Road site. This license came to an end in February 2018. QLDC has granted a new license for a year, this may have an additional year extension, depending on QLDC infrastructure requirements.

QMTBC sees the jump park as a vital asset to the club and the community and it is an important facility for athlete development in many disciplines. To this end the club is looking for new locations.

Once a new location is established, the club will need to build new jumps, install the sprinkler system and arrange any fencing/ planting etc. This all leads to high costs for relocation.

QMTBC hopes to obtain funding assistance from QLDC for this work.

Estimates for the rebuild of the park are around \$100,000.

Maintenance

An increasing mountain bike population with a limited trail network leads to a higher concentration of traffic on trails, increasing wear and tear. High levels of traffic are needed before wear and tear becomes a major factor in trail maintenance. Overuse has become a problem of some of our most popular trails, more trails appealing to a similar level of mountain biker would alleviate this.

Maintenance is still required on less heavily trafficked trails, but mostly consists of just clearing deadfall, trimming vegetation, and addressing drainage issues where they arise.

This summer QMTBC engaged a contractor to be available for maintenance without a separate contract for each piece of work. This approach worked well, and we hope to extend our budget in the near future.

Where possible the club has chosen long term fixes to problem sections of trail. This approach can be expensive in the short term, but even in the short term gives a better experience to trail users, and saves money in the long term.

We have found that new trails typically need more maintenance in the first few years, but become more resilient to traffic and weather after a few years.

For our current network of trails an annual budget of \$40,000 is sufficient. We would expect this to grow somewhat as we add more trails to the network, but expect the average cost per metre to decrease as our network grows.

Land Access

Getting permission to build trails along with obtaining the funding to do so is the primary challenge the club faces. While it can take a long time, both QLDC and DoC are generally supportive of the club building trails on public land. However, the majority of the hills and mountains around the basin are leasehold land, and this means getting permission for trails is entirely dependent on the lease holder. This can be frustrating when all that stands between linking up disparate riding areas is seemingly unproductive leasehold land that the club cannot get permission to build a trail on.

QMTBC feel they have been left out of tenure review discussions in the past. In particular we are disappointed that the proposed Moonlight Trail through Mt Crichton Station will not be open to bikes. In the future QMTBC intends to seek the support of QLDC and agencies such as DoC and the Walking Access Commission should any land in the basin come up for tenure review.

E-Bikes

E-bikes are rapidly growing in popularity, this presents benefits and challenges for the mountain biking community.

E-bikes extend the ability to participate in mountain biking to those who would not otherwise be able to. Any car or public transport journey replaced by a bike ride is a good thing, and e-bikers may be more likely to do so than traditional cyclists. E-bikes allow longer rides for the same effort as traditional mountain bikes, and can make unclimbable trails climbable.

This new found climbing ability may encourage some riders to take shortcuts resulting in braiding of climbing trails. Promotion of trail etiquette and signs asking riders to “keep singletrack single” may be required to counter this.

Many traditional mountain bikers view e-bikes as cheating and oppose their use on trails, the QMTBC committee does not support this view and believe our trails should be open to all.

The increase in trails ridden in the same amount of time, combined with more power resulting in increased loss of traction on climbs, means that the maintenance burden per rider will be greater for e-bikes. As numbers of e-bikes increase QMTBC may look at raising the membership fees for e-bikers to cover this cost.

As the proportion of e-bikes increases demand will grow for longer, more physically demanding rides with more elevation gain/loss. Building more long rides will be important for Queenstown to remain a premier MTB destination in the future.

Strategic Objectives

1. Extend existing high quality descents.
2. Make use of infrastructure to provide more 'good value' rides.
3. Make use of terrain and views unique to Queenstown.
4. Link existing trails to allow them to be ridden as part of longer rides or included in smaller loops.
5. Continue to provide a steady stream of new technical trails so riders constantly have a new challenge to master.
6. Use the many water races around the district to form the backbone of a longer distance network.
7. Build unique trails with a distinct flavour.

THE FUTURE

Future trail networks

Fernhill Bike Park

The QMTBC has been in discussion with QDLC regarding the area of land above the Wynyard Bike Park (WBP) and the native bush around the head of the One Mile Creek. This area has the Fernhill Loop Track running through it.

The Fernhill Loop (FHL) above WBP is steep and unsuitable for a dual use trail. QMTBC is looking at solutions to provide a suitable place to route a climb (uphill) trail as an alternative to this part of the FHL and to connect the other climbs we have in the area. The Fernhill Loop will remain in place for walkers. QMTBC propose to provide alternative descents to separate walkers and riders on this steep section.

There are no trails close to town with the easy climbs and multiple descent options that make riding areas like 7 Mile so popular. The FBP is an ideal location to provide a great set of trails that satisfies this demand for riders who are short on time and/or lack access to transport to go further afield.

QMTBC proposes a set of six to ten descents to cater to riders of all skill levels. This includes a number of unsanctioned trails in this area that the club plans to legitimise and adopt the maintenance of. The club also proposes a new climbing trail to access these descents without relying on the gondola or the steep access road, and two to three linking climbs between existing trails.

A trail network of this range would cost approximately \$150,000 to establish and an ongoing cost of \$5,000 per annum to maintain. The club has a dedicated and enthusiastic group of volunteers, who would work on construction of some trails in this area.

Ben Lomond, Bowen Peak and beyond

Beyond Fernhill Bike Park, trail development on these hills so close to town will continue. This hill is not only central to Queenstown, but is centrally located between 7 Mile and Coronet Peak.

With cooperation from the landowner we could link into Gold Digger via a trail traversing across Fernhill. In the other direction we could link from Ben Lomond to the Moonlight Track via a watterrace above Gorge Rd. This would not only complete the loop around Bowen Peak, but also go a long way to linking the Ben Lomond trails to Coronet Peak. The linking to Coronet Peak would be completed by a trail from the Edith Cavell bridge linking into Atley Terrace Track.

Trails down Horne Creek and Five Mile Creek would be descents worthy of becoming EWS stages.

Coronet Peak

QMTBC currently has a hugely successful trail that runs above the Coronet Peak Road from the base buildings to the Skipper Road turn off. "Rude Rock" is an internationally renowned trail with hundreds of riders a week. This trail alone is a drawcard for many visiting riders. QMTBC proposes to extend this trail such that it would start at the top of the GreenGates chairlift and take a route at the western extremity of the DoC Coronet Recreation Reserve to join the existing "Rude Rock" start.

This trail would be built by the same contractor to ensure continuity.

While we would expect the same number of people to ride this trail, the need to pedal to the top would mean that each rider would do fewer laps than they typically do when shuttling Rude Rock so we would much lower maintenance costs for this trail, and a potential reduction in traffic on the existing portion of Rude Rock as well.

QMTBC is working with the Queenstown Trails Trust to gain permission through the QEII Covenant land on Coronet Peak Station for a dedicated down trail from below Rude Rock to the bottom of Dan O'Connell's track. With these trails we would have a descent from the top of Coronet Peak to the valley floor, this ride would be a major attraction for mountain bikers coming to Queenstown.

Coronet Forest

QLDC is planning the early harvest of Coronet Forest to remove it as a seed source of wilding pines. After harvesting the plan is for walking, equestrian and mountain bike trails to be created providing a recreation resource for a large range of users.

The ridge that Coronet Forest rises to, is about 300m above the valley floor and is about 3km long. This area is large enough for a large number of trails to exist without interfering with each other. Unlike our other riding areas that have evolved over time, this would be an opportunity to plan a trail network from scratch.

The key trails the club sees forming the initial network here would be:

- An easy climbing trail from either Allen Reid Road or the Flight Park to the highest point on the eastern end of the ridge. At an easy climbing grade this would be about 5 km long.
- A two way trail from Bush Creek Saddle to the top of the above climbing trail. This would be good ridgeline trail in its own right, but also serve as an important link between Slip Saddle, Bush Creek, and the Around Coronet trails to the new Coronet Forest trails. This trail would cover some difficult terrain and may require some directional sections to get the best result.
- A selection of flow and technical descents. Grade 3 and 4 flow descents and grade 4, 5 and 6 hand built technical descents. It will be important for the flow trails in particular to have their own distinct character.
- An XCO style loop. Our trail network is lacking when it comes to cross country trails. A World Cup level XC loop would help to address this. This could fit at the lower eastern end of the forest and would be about a 5 km loop with a total of 200m climbing.

As the replanted bush grows more trails could be added in the long term to keep the riding fresh.

The time frame for logging of Coronet Forest is unclear but the Coronet Forest Revegetation Proposal prepared for QLDC shows the harvesting phase lasting for two and a half years so it is probably at least 3 years before trail construction can begin.

Coronet Forest would become a major feature in the Queenstown trail network. We would expect it would cost \$500,000 to establish the above trails and around \$10,000 to \$15,000 a year to maintain them.

Remarkables

The Remarkables are currently underutilised for mountain biking, with the only trails being a pair of DH trails on the lower flanks and an ok descent from Ben Cruachan to Coal Pit Saddle, typically accessed by helicopter. There is huge potential for trails on our most prominent and recognisable mountain. There is the potential for extremely 'good value' rides using the highest road in the district to gain elevation, climbing for possibly another 400m elevation before descending to near lake level.

QMTBC proposes a small number of very high quality trails on the Remarkables, with a descent down Queenstown's most famous ridge an obvious priority! We also have plans for an XC loop and a rebuild of the existing descent from Ben Cruachan.

Ultimately we would like to see a multi-day ride from to Garston with huts and believe this would be a boon to other user groups such as walkers, ski tourers and climbers. This trail could also serve as *raison d'etre* for the proposed Remarkables National Park.

Our Partners

Kelly McGarry Foundation

The Kelly McGarry Foundation (KMF) was set up in the memory of Kelly McGarry, a professional freeride mountain biker who died on Ben Lomond in 2016. The KMF organise the annual McGazza Fest around the anniversary of Kelly's passing. This celebration of Kelly's life involves bike related events for all abilities of riders.

KMF is also working towards establishing an overnight mountain biking descent that will be accessed by helicopter and include a hut for overnight use. QMTBC supports KMF in this goal.

QMTBC has also worked closely with the Kelly McGarry Foundation, holding joint fundraisers and events.

Queenstown Trails Trust

While previous Queenstown Trails Trust (QTT) projects have been important to cycling infrastructure, they have been of little interest in terms of recreational mountain biking. Two upcoming QTT projects are of great interest to QMTBC and our members.

Around Coronet Trail

This trail, currently under construction, will not only be an excellent full day cross country ride in its own right, it will also work as a connecting trail between the bottom of Rude Rock and Bush Creek Saddle. With future trail development in Coronet Forest this trail will be an increasingly important link between the two sides of Coronet Peak. It may also serve as a catalyst for further trail development on the lower flanks of Coronet Peak, such as the proposed Lower Rude Rock Trail.

Sunshine Bay to 7 Mile

Currently the only way to ride from Queenstown to the intermediate level trails at 7 Mile is along the busy Glenorchy Road. With 7 Mile being a particularly popular destination for inexperienced tourists, who rent bikes and don't have a vehicle to transport bikes, we believe it is only a matter of time before there is a serious incident on this route. A Sunshine Bay to 7 Mile track would eliminate this risk. If built as recreational single track this trail would encourage riders to ride their bikes to 7 Mile eliminating more car journeys.

Top of the Lake Trust

The newly formed Top of the Lake Trust aims to build recreational trails around Glenorchy with a long term goal of building a trail from Skippers to Glenorchy to link a missing section of Te Araroa, the New Zealand trail. QMTBC fully supports the Top of the Lake Trust in this endeavour.

Avenues for Funding

QMTBC is a volunteer organisation with no employees. Eight committee members with jobs and families perform all administrative functions of the club.

Memberships

Current annual membership prices are \$40 for adults, \$25 for juniors, \$80 for families - 2 adults, 2 juniors.

Membership goals: To increase memberships to 1000+ and maintain this level each year. To achieve this the committee need to continue to educate local mountain bikers on the important work QMTBC does building and maintaining trails.

Introduce a membership mobile app - simplify process for members to join and renew their membership. This would significantly reduce administrative burden from volunteers.

Youth and High School subcommittees to drive membership for the next generation of riders.

Merchandise

QMTBC raises a significant proportion of our revenue through the sale of merchandise. This has the added benefit of acting as advertising for the club to hopefully drive memberships as well.

In local bike shops we sell trail maps and stickers to locals and visitors.

T-shirts, caps, sweatshirts and riding apparel, sold internationally via our online store and locally in bike shops.

We also sell merchandise specifically related to certain fundraisers. Examples of this are the Through the Loop merchandise and the upcoming t-shirts to fundraise for Upper Rude Rock.

Registering as a Charity

The Central Lakes Trust has large grants available to charities. QMTBC has begun the process of registering as a charity by changing the constitution of our society to better reflect what we do as a club and this will become our charitable purpose when we register. CLT makes grants in the region of \$100,000 and this would be an appropriate source of funding for larger scale projects like Remarkables Ridge.

Events

In 2017 the club invested in an automated timing system. This has made it much easier to run races and the club has been able to organise several successful events this summer on short notice. We are re-negotiating our license agreement with DoC to include a provision for running events without requiring further permission. This will further simplify event

organisation and lead to more events. Additionally the timing system has been rented to other event organisers for \$500 per day.

Atlas Beer Cafe continue to run biannual fundraising parties on behalf of the club. These have typically each raised 5 figure sums for the club. Atlas have obtained resource consent to continue to hold these parties until at least 2021 and intend to do so indefinitely.

Sponsorship and Donations

We have donation boxes in bike shops, at trail side, and at the airport so departing visitors can unburden themselves of New Zealand currency.

After registering as a charity donations will become tax deductible.

Local businesses sponsor us in return for advertising on maps and signs.

Crowdfunding Campaigns

Crowdfunding is an unexplored avenue for funding for QMTBC. Nelson Mountain Bike Club has run successful campaigns and were forthcoming with advice for us. NMTBC had a big social media push led by a high profile local athlete, Queenstown has no shortage of high profile riders as members and attracts many international athletes for their off season so we are well positioned for this. They also suggested we choose a trail that appeals to a wide range of users and is an exciting prospect. The Upper Rude Rock project is a good candidate for this.

We will however need to be careful not to exhaust the public's goodwill and will probably only be able to run such a campaign every year or even two, so this will not be a solution for every trail.

QLDC Funding

QMTBC is likely the largest sports club in Queenstown with close to 1000 paying members. As we have established there is a massive economic benefit to mountain biking in Queenstown, and as the Adventure Capital of the world we believe it is the town's best interest to support the club financially. QMTBC already works closely with the council for land access and is appealing to the council to help with funds to maintain our network and for funding to build more facilities on council land.

Project Timeline

The timing of logging of Coronet Forest and 7 Mile, along with a possible Gorge Road Jump Park relocation mean there is a lot of uncertainty past the next couple of years. Please see appendix 1 for detail on our planned trails.

Years 1 to 2

Fernhill Bike Park

In the next two years we plan to build a significant part of Fernhill Bike Park.

The trails we are adding here will offer good bang for buck as we will have connected trails to form loops that can be ridden in many ways. These trails are easily accessible from

central Queenstown with or without use of the gondola. This will leave us well positioned to expand this trail network east into Horne Creek and towards Arthurs Point, and west across Fernhill toward Gold Digger and 7 Mile.

Coronet Peak: Peak To Valley Floor

In its current state Rude Rock has become world famous. Upper Rude Rock will more than double the trails length and pass through even more scenic terrain. The climb to get to the top of this trail will ensure that it remains a special ride and not something you can bang out ten laps of in a day with a shuttle vehicle. Combined with other projects this will create a descent from the top of Coronet Peak to the valley floor below.

Remarkables Ridge: a New Iconic Trail

This trail will be by far the longest single trail that QMTBC has built and will possibly be the largest vertical descent in the country. The climb will provide a much needed link for summer sightseers from Lake Alta to the Shadow Basin Lookout This scenic trail will likely become world famous overnight.

Years 3 to 10

If this trail building programme can be completed in the next decade, mountain biking in Queenstown will be permanently changed for the better.

In this period we are likely to see large scale felling of wilding pines at 7 Mile. The harvesting of Coronet Forest will also be completed over this period. These two locations will likely be the focus of our efforts for significant periods during this time. By the end of this period these two areas will be great riding centers for riders of a wide range of ability.

Gorge Road Jump Park will likely need to be relocated in this time frame as well, this will be a major expense with little net benefit to the club. It will be exciting to see something new that matches the awe inspiring dirt sculptures that make up the current Gorge Road Jump Park.

With the proposed trail development around Ben Lomand and Coronet Peak/Forest we will be in a good position to host a 2 day EWS race with a day of racing focused around each of these locations.

Multiple descent options from high on the Remarkables will mean a wide cross section of riders will be able to enjoy some epic descents down our most recognisable mountain.

Cross country riders will be better catered for with a long day ride around Bowen Peak beginning right in town. A world cup level XCO course at Coronet Forest will be a major benefit to racers, professional, aspiring professional and amateur. A 20 km loop located on The Remarkables will offer a unique ride at altitude in a location that is unlike any other riding in the country.

If and when it is completed a Remarkables to Garston trail will be one of the great rides of the world. This trail and the associated infrastructure will be a boost to many recreational groups, not just bikers. This trail will seem an obvious idea in hindsight, but there is a lot of work ahead to make it happen.

Appendix 1: Project Schedule

Years 1 - 2

During this period we will concentrate on the implementation of Fernhill Bike Park, extending Rude Rock, and a new trail on Remarkables with the potential for international renown.

Ref	Project Name	Grade	Length	Cost	Start	Finish	Notes
1	"Blue Trail"	3-4	4.5km	Volunteer	November 2016	May 2018	Currently in progress volunteer project.
2	Fernhill Bike Park (FHBP) Climb	3	2.5km	\$28,000	Autumn 2018	Winter 2018	Major new climb for Fernhill Bike Park. \$10,000 raised from Southern Trust for this purpose. The cost and length of this trail will change as are looking at alternative lines that won't interfere with planned descents.
3	7 Mile Structures	3-4	-	\$4,900	Autumn 2018	Winter 2018	\$3500 raised from Sky City Community Trust put toward material cost. Building of structures to be undertaken by volunteers.
4	Minidream Rebuild	3 to 6	1km	\$15,00 - \$20,000	Winter 2018	Spring 2018	Rebuild to incorporate slopestyle elements. Jumps to be made more consistent. Will include an easy line. Budget assumes some material donations and volunteer time.
5	Lower Coronet Descent	4	3km	Volunteer	June 2018	Spring 2018	This is our next Wednesday Dig Project
6	FHBP Descent 1	3-4	2km	\$40,000	Winter 2018	Spring 2018	Fernhill Flow, an alternative descent to the steep section of the Fernhill Loop above Wynyard Bike Park. The lower part of this trail will involve clearing a block of wilding pines and planting natives.

7	FHBP Descent 2	5?	2km	Volunteer	Spring 2018	Autumn 2019	Next Summer's Wednesday Dig Project. Native Bush Descent. Digs accessed by Gondola.
8	FHBP Linking Climbs 1	3	1.5km	\$15,000	Spring 2018	Summer 2019	These linking climbs between Fernhill Loop, Beeched As and the 2 way section of Lower Missing Link are left over from the Through the Loop project
9	Upper Rude Rock	3-4	4km	\$40,000	Summer 2019	Summer 2019	Descent will start behind Greengates top station and wrap around the hillside, outside ski area boundary. Will more than double the length of Rude Rock!
10	FHBP Linking Climbs 2	3	2km	\$20,000	Autumn 2019	Winter 2019	Link [2] into the Fernhill Loop. This will make all Ben Lomond trails accessible by single track climbs.
11	FHBP Lower Salmon Run	6	1km	Volunteer	Winter 2019	Spring 2019	Extend Salmon Run down the One Mile Creek to lake level.
12	FHBP Descent 3	5	1km	Volunteer	Summer 2020	Autumn 2020	Extend the top of legitimised Fernhill trials.
13	Remarkables Ridge Descent	3	15km	\$150,000	Summer 2020	Autumn 2020	Instant classic descent, potential to be one of the most photographed bike trails in the world! Climb to top of Shadow Basin via Lake Alta, top section of climb will be dual use and likely popular with summer sightseers. Descent from Homeward down ridge to be natural singletrack. Descent down north face above road to be flow trail.

Project names are placeholders, and final trail names to be decided upon completion. All costs and distances are approximations only.

Years 3 - 10

Timing of projects in this period is highly dependent on external factors such as the harvesting of Coronet Forest, the felling of trees at 7 Mile, and the need to relocate Gorge Road Jump Park. No project start or end dates have been given for this period. These projects are loosely ordered by geographic location, this is not a priority order.

Ref	Project Name	Grade	Length	Cost	Notes
14	Gorge Road Jump Park Rebuild	3 - 6	-	\$100,000	This expensive project may have to be brought forward if at some point we find the lease is unlikely to be renewed in the next 12 months.
15	Upper 7 Mile (U7M) Climb	2	2.5km	\$25,000	Extend 'What's Up?' climb a further 80m vertical above Gravitron, and traverse along top edge of reserve. This will open up new area of 7 Mile Reserve for trail development.
16	U7M Descent 1	3	1km	\$10,000	Continue Gravitron into upper 7 mile.
17	Lower Gravitron	3	1km	\$10,000	Continue Gravitron down to lake
18	U7M Descent 2	3	1km	\$10,000	Extend Kachong
19	U7M Descent 3	5	800m	\$16,000	Extend Jack Be Nimble
20	U7M Descent 4	4	2km	Volunteer	Handbuilt singletrack from high point of 7 Mile to the lake shore at the eastern side of reserve.
21	U7M Descent 5	5	500m	Volunteer	Steep descent from upper 7 mile to existing trails.
22	Gold Digger Descent	4	2km	Volunteer	Dedicated descent on opposite side of valley to the dual direction Gold Digger
23	7 Mile Reforestation			\$????	This could be an expensive process depending how successfully the natives recolonise and how much weed control is necessary.

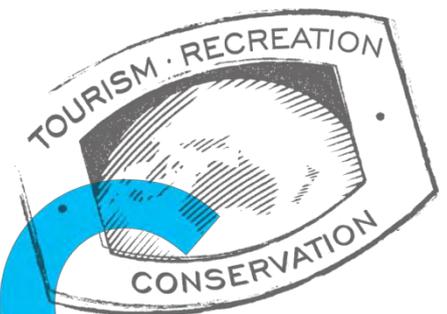
24	7 Mile Rebuild	2 - 5	15km	\$50,000 to \$500,000	In a worst case scenario the existing trail network at 7 Mile would need to be entirely rebuilt after tree felling. This could be more expensive than many trails depending on the amount of clean up required.
29	Fernhill Traverse	3	8km	\$80,000	A traverse across Ben Lomond above Fernhill. Will link FHBP with Gold Digger and 7 Mile. Again on leasehold land.
30	5 Mile Descent	5	5km	\$50,000 / Volunteer	A descent down 5 Mile Creek. Accessed from [29]
25	Horne Creek Descent 1	6	4km	\$40,000 / Volunteer	A technically demanding descent through native bush in a similar style to Salmon Run
26	Horne Creed Descent 2	3-4	10km	\$70,000	An easier trail than [25]. Would stay out of the bottom of the gully. Would connect to the [27] to form part of the Around Bowen Peak Loop..
27	Queenstown Gorge Water Race	2-3	4km	\$40,000	This dual direction trail would follow a water race above Gorge Road and then join up to the Moonlight Track. This track along with [27] is on leasehold land and obtaining permission to build these could be a challenge.
28	Lower Ben Lomond Track Rebuild	3	4km	\$60,000	Rebuild the lower half of the Ben Lomond track, from the Moonlight Track towards the saddle, to make it a rideable climb. Combined with [26] and [27] this will create a single track loop ride around Bowen Peak. This will be an excellent day ride starting and finishing in downtown Queenstown.
43	Arthur's Point To Atley's track	3	6km	\$60,000	This is as close as we can get (without building a bridge) to linking the Coronet Trails to the Moonlight Track and the Bowen Peak/Ben Lomond trails.
44	Mt Dewar Trails	3-6	??	??	Mt Dewar currently has dual use trails that aren't popular bike rides. In the future Mt Dewar could be
31	Lower Rude Rock	4	4km	\$40,000	A dedicated descent to avoid down hill traffic on the Around Coronet Trail and complete Rude Rock as a peak to valley floor ride.
32	Coronet Forest Climb	2	8km	\$100,000	An easy grade climb from Alan Reids Road to the the eastern end of the ridge
33	Coronet Forest Ridge	3	4km	\$50,000	A dual direction trail linking Bush Creek Saddle to the top of [32]

34	Coronet Forest Descent 1	3	5km	\$70,000	A machine built flow descent.
35	Coronet Forest Descent 2	4	4km	\$60,000	A machine built flow descent.
36	Coronet Forest Descent 3	4	4km	\$50,000 / Volunteer	A hand built technical descent.
37	Coronet Forest Descent 4	5	3km	\$40,000 / Volunteer	A hand built technical descent.
38	Coronet Forest Descent 5	6	2km	Volunteer	A hand built technical descent. Perhaps named Spidergoat.
39	Coronet Forest XCO Loop	4	5km	\$75,000	A XCO World Cup style loop, at the lower east end of the forest, out of the way of descents.
40	Ben Cruachan loop	4	20km	\$300,000	An XC loop from Sugar Bowl around Toilet Bowl to Ben Cruachan and back through the Doolans to re-enter the ski field at the Wye Saddle. This would be a unique alpine ride along ridges, past tarns, and with views into many basins. It would provide access to existing descents.
41	Ben Cruachan Descent Rebuild	5	10km	\$150,000	Rebuild the existing descent to Coal Pit Saddle and into Rabbit Ranch. This would be a more challenging alternative to [13]
42	Remarkables Traverse	4	70km	\$2,000,000	Remarkables Ski Field to Garston with overnight huts required. This is a project on the scale of the Old Ghost Road; Queenstown's Haute Route. Huts would be used by riders, walkers, mountaineers and ski tourers. This would need to be a collaborative effort between user groups, and could form the focus of the proposed Remarkables National Park.



**Review of Economic Impact of
Queenstown Mountain Bike Trails**
Final Report 17 May 2017

TRC





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Executive Summary

The purpose of this report is to evaluate the likely economic benefits of the trail network maintained by the Queenstown Mountain Bike Club, estimating the economic impact of use on the trail by locals and visitors has on the Queenstown Economy.

This report was prepared following a survey of Queenstown Mountain Bike Club members and trail users. The survey received 770 responses between May 2016 and March 2017.

The results of the survey indicated extremely high levels of satisfaction with the Queenstown mountain biking experience, with only one response, by a local resident, indicating they would not recommend Queenstown to others for mountain biking. Queenstown's scenic attraction, the standard and quality of the trails, and the diversity of the trails were the highest rated aspects of the Queenstown mountain bike experience.

Respondents overwhelmingly desired more trails, and many respondents made note of the need for continued and increased maintenance of the existing trails.

The survey data was used to provide input into modelling of the economic impact of mountain biking in Queenstown. The modelling indicates that:

- » a total of \$64.95 million is spent by mountain bike trail users each year
- » 297.2 direct jobs are generated as a result of spending by mountain bike trail users
- » 38.1 indirect jobs are generated as a result of employee expenditure by those working in jobs servicing the trails visitors
- » the trails generate a total of \$25.12 million in income¹ for the Queenstown region annually.

Of the total spend of \$64.95 million, \$60.12 million is spent by visitors to the region. This equates to approximately 2.8% of total tourism spend in the region.

¹ Income includes wages from jobs generated by spending by mountain bike trail users, and business profits. Spending by mountain bike users that is not retained within the region is excluded from this figure.

The Destination

Queenstown sits on the shores of Lake Wakatipu, surrounded by the dramatic mountain peaks. It is well known as an adventure destination and offers a huge range of outdoor adventure activities. The District is experiencing rapid growth in both tourism and population.

The population of the Queenstown Lakes District, which includes Queenstown, Arrowtown, Frankton and Wanaka is about 28,000 people.² The population is growing, showing a 22.9% increase between the 2006 Census and the 2013 Census.

Tourism to the region is also growing rapidly. The destination receives about 1.8 million and 1.1 day visitors a year³. Annual spend on tourism in the District is the third highest in New Zealand, with total annual spend just over \$2 billion per year⁴. The annual tourism spend is growing with an increase of 66% between the end of February 2013 and the end of February 2017, representing a compound annual growth rate of 14%. Much of the increase has been from international tourists, with the annual spend by international tourists increasing an enormous 89% over the five years over this period.

The Trail network

The Queenstown Trail network consists of over 250km of trails⁵ in a number of locations and bike parks within half an hour of Queenstown.

The **Queenstown Bike Park** has about 32km of singletrack, with beginner, intermediate and expert tracks, accessed by the Skyline Gondola.

Wynyard Bike Park is located in the middle of Queenstown and is a downhill track which incorporates a jump park.

Coronet Peak has seven tracks that appeal to both gravity, XC, Enduro and DH riders. Rude Rock, Corotown, Zoot and Pack Track and Sack are recent additions to the network at Coronet Peak.

The **7 Mile Bike Park** is a singletrack park graded at a difficulty of 3-5. Most routes are one directional and all paths lead to either Eagle's Nest or the Hub.

The **Queenstown Trail** is also utilised by many mountain bike riders, with 440 respondents indicating they used the Queenstown Trail.

Queenstown Mountain Bike Club

The QMTBC has been instrumental in the development of mountain bike areas since its formation in 2003. Trails maintained by the QMTBC cater to all levels of riding, from freestyle and downhill to cross country, BMX and family. It has grown since its establishment in to now have over 700 members. The club has a management committee of eight individuals who volunteer to organise and run the club. Membership of the club is \$40 per adult, \$25 per child of \$80 for a family.

² www.stats.govt.nz/Census/2013

³ Destination Queenstown, April 2017

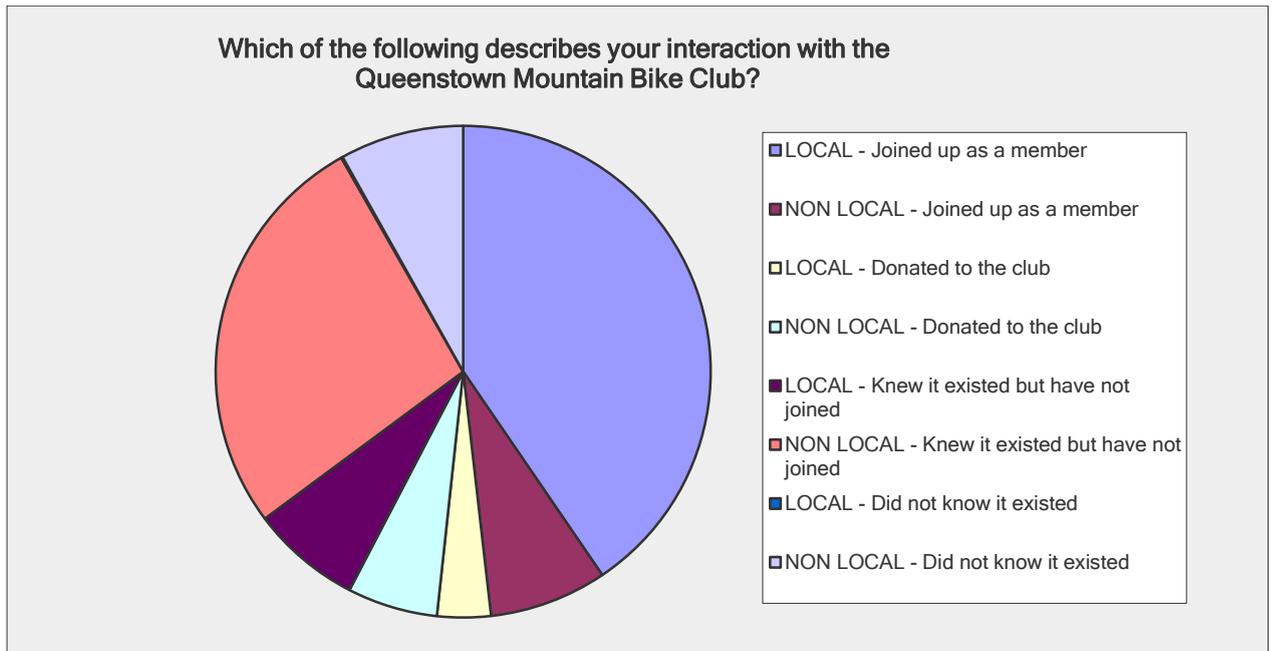
⁴ <http://www.mbie.govt.nz/info-services/sectors-industries/tourism/tourism-research-data/monthly-regional-tourism-estimates/annual-spend-grouped-by-rto-country-of-origin-and-product-category>

⁵ www.singletracks.com

The Survey

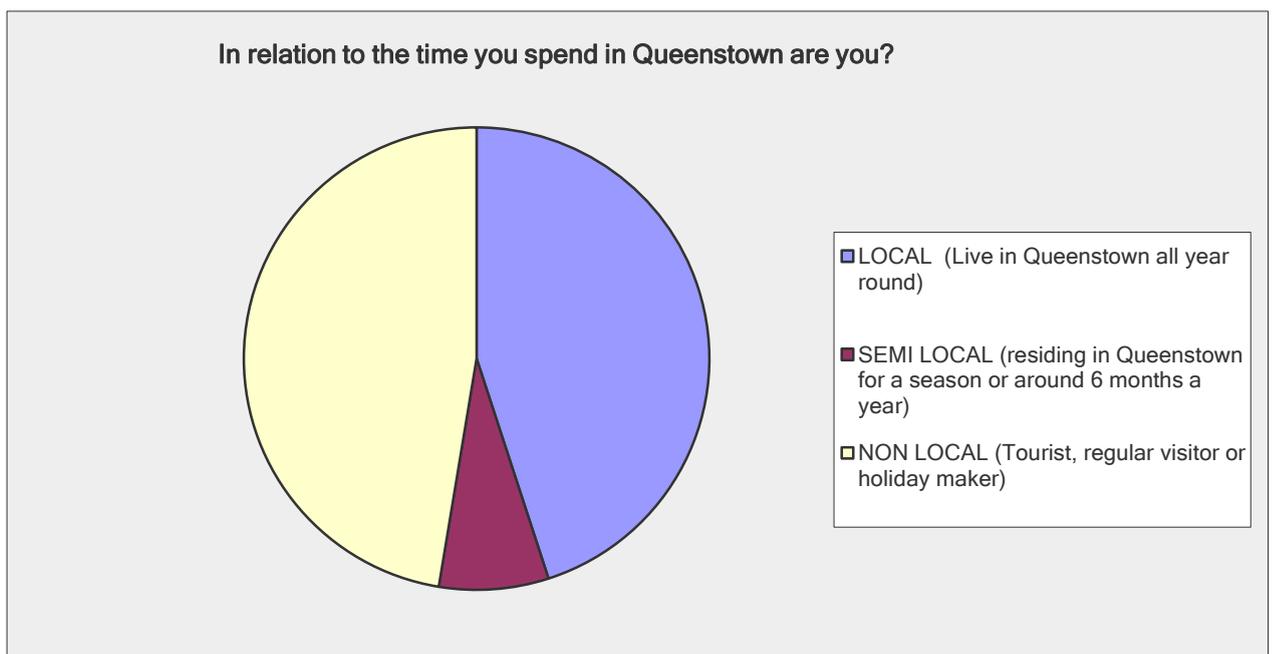
The Mountain Bike Trails Economic Impact survey was open from May 2016 until March 2017. Email addresses were collected from QMTBC members, local businesses, and on trail collection. A total of 770 responses to the survey were collected.

Over half of the respondents (51.8%) were not members of the mountain bike club.

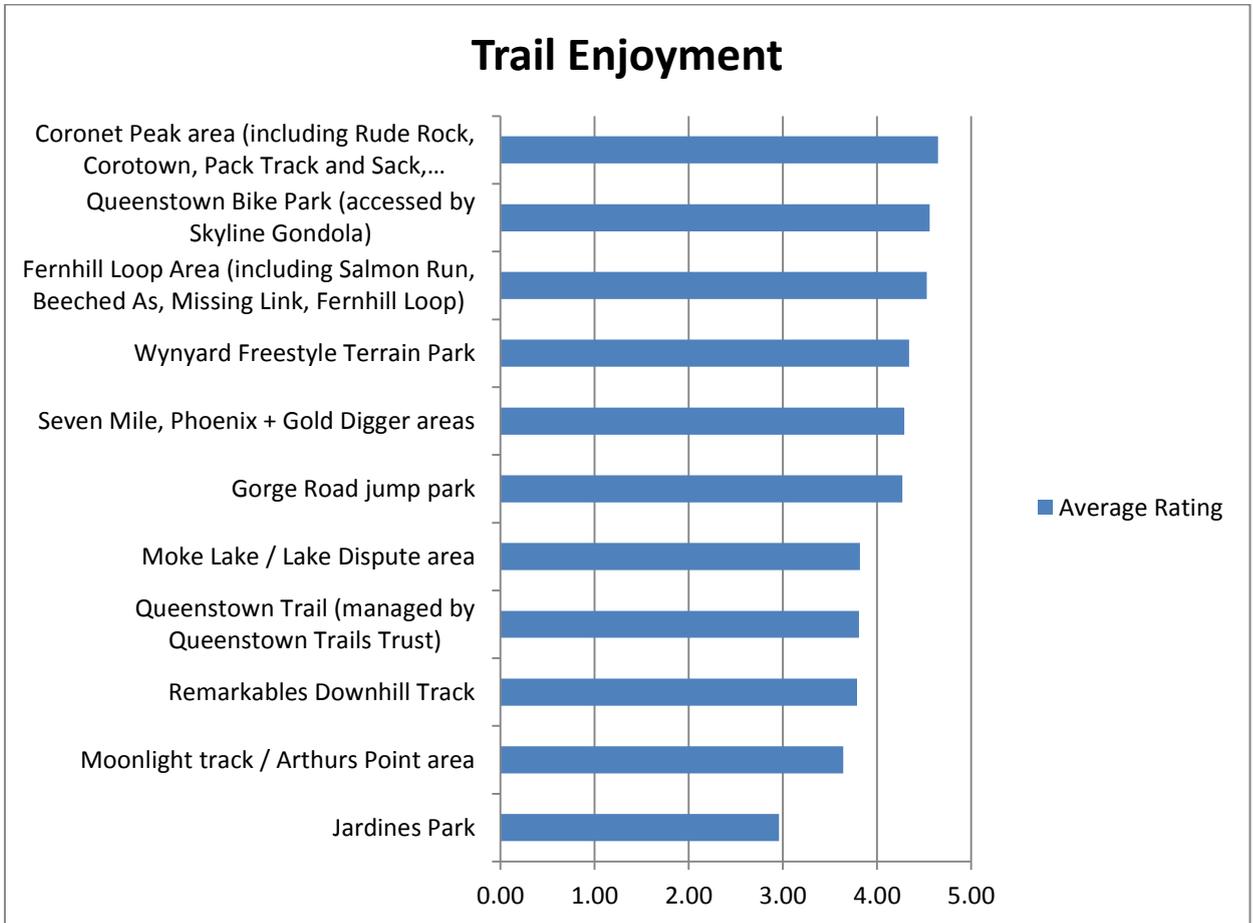


User Types

Forty five percent of respondents were locals, 47.4% were visitors or regular visitors, and 7.6% of respondents classified themselves as semi-local.



Trail Use, Satisfaction and Enjoyment.



Very few of those surveyed (less than 1%) wanted easy to ride trails. Easy to intermediate trails were of most interest to 42.7% of respondents and advanced to 56.6%.

The area with the highest enjoyment rating was Coronet Peak area with an average rating of 4.65, followed by Fernhill Loop Area. The lowest was Jardines Park, with an average rating of 2.96.

Visitors to Queenstown were unanimous in their agreement that they would recommend the destination, with a 100% YES response to the question "Would you recommend Queenstown to others for Mountain Biking". Locals were almost unanimous, with only one respondent stating they would not recommend Queenstown to others. Their motives for doing so were not disclosed.



Overall satisfaction rates with the Queenstown Mountain Bike Experience were high. The response rate to this question was high, with 670 responses. The average overall experience rating was 4.64.

The aspects that received the lowest ratings were support facilities, with only 109 respondents giving an exceptional rating and 4 giving a terrible rating.

Future Investment

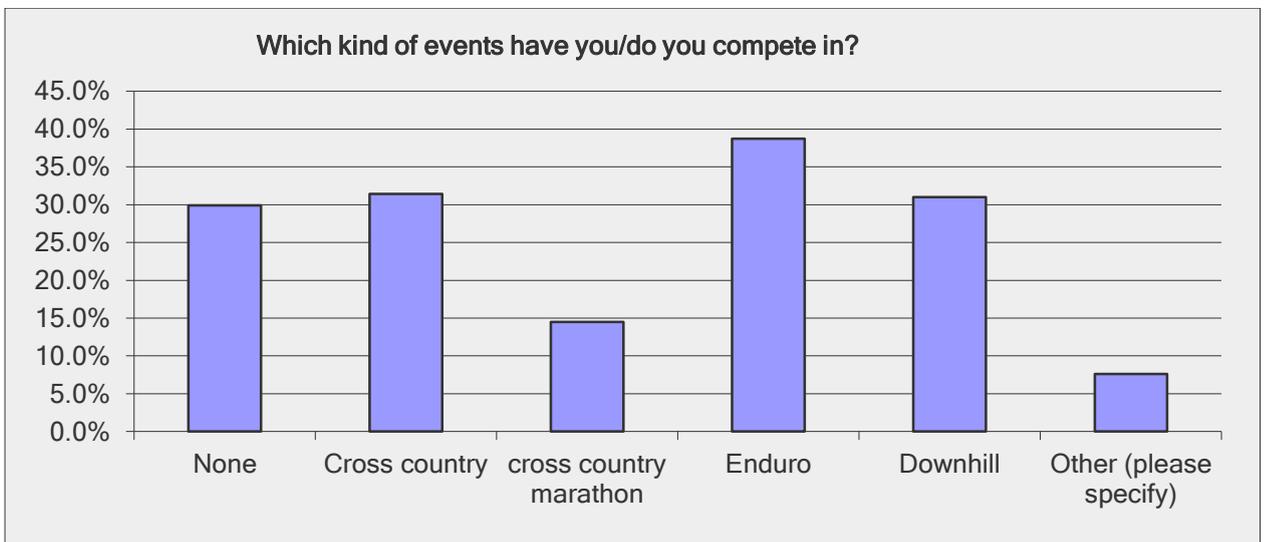
The majority (82.5%) of trail users, would like to see future investment in more trails. Much smaller numbers want to see investment in more events (9.2%) and more facilities such as jump parks and pump tracks (8.6%).

The dominant suggestion for other investment in mountain biking was for more investment in maintaining the trails. Intermediate trails or less technical trails were also requested by multiple respondents, as well as more cross country.

Events

The question regarding events was answered by 688 respondents. About 30% did not participate in any events. Enduro events were most popular with 38.7% participating, followed by cross country. Many respondents participated in more than one type of event.

Other types of events participated in included freeride, slopestyle, adventure racing and dirt jumping.



Group Size

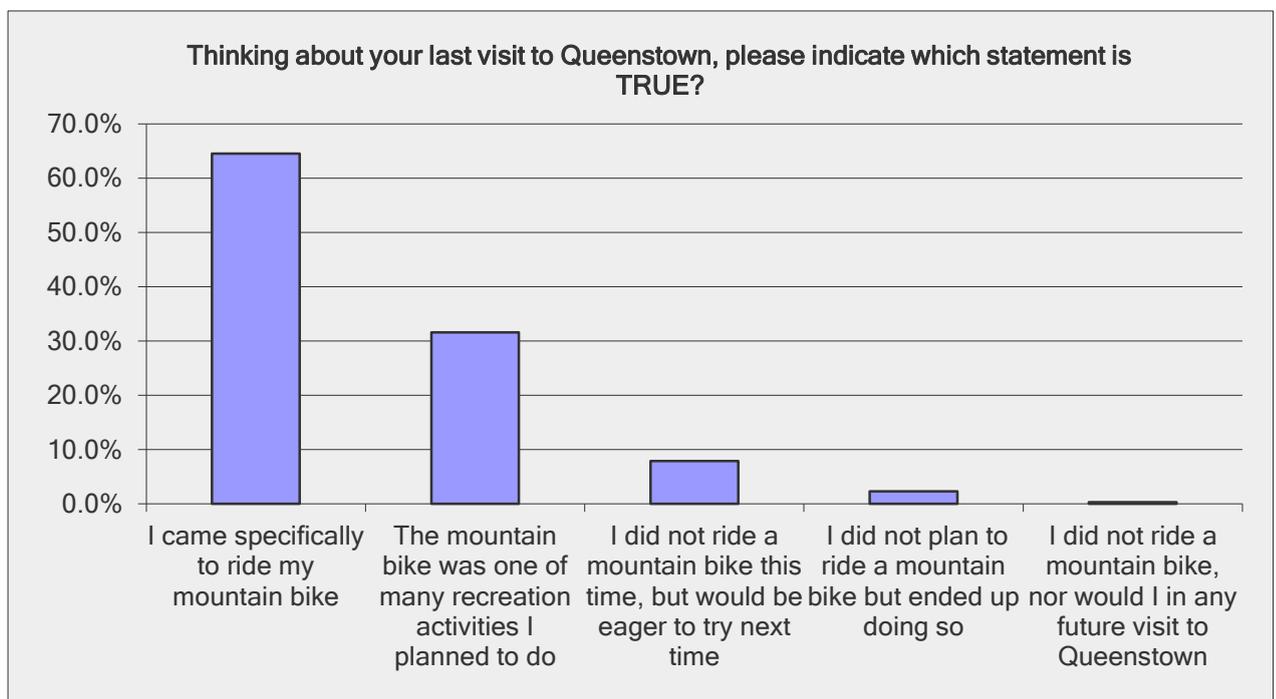
The average group size for visitors was 5.65 people and the most common group size was 2. Three large groups of 200, 150 and 130 inflated the average group size. With these large groups removed from the sample the average group size was 3.91.

The average group size for local riders was 3.43; like visitors the most common size group to ride with was 2.

Visitor Data

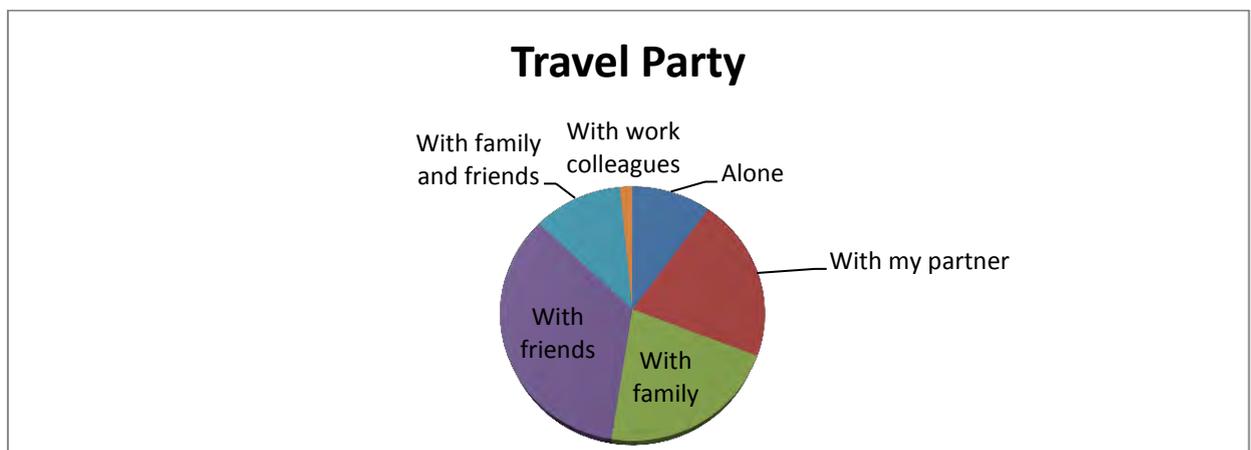
Purpose of visit

When visitors were asked about their use of the trails on their last visit to Queenstown 64.5% of respondents indicated they came specifically to ride their mountain bike. For 31.6%, mountain biking was one of many recreation activities they planned to do.



Group Types

Most visitors (35%) were travelling with friends, 21% were with family, 21% with their family and 11% with family and friends.



Average Length of Stay

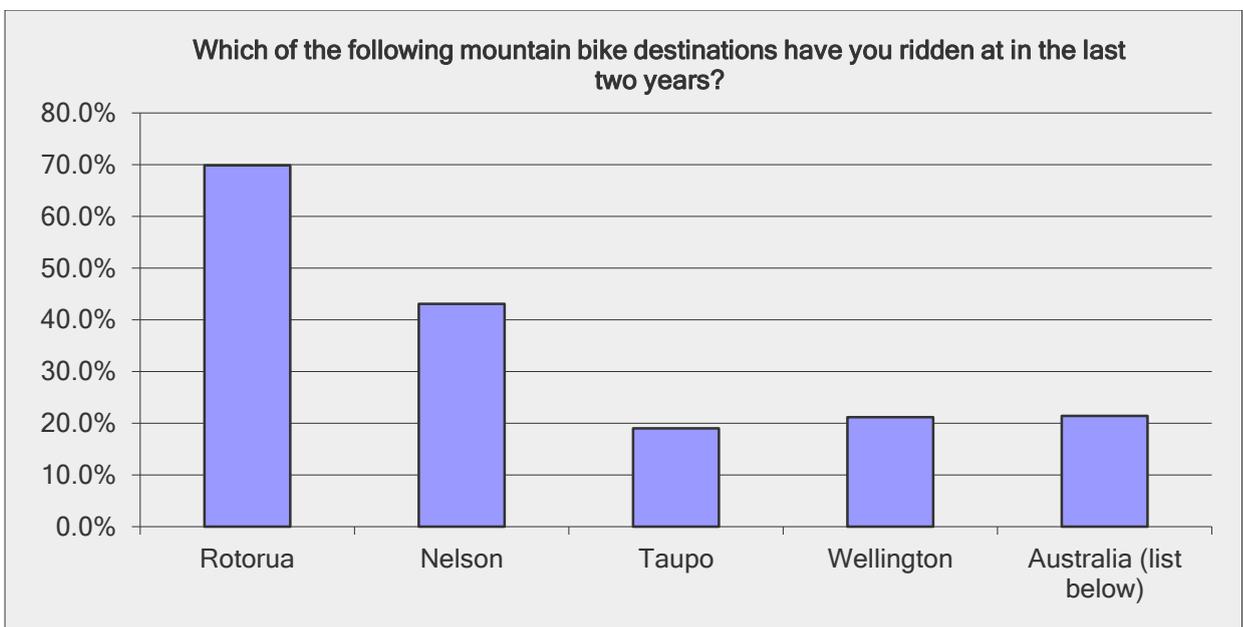
The average length of stay for those visiting was 4.7 nights.

Average Spend

The total average spend for those who answered based on their own spend was a total of \$1155.10 on travel costs and \$677.66 on bike expenditure. For those answering on group spend (74 responses answering for 228 adults and 49 children) the total average spend on travel costs was \$835.30 and \$296.90 on bike related expenditure.

Other Destinations

Almost 70% of the 448 respondents to this question had ridden at Rotorua in the last two years. Nelson was the second most visited, followed by Australia.



Markets

There are two distinct visitor markets that include more niche 'destination mountain bikers' and the much larger 'mountain bike while on holiday' market. The markets can also be assessed geographically: national and international.

Destination Mountain Bikers

These riders are typically male, 30-50 years old, well-educated and from high-income brackets¹⁰. This market largely mirrors the existing MTB event market in Queenstown.

Destination Mountain Bikers have intermediate to more advanced riding skills and regularly travel to mountain bike and would likely have visited other New Zealand or international MTB destinations.

These riders seek high quality trails with good supporting infrastructure in scenic/natural locations.

Mountain Bike Riding while on Holiday

This segment may include experienced mountain bikers but are generally categorised as beginner to intermediate. They view mountain biking as a secondary motivation for their visit, will bring their bikes on holidays or hire bikes, may place less emphasis on the trail and more on the setting and nearby attractions and amenities.

Economic Impact Modelling

This section provides an economic impact assessment of the mountain bike trails in Queenstown. This has involved estimating and modelling mountain bikers in 3 categories – local residents, overnight visitors (domestic and internationals) and day visitors.

It should be noted that the modelling of the trails users and their spending is based on a number of assumptions and estimation, which uses some aggregate visitor data, as direct information on user types and their spending is not available. The Queenstown Mountain Bike online survey findings have been used as a basis for estimating spending patterns and levels, with adjustments made for each of the user groups.⁶

- » The mountain bike trail users (for each visitor category) were estimated using data on the proportion of persons in each category, who mountain bike and expenditure in Queenstown was estimated using data that was derived from the online survey of trail users.⁷
- » For each group – three categories of riders were identified: High Level Enthusiasts (Advanced); Enthusiasts (Intermediate); and Casual User. This was derived from the survey results.
- » For overnight visitors and day visitors (domestic and international), total annual visitor data was used. The estimates of mountain bike trail users in these categories take account that
- » the trails are closed for a period of 15 weeks (from last week of May till mid-September) or approximately 30% of the year. To take account of this closure, we have reduced the annual visitor numbers by 30%, and used this reduced number as the base for estimating mountain bike trail users.

The assumptions used in modelling, and how visitor numbers and expenditure were estimated are detailed in Appendix 1.

⁶ Queenstown Mountain Bike Club Online Survey – 2016/2017

⁷ Queenstown Mountain Bike Club Online Survey – 2016/2017

1. Mountain Bike Trail Users & Spending

Trail Users

There were an estimated 56,632 users of the trails in the Queenstown area and these comprise:

- » Local residents - 2066 comprising: 930 High Level Enthusiasts (Advanced); 620 Enthusiasts (Intermediate); and 516 Casual User/Beginners. Based on assumptions in relation to the number of rides per year, these accounted for a total of 27,374 rides on the trails.
- » Overnight visitors (domestic and international) - 33,869 comprising: 15,421 High Level Enthusiasts (Advanced); 10,161 Enthusiasts (Intermediate); and 8467 Casual User/Beginners.
- » Day visitors (domestic and international) - 20,698 comprising: 9314 High Level Enthusiasts (Advanced); 6209 Enthusiasts (Intermediate); and 5174 Casual User/Beginners.

Details of how the numbers in each category of user were estimated are contained in Appendix 1.

Mountain Bike Trail Users by Category (estimates)

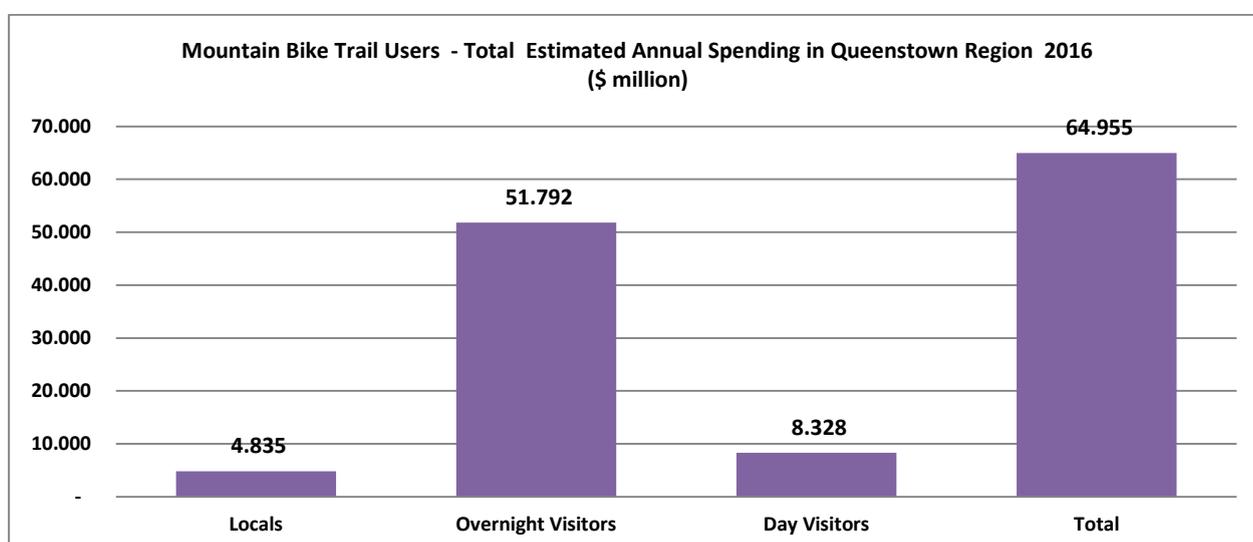
Mountain Biker - Categories	Riders Locals	Locals -ave rides per year	Total Locals - Rides per year	Riders Total Overnight Visitors	Riders Total Day Visitors	Total Riders
High Level Enthusiasts (Advanced)	930	20	18,594	15,241	9,314	25,485
Enthusiasts (Intermediate)	620	10	6,198	10,161	6,209	16,990
Casual User/Beginner	516	5	2,582	8,467	5,174	14,158
Total	2066		27,374	33,869	20,698	56,632

Source: MCA modelling and estimates May 2017

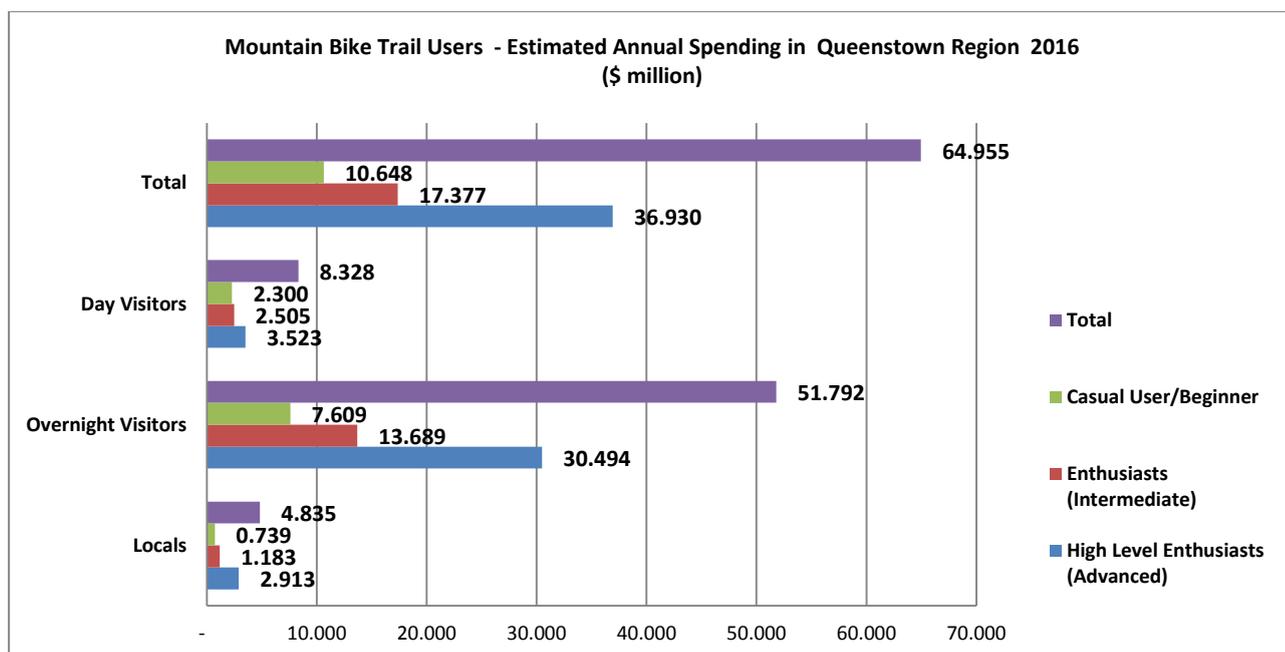
Spending in the Region

The mountain bike trail users were estimated to spend a total of \$64.955 million per year in the Queenstown region. This spending covered bike related expenses, food and beverages, other retail spending, other adventure tourism spending; and in the case of overnight visitors spending on accommodation.

Overnight visitors accounted for \$51.792 million of this spending, day visitors for \$8.328 million and locals \$4.835 million.



Source: MCA modelling and estimates May 2017



Source: MCA modelling and estimates May 2017

Estimated Spending in Queenstown Region by Mountain Bike Trail Users (Annual 2016)

Total Estimated Annual Spending 2016 \$ million) Mountain Bikers - Categories	Locals \$ m	Overnight Visitors <Domestic & Internationals> \$m	Day Visitors \$m	Total All Mountain Bikers \$m
High Level Enthusiasts (Advanced)	2.913	30.494	3.523	36.930
Enthusiasts (Intermediate)	1.183	13.689	2.505	17.377
Casual User/Beginner	0.739	7.609	2.300	10.648
Total	\$4.835	\$51.792	\$8.328	\$64.955

Source: MCA modelling and estimates May 2017

The following table shows the components of the estimated spending for each user group – locals, overnight visitors and day visitors.

Estimated Spending in Queenstown Region (by category) by Mountain Bike Trail Users (Annual 2016)

Expenditure by Mountain Bike Trail Users	Total Spending \$
Locals - Total Spending - All Categories (Annual) Persons =2066	
Tickets / gondola fees (including any booking fees)	888,610
Bike hire	47,187
Bike maintenance	929,984
Bike equipment purchased	1,947,898
Coaching, guiding or instruction in mountain biking	88,859
Other bike related purchases at Queenstown	932,275
Total Spending by All Locals	\$4,834,813
Overnight Visitors - Total Spending -All Categories (Annual) Persons=48,384	
Tickets / gondola fees (including any booking fees)	6,651,595
Bike hire	2,755,058
Bike maintenance	1,668,013
Bike equipment purchased	2,270,395
Coaching, guiding or instruction in mountain biking	763,911

Other merchandise purchased at Queenstown (not including food)	5,337,795
Other items/expenses incurred in association with your visit to Queenstown e.g. childcare costs)	944,194
Other local activities including adventure tourism activities	5,096,810
Transport to/from Queenstown	13,029,094
Accommodation Queenstown	7,657,420
Parking	152,643
Snack & Meals	5,464,988
Total Spending All Overnight Visitors	\$51,791,916
Day Visitors - Total Spending -All Categories (Annual) Persons = 29,568	
Tickets / gondola fees (including any booking fees)	1,759,296
Bike hire	383,175
Bike maintenance	316,347
Bike equipment purchased	1,109,971
Coaching, guiding or instruction in mountain biking	158,005
Other merchandise purchased at Queenstown (NOT including food)	492,375
Other items/expenses incurred in association with your visit to Queenstown e.g. childcare costs)	174,191
Other local activities including adventure tourism activities	444,960
Transport to/from Queenstown	2,388,667
Accommodation Queenstown	0
Parking	93,282
Snack & Meals	1,008,216
Total Spending All Day Visitors	\$8,328,485

Source: MCA modelling and estimates May 2017

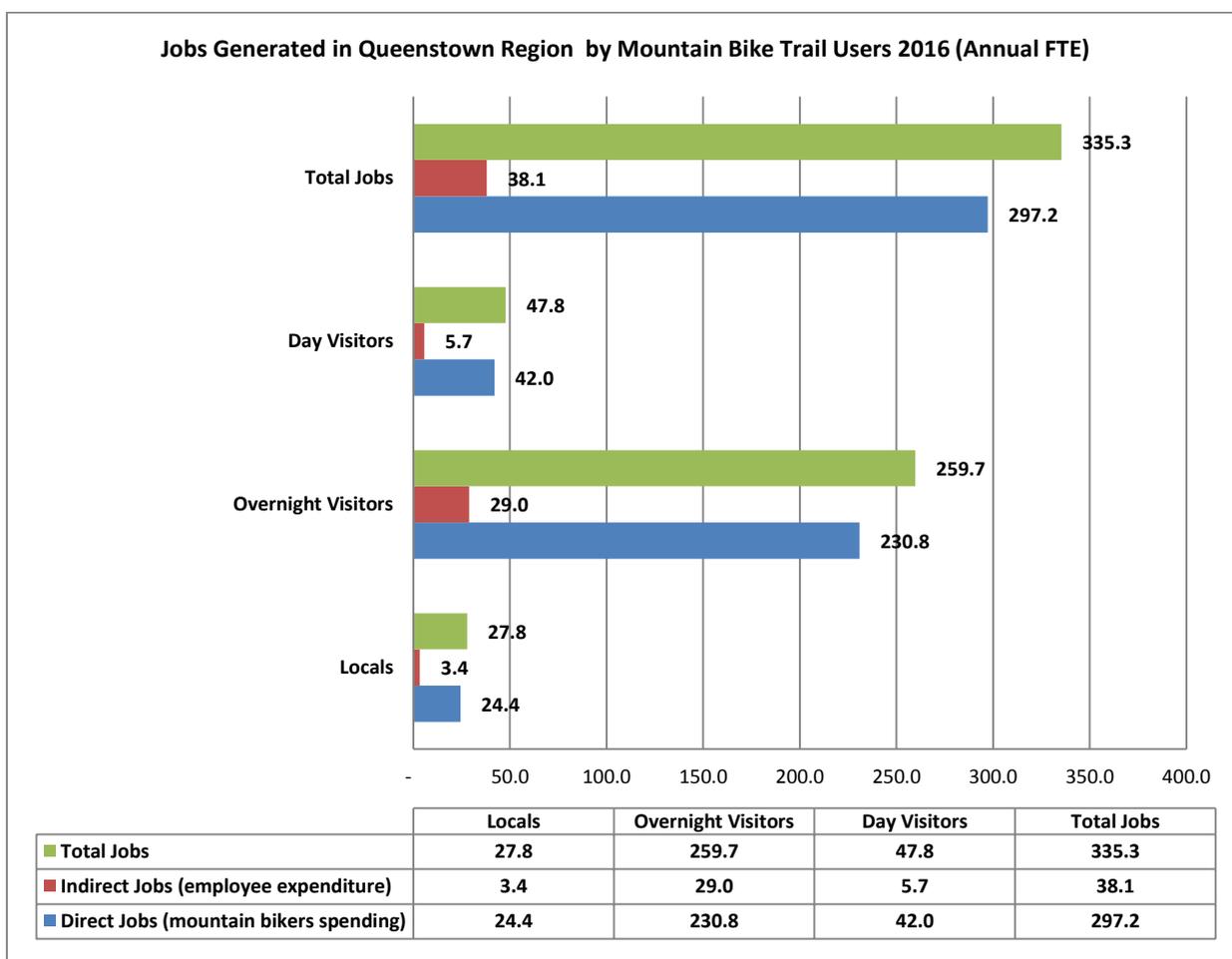
1. 2. Economic Impacts of Trails

The expenditure estimates were used in MCA's economic impact model to derive the regional economic impact of the trails. The impacts are measured in terms of: full time equivalent jobs; and the level of regional income that is generated by trail users and their spending in the Queenstown Region.

Employment Impacts

The operation of the trails and the users are estimated to generate a total 335 FTE jobs in the region. These jobs are in two categories: direct jobs generated by the spending in the region by trail users; and indirect jobs which are generated by the local consumption spending of those persons in the direct jobs.

- » Most jobs (231 direct jobs) arise from overnight visitors who are staying in the region and spending on accommodation and meals as well as bike and trail related expenditure.
- » Of the direct jobs generated by trail users, the major areas are in: accommodation- 81 jobs; food service (cafes, restaurants) - 78 jobs; and recreation services (bike - sales, service, tours; adventure tourism) - 103 jobs.



Source: MCA modelling and estimates May 2017

Economic Impacts of Mountain Bike Trails - Employment in the Queenstown Region (Jobs FTE)

Impacts of Mountain Bike Trail Users- Employment -FTE Jobs (no.)	Mountain Bike Trail Users			
	Locals	Overnight Visitors	Day Visitors	Total
Direct Jobs (mountain bikers spending)	24.4	230.8	42.0	297.2
Indirect Jobs (employee expenditure)	3.4	29.0	5.7	38.1
Total Jobs	27.8	259.7	47.8	335.3

Source: MCA modelling and estimates May 2017

Economic Impacts of Mountain Bike Trails - Employment in the Queenstown Region by Industry (Direct Jobs FTE)

Impacts of Mountain Bike Trail Users Direct Jobs Generated by Mountain Bike Trails Industry Sector	Mountain Bike Trail Users			
	Locals	Overnight Visitors	Day Visitors	Total
Accommodation	0	80.7	0	80.7
Food & Beverage	7.3	58.3	12.5	78.0
Other Retail	4.4	23.3	7.5	35.2
Recreation Services (bike - sales, service, tours; adventure tourism)	12.8	68.5	22.0	103.4
Total Jobs	24.4	230.8	42.0	297.2

Source: MCA modelling and estimates May 2017

The following table shows the indirect jobs generated by the consumption spending (in the region) of employees (who are servicing the trails market). A total of 38 FTE indirect jobs are generated - these jobs are spread across a number of sectors reflecting the consumption patterns of employees (who are servicing the trails market), who are resident in the region.

Economic Impacts of Mountain Bike Trails - Indirect Jobs Generated in Queenstown Region by Industry (Jobs FTE)

Indirect Jobs (FTE) in Queenstown Region <generated by employee spending> Industry Sector	Locals	Overnight Visitors	Day Visitors	Total
Accommodation	0.5	4.5	0.9	5.9
Food & Beverage	0.2	2.0	0.4	2.7
Other Retail	0.2	1.7	0.3	2.3
Recreation Services	0.7	6.0	1.2	7.9
Housing Related Services	0.3	2.7	0.5	3.6
Health	0.3	2.2	0.4	2.8
Transportation	0.6	5.0	1.0	6.6
Communication	0.0	0.3	0.1	0.4
Education	0.2	1.5	0.3	2.0
Miscellaneous	0.3	2.9	0.6	3.9
Total Jobs	3.4	29.0	5.7	38.1

Source: MCA modelling and estimates May 2017

The following table shows total direct and indirect jobs by industry sector.

Economic Impacts of Mountain Bike Trails – Total Jobs Direct & Indirect Jobs Generated in Queenstown Region

Total All Jobs (Direct & Indirect) - FTE <generated by mountain bike activity> Industry Sector	Locals	Overnight Visitors	Day Visitors	Total
Accommodation	0.5	85.2	0.9	86.6
Food & Beverage	7.5	60.3	12.9	80.7
Other Retail	4.6	25.0	7.8	37.4
Recreation Services	13.5	74.5	23.2	111.3
Housing Related Services	0.3	2.7	0.5	3.6
Health	0.3	2.2	0.4	2.8
Transportation	0.6	5.0	1.0	6.6
Communication	0.0	0.3	0.1	0.4
Education	0.2	1.5	0.3	2.0
Miscellaneous	0.3	2.9	0.6	3.9
Total Jobs	27.8	259.7	47.8	335.3

Source: MCA modelling and estimates May 2017

Regional Income Impacts

The following table shows the regional income generated annually in the Queenstown Region by mountain bike trail activity and the spending of trail users.⁸ The trails generate a total of \$25.121 million annually (\$22.455 direct and \$2.666 million indirect/induced).

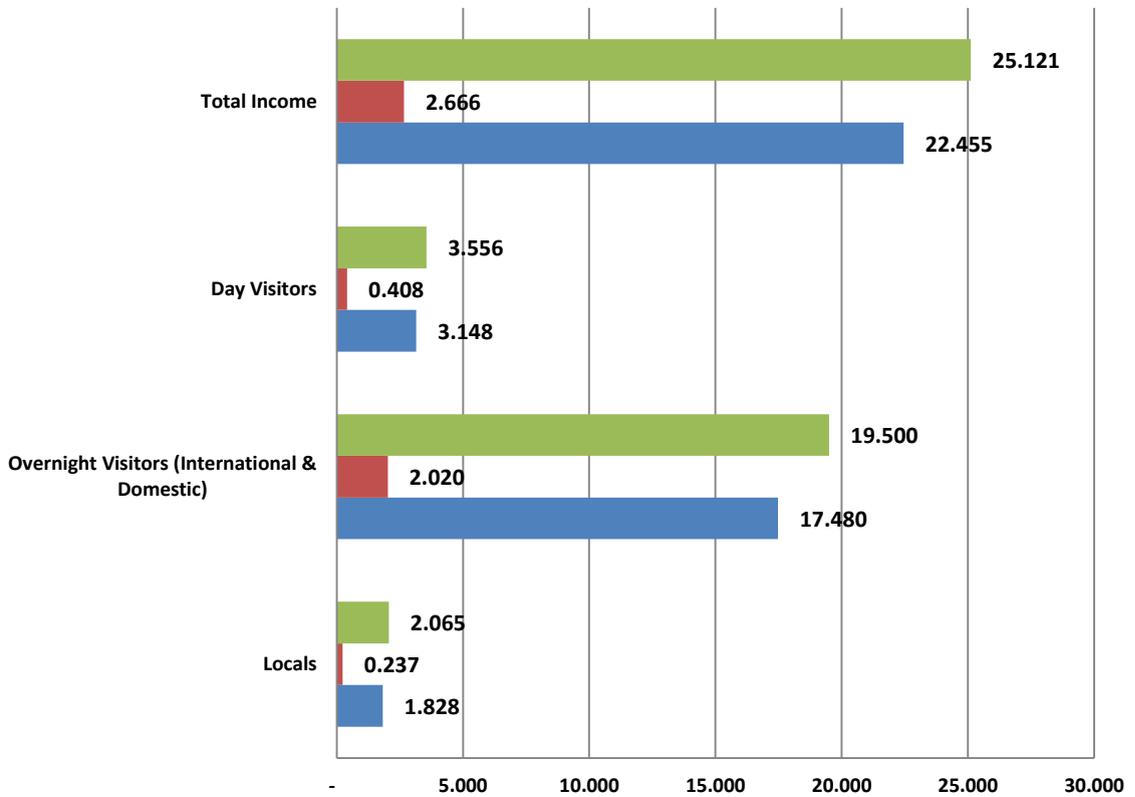
Economic Impacts: Annual Regional Income Generated by Mountain Bike Trails - Queenstown Region 2016 (\$million)

Impacts of Mountain Bike Trail Users- Regional Income - Annual (\$ million)	Mountain Bikers			
	Locals \$m	Overnight Visitors \$m	Day Visitors \$m	Total \$m
Direct Income (tourism sector – accommodation, food service, recreational services)	1.828	17.480	3.148	22.455
Indirect/induced Income (generated by employee spending)	0.237	2.020	0.408	2.666
Total Regional Income	\$2.065	\$19.500	\$3.556	\$25.121

Source: MCA modelling and estimates May 2017

⁸ Regional income is the total net income generated from the activity and covers wages and salaries of employees and profits of businesses within the region. It includes income generated directly within the business and indirect income, which is generated in other regional businesses (wages and profits) from the multiplier impacts of employee spending on the region. In the modelling of income generated, income tax and GST on spending, are both treated as leakages from the region.

Annual Regional Income Generated by Mountain Bike Trails in Queenstown Region 2016
(\$ million)



	Locals	Overnight Visitors (International & Domestic)	Day Visitors	Total Income
■ Total Regional Income	2,065	19,500	3,556	25,121
■ Indirect Income (employee spending)	0,237	2,020	0,408	2,666
■ Direct Income (Tourism Sector)	1,828	17,480	3,148	22,455

Source: MCA modelling and estimates May 2017

Appendix 1.

This appendix provides details of the assumptions and estimates of mountain bikers and their expenditure in Queenstown. Estimation has needed to be used as the trails survey does not provide complete data on the number of users by type and expenditure. Nevertheless the survey has provided the foundation for estimating spending in the Queenstown Region by different categories of trail users.

Locals Residents

To estimate the number of local mountain bike riders a number of assumptions were made and these are outlined in the table below. Each of the rider categories has a different spending pattern.

- » Local mountain bikers =2066 – this is based on 7.3% of the population of 28,224.⁹
- » Categories of riders - % share was assumed for the modelling and was based on data from the online trail survey: High Level Enthusiasts (Advanced) (45%); Enthusiasts (Intermediate) (30%); and Casual/Beginner (25%).
- » Frequency of rides per year was assumed based on indicative data from the online trail survey.¹⁰
- » Based on the assumptions, the 2066 riders used the trails a total of 27,374 times in 2016.
- » Total annual spending by local residents (mountain biking) was estimated at \$4.835 million: High Level Enthusiasts (Advanced) (45%) - \$2.913 million; Enthusiasts (Intermediate) (25%) - \$1.182 million; and Casual/Beginner (25%) - \$0.739 million.¹¹

Estimate of Local Mountain Bike Riders

Estimate of Local Mountain Bike Riders		
Population Queenstown Lakes District (2013) ¹²	28,224	
% New Zealanders participating in MTB (last 12 mths)	6.1	
Assume Queenstown 20% higher		
% Queenstown participating in MTB (last 12 mths)	7.3	
No participating		
Mountain Bikers (based on NZ %)	1722	
Mountain Bikers (based on Queenstown %)	2066	
Assumptions		Share of users/ assumed mix) of riders
Frequency of Rides	Rides Per Year	
High Level Enthusiasts (Advanced)	20	0.45
Enthusiasts (Intermediate)	10	0.30
Casual User	5	0.25
		1.00
Estimated Mountain Bikers & Track Use	Estimated Riders No	Total Rides
High Level Enthusiasts (Advanced)	930	18,594
Enthusiasts (Intermediate)	620	6,198
Casual User	516	2,582
Total	2066	27,374

Source: MCa modelling and estimates May 2017

⁹ A 2009 study had the % of New Zealanders who mountain biked in the last 12 months was 6.1% and a figure 20% higher has been used for Queenstown (ie. 7.1%) <https://www.srknowledge.org.nz/research-completed/sport-and-recreation-profile-cycling-findings-from-the-200708-active-new-zealand-survey/>

¹⁰ Frequency derived from Queenstown Mountain Bike Club Online Survey – 2016/2017

¹¹ Expenditure patterns derived from Queenstown Mountain Bike Club Online Survey – 2016/2017

¹² www.qldc.govt.nz/planning/other-planning-information/population-and-growth/ 2013 Census data – Queenstown Lakes District.

Estimate of Local Mountain Bike Riders Spending (Annual \$)

Expenditure - Locals (Annual)		
	Ave Per Person \$ <from survey>	Total Spending \$
High Level Enthusiasts (Advanced) Persons = 930		
Tickets / gondola fees (including any booking fees)	495.36	460,535
Bike hire	22.84	21,234
Bike maintenance	692.52	643,835
Bike equipment purchased	1257.12	1,168,739
Coaching, guiding or instruction in mountain biking	43.01	39,986
Other bike related purchases at Queenstown	622.41	578,654
Total Spending High Level (in Queenstown)		\$2,912,984
Enthusiasts (Intermediate) Persons = 620		
	Ave Per Person \$ <from survey/adjusted>	Total Spending \$
Tickets / gondola fees (including any booking fees)	\$399.00	247,300
Bike hire	\$22.84	14,156
Bike maintenance	\$346.26	214,612
Bike equipment purchased	\$785.70	486,975
Coaching, guiding or instruction in mountain biking	\$43.01	26,658
Other bike related purchases at Queenstown	\$311.21	192,885
Total Spending Intermediate Level		\$1,182,584
Casual Users Persons = 516		
	Ave Per Person \$ <from survey/adjusted>	Total Spending \$
Tickets / gondola fees (including any booking fees)	\$350.00	180,775
Bike hire	\$22.84	11,797
Bike maintenance	\$138.50	71,537
Bike equipment purchased	\$314.28	292,185
Coaching, guiding or instruction in mountain biking	\$43.01	22,215
Other bike related purchases at Queenstown	\$311.21	160,737
Total Spending Casual Users		\$739,245

Source: MCA modelling and estimates May 2017

Total Locals - All Mountain Bike Riders Spending (Annual \$)

Expenditure - Locals (Annual)	
Total Spending by Locals – All Categories (Annual) Persons =2066	Total Spending \$
Tickets / gondola fees (including any booking fees)	888,610
Bike hire	47,187
Bike maintenance	929,984
Bike equipment purchased	1,947,898
Coaching, guiding or instruction in mountain biking	88,859
Other bike related purchases at Queenstown	932,275
Total Spending by Locals	\$4,834,813

Source: MCA modelling and estimates May 2017

Overnight Visitors

To estimate the number of overnight visitors (domestic and international), who were mountain bike riders a number of assumptions were made and these are outlined in the table below. Overnight visitors were divided into rider categories, as each has a different spending pattern.

- » Overnight visitor mountain bikers = 33,869 - this is based on 2.7% of 1.260 million overnight visitors to Queenstown (70% of total overnight visitors of 1.800 million).¹³
- » Categories of riders - % share was assumed for the modelling and was based on data from the online trail survey: High Level Enthusiasts (Advanced) (45%); Enthusiasts (Intermediate) (25%); and Casual/Beginner (25%).
- » Length of stay was assumed based indicative data from the online trail survey.
- » Based on the assumptions, 33,869 riders (overnight visitors) used the trails and accounted for a total of 89,752 visitor nights in 2016.
- » Spending was based on the online survey and adjusted for spending patterns of the 3 mountain bike rider categories.¹⁴
- » Total annual spending by overnight visitors (mountain biking) was estimated at \$51.792 million: High Level Enthusiasts (Advanced) (45%) - \$30.494 million; Enthusiasts (Intermediate) (25%) - \$13.689 million; and Casual/Beginner (25%) - \$7.609 million.

For overnight visitors, total annual visitor data was used. The estimates of mountain bike trail users take account that the trails are closed for a period of 15 weeks (from last week of May till mid-September) or approximately 30% of the year. To take account of this the annual visitor numbers were reduced by 30% and this reduced number was used as the base for estimating mountain bike trail users.

¹³ Destination Queenstown overnight visitor data for 2016 (1.8 million visitors). Tourism New Zealand data (2012) indicates that 4% of international visitors to New Zealand cycled while on holidays and 48% of these did off road mountain biking – this means that 1.92% went mountain biking. http://www.tourismnewzealand.com/media/1764/cycling-tourism_profile.pdf For Queenstown we have assumed a 40% higher percentage (ie. 2.7% of visitors went mountain biking). The same percentages have been applied to domestic overnight visitors and international overnight visitors to Queenstown.

¹⁴ Expenditure patterns derived from Queenstown Mountain Bike Club Online Survey – 2016/2017.

Estimate of Overnight Visitor Mountain Bike Riders

Overnight Visitors Estimates	Total	
Queenstown Visitors overnight	1,800,000	
Numbers during period (70% of year) when trails are open (trails closed 15 weeks = 30% of year)	1,260,000	
% overnight visitors participating in Mountain Biking (New Zealand)	1.92	
Assume Queenstown 40% higher than national average		
% Queenstown overnight visitors participating in Mountain Biking	2.7	
No. participating		
Mountain Bikers (based on NZ %)	24,192	
Mountain Bikers (based on Queenstown %)	33,869	
Assumptions	Days/nights per visit	Share of users/assumed mix) of riders
High Level Enthusiasts (Advanced)	4	0.45
Enthusiasts (Intermediate)	2	0.30
Casual User/Beginner	1	0.25
		1.00
Estimated Mountain Bikers & Track Use	Estimated Riders No	Total overnight Stay/Rides
High Level Enthusiasts (Advanced)	15,241	60,964
Enthusiasts (Intermediate)	10,161	20,321
Casual User/Beginner	8,467	8,467
Total	33,869	89,752
Average Length of Stay (all overnights)	2.65 nights	
Expenditure Patterns in Queenstown	Online Survey \$	
Tickets / gondola fees (including any booking fees)	277.54	
Bike hire	112.2	
Bike maintenance	67.93	
Bike equipment purchased	223.45	
Coaching, guiding or instruction in mountain biking	27.76	
Other merchandise purchased at Queenstown (NOT including food)	237.89	
Other items/expenses incurred in association with your visit to Queenstown	42.08	
Other local activities including adventure tourism activities e.g. Bungee jumping etc.	343.97	

Source: MCA modelling and estimates May 2017

Estimate of Overnight Visitors - Mountain Bike Riders Spending

Expenditure - Overnight Visitors (Annual)		
	Ave Per Person/ Per Trip	Total Spending \$
High Level Enthusiasts (Advanced) Overnight		
Persons (4 nights/days riding) = 21,773	from survey	
Tickets / gondola fees (including any booking fees)	277.54	4,229,976
Bike hire	112.20	1,710,036
Bike maintenance	67.93	1,035,318
Bike equipment purchased	89.38	1,362,237
Coaching, guiding or instruction in mountain biking	27.76	423,089
Other merchandise purchased at Queenstown (NOT including food)	237.89	3,625,672
Other items/expenses incurred in association with your visit to Queenstown	42.08	641,340
Other local activities including adventure tourism activities	171.99	2,621,217
Transport to/from Queenstown	385.00	5,863,092
Accommodation Queenstown	341.00	5,201,267
Parking	5.00	68,689
Snack & Meals	244.00	3,712,067
Total Spending High Level (in Queenstown)	\$2000.79	\$30,494,000
Enthusiasts (Intermediate) Overnight	Ave Per Person/ Per Trip	Total Spending \$
Persons (2 nights /days riding)=14,515	from survey/ adjusted	
Tickets / gondola fees (including any booking fees)	\$180.00	1,828,915
Bike hire	\$56.10	570,012
Bike maintenance	\$33.97	345,106
Bike equipment purchased	\$55.86	567,599
Coaching, guiding or instruction in mountain biking	\$27.76	282,059
Other merchandise purchased at Queenstown (NOT including food)	\$118.95	1,208,557
Other items/expenses incurred in association with your visit to Queenstown	\$21.04	213,780
Other local activities including adventure tourism activities	\$171.99	1,747,478
Transport to/from Queenstown	\$384.69	3,908,728
Accommodation Queenstown	\$170.63	1,733,756
Parking	\$4.51	45,793
Snack & Meals	\$121.78	1,237,356
Total Spending Intermediate Level	\$1,347.27	\$13,689,139
Casual Users/Beginners Overnight	Ave Per Person/ Per Trip	Total Spending \$
Persons (1 nights /days riding) = 12096	from survey /adjusted	
Tickets / gondola fees (including any booking fees)	\$70.00	592,704
Bike hire	\$56.10	475,010
Bike maintenance	\$33.97	287,588
Bike equipment purchased	\$22.35	340,559
Coaching, guiding or instruction in mountain biking	\$6.94	58,762
Other merchandise purchased at Queenstown (NOT including food)	\$59.47	503,566
Other items/expenses incurred in association with your visit to Queenstown	\$10.52	89,075
Other local activities including adventure tourism activities	\$85.99	728,116
Transport to/from Queenstown	\$384.69	3,257,273
Accommodation Queenstown	\$85.32	722,398
Parking	\$4.51	38,161
Snack & Meals	\$60.89	515,565
Total Spending Casual Users/Beginners	\$880.74	\$7,608,777

Source: MCA modelling and estimates May 2017

Total Overnight Visitors - All Mountain Bike Riders Spending

Expenditure - Overnight Visitors (Annual)	Total Spending \$
Total Spending by All Overnight Visitors =33,869	
Tickets / gondola fees (including any booking fees)	6,651,595
Bike hire	2,755,058
Bike maintenance	1,668,013
Bike equipment purchased	2,270,395
Coaching, guiding or instruction in mountain biking	763,911
Other merchandise purchased at Queenstown (not including food)	5,337,795
Other items/expenses incurred in association with your visit to Queenstown	944,194
Other local activities including adventure tourism activities	5,096,810
Transport to/from Queenstown	13,029,094
Accommodation Queenstown	7,657,420
Parking	152,643
Snack & Meals	5,464,988
Total Spending All Overnight Visitors	\$51,791,916

Source: MCA modelling and estimates May 2017

Day Visitors

To estimate the number of day visitors (domestic and international), who were mountain bike riders a number of assumptions were made and these are outlined in the table below. Day visitors were divided into rider categories as each has a different spending pattern.

- » Day visitor mountain bikers were estimated at 20,698 - this is based on 2.7% of 770,000 day visitors to Queenstown (70% of total 1.1 million day visitors to Queenstown).¹⁵
- » Categories of riders – the % share was assumed for the modelling and was based on data from the online trail survey: High Level Enthusiasts (Advanced) (45%) 9314 riders; Enthusiasts (Intermediate) (25%) 6209 riders; and Casual/Beginner (25%) 5174.¹⁶
- » Spending was based on the online survey and adjusted for spending patterns of the 3 mountain bike rider categories.¹⁷
- » Total annual spending by day visitors (mountain biking) was estimated at \$8.328 million: High Level Enthusiasts (Advanced) (45%) - \$3.523 million; Enthusiasts (Intermediate) (25%) - \$2.505 million; and Casual/Beginner (25%) - \$2.300 million.

For day visitors, total annual visitor data was used. The estimates of mountain bike trail users take account that the trails are closed for a period of 15 weeks (from last week of May till mid-September) or approximately 30% of the year. To take account of this the annual visitor numbers were reduced by 30% and this reduced number was used as the base for estimating mountain bike trail users.

¹⁵ Destination Queenstown day visitor data for 2016 (1.1 million day visitors). Tourism New Zealand data (2012) indicates that 4% of international visitors to New Zealand cycled while on holidays and 48% of these did off road mountain biking – this means that 1.92% went mountain biking. http://www.tourismnewzealand.com/media/1764/cycling-tourism_profile.pdf For Queenstown we have assumed a 40% higher percentage (i.e. 2.7% of visitors went mountain biking). The same percentages have been applied to day visitors (domestic and international) to Queenstown.

¹⁶ Expenditure patterns derived from Queenstown Mountain Bike Club Online Survey – 2016/2017

¹⁷ Expenditure patterns derived from Queenstown Mountain Bike Club Online Survey – 2016/2017

Estimate of Day Visitor Mountain Bike Riders

Visitors (Day)	Total	
Queenstown Visitors day	1,100,000	
Numbers during period (70% of year) when trails are open (trails closed 15 weeks = 30% of year)	770,000	
% overnight visitors participating in Mountain Biking (New Zealand)	1.92	
Assume Queenstown 40% higher than national average		
% Queenstown overnight visitors participating in Mountain Biking	2.7	
No. participating		
Mountain Bikers (based on NZ %)	14,784	
Mountain Bikers (based on Queenstown %)	20,698	
Assumptions	Days per visit	Share of users/ assumed mix) of riders
High Level Enthusiasts (Advanced)	1	0.45
Enthusiasts (Intermediate)	1	0.30
Casual User/Beginner	1	0.25
		1.00
Estimated Mountain Bikers & Track Use	Estimated Riders No	
High Level Enthusiasts (Advanced)	9,314	
Enthusiasts (Intermediate)	6,209	
Casual User/Beginner	5,174	
Total	20,698	

Source: MCA modelling and estimates May 2017

Estimate of Day Visitors - Mountain Bike Riders Spending

Day Visitor Spending		
	Ave Spend Per Person/ Per Trip from survey	Total Spending
High Level Enthusiasts (Advanced) Person = 13,306		
Tickets / gondola fees (including any booking fees)	90.00	838,253
Bike hire	0.00	
Bike maintenance	20.38	189,808
Bike equipment purchased	67.04	624,359
Coaching, guiding or instruction in mountain biking	0.00	0
Other merchandise purchased at Queenstown (NOT including food)	23.79	221,569
Other items/expenses incurred in association with your visit to Queenstown	8.42	78,386
Other local activities including adventure tourism activities e.g. Bungee jumping, skydiving, rafting, 4WDing etc.	0.00	0
Transport to/from Queenstown	115.41	1,074,900
Accommodation Queenstown		0
Parking	4.51	41,977
Snack & Meals	48.71	453,697
Total Spending High Level (in Queenstown)	\$378.25	\$3,522,949

Enthusiasts (Intermediate) Persons = 8870	Ave Per Person/ Per Trip from survey/ adjusted	Total Spending
Tickets / gondola fees (including any booking fees)	\$90.00	558,835
Bike hire	\$33.66	209,004
Bike maintenance	\$20.38	126,539
Bike equipment purchased	\$44.69	277,493
Coaching, guiding or instruction in mountain biking	\$13.88	86,185
Other merchandise purchased at Queenstown (NOT including food)	\$23.79	147,713
Other items/expenses incurred in association with your visit to Queenstown	\$8.42	52,257
Other local activities including adventure tourism activities e.g. Bungee jumping, skydiving, rafting, 4WDing etc.	\$0.00	0
Transport to/from Queenstown	\$115.41	716,600
Accommodation Queenstown	\$0.00	0
Parking	\$4.51	27,985
Snack & Meals	\$48.71	302,465
Total Spending Intermediate Level (in Queenstown)	\$403.44	\$2,505,075
Casual Users/Beginners Persons = 7392	Ave Per Person/ Per Trip from survey/adjusted	Total Spending
Tickets / gondola fees (including any booking fees)	\$70.00	362,208
Bike hire	\$33.66	174,170
Bike maintenance	\$0.00	0
Bike equipment purchased	\$22.35	208,120
Coaching, guiding or instruction in mountain biking	\$13.88	71,821
Other merchandise purchased at Queenstown (NOT including food)	\$23.79	123,094
Other items/expenses incurred in association with your visit to Queenstown	\$8.42	43,548
Other local activities including adventure tourism activities e.g. Bungee jumping, skydiving, rafting, 4WDing etc.	\$85.99	444,960
Transport to/from Queenstown	\$115.41	597,167
Accommodation Queenstown	\$0.00	0
Parking	\$4.51	23,320
Snack & Meals	\$48.71	252,054
Total Spending Casual Users/Beginners (in Queenstown)	\$426.71	\$2,300,461

Source: MCA modelling and estimates May 2017

Total Day Visitors - All Mountain Bike Riders Spending

Total Spending by Day Visitors	Total Spending \$
Total Queenstown (all categories) Persons = 20,698	
Tickets / gondola fees (including any booking fees)	1,759,296
Bike hire	383,175
Bike maintenance	316,347
Bike equipment purchased	1,109,971
Coaching, guiding or instruction in mountain biking	158,005
Other merchandise purchased at Queenstown (NOT including food)	492,375
Other items/expenses incurred in association with your visit to Queenstown (e.g. childcare costs)	174,191
Other local activities including adventure tourism activities e.g. Bungee jumping, skydiving, rafting, 4WDing etc.	444,960
Transport to/ from Queenstown	2,388,667
Accommodation Queenstown	0
Parking	93,282
Snack & Meals	1,008,216
Total Spending All Day Visitors	\$8,328,485

Source: MCA modelling and estimates May 2017

Disclaimer

This report is for the use only of the party to whom it is addressed and for the specific purposes to which it refers. We disclaim any responsibility to any third party acting upon or using the whole or part of the report and its contents.

This report (including appendices) is based on estimates, assumptions and information sourced and referenced by MCA < Michael Connell & Assocs.>. These estimates, assumptions and projections are provided as a basis for the reader's interpretation and analysis. In the case of projections, they are not presented as results that will actually be achieved.

The report has been prepared on the basis of information available at the time of writing. While all possible care has been taken by the authors in preparing the report, no responsibility can be undertaken for errors or inaccuracies that may be in the data used.

COMMUNITY ASSOCIATION LHESC

Lake Hayes Estate Shotover Country Commu

Queenstown/Wakatipu area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Neutral

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Agree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Neutral

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Neutral

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Neutral

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Neutral

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Neutral

Q. 6A: Do you agree with the proposed investment in community projects?

Neutral

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Support

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Agree

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q.

FINAL LHESC submission to LTCCP 2018.pdf - 720 KB



LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHSC)

SUBMISSION ON LONG TERM COUNCIL COMMUNITY PLAN 2018

The Lake Hayes Estate and Shotover Country Community Association (LHSC) appreciates the opportunity to submit on the Long Term Council Community Plan (LTCCP) and commends the Council's aim to engage with the community, and its ambitious goals to strategically plan for and manage the predicted growth in both residential and visitor numbers.

The LHSC aims to represent the residents and ratepayers within Lake Hayes Estate and Shotover Country. Our community has seen significant growth and has been impacted upon by both the growth within Shotover and Lakes Hayes Estate, and in the wider Queenstown area. It is important that Lake Hayes Estate and Shotover Country continue to become a community rather than a 'development' or suburb.

Key issues for our community are:

- Lack of a community hub/community shared use facility and consequent need to travel for all recreational pursuits (e.g. indoor activities such as yoga, ballet, bridge, etc as well as outdoor facilities)
- Lack of a community vision or community plan, and lack of community engagement. Without a community plan Council is unable to make informed strategic decisions for our community. For example, how are reserves best developed or development contributions spent locally?
- Impacts of developments on local infrastructure and the resulting adverse effects on local amenity.
- Difficulty for our community to gain traction with Council staff to masterplan and develop the Widgeon Place reserve.

In order to focus this submission on the LTCCP, we have attached our submission that was lodged to the 2017 Annual Plan. What is disappointing is that it remains relevant and unfortunately little if any of the issues raised have been addressed, let alone discussed with our community. We look forward to a greater level of engagement through this LTCCP and moving forward. Our goals are consistent with the LTCCP's goals of creating a liveable, vibrant community.

We have also attached feedback from our community. This was generated through our community association meeting prior to the draft LTCCP and also through the Shotover Primary school students.

Community plan and funding mechanisms for facilities

The LTCCP proposes that funding for community facilities and recreation is limited to maintenance, rather than the development of new facilities. While this is unfortunate, it is accepted that this lack of prioritisation results from the significant infrastructure costs that are faced by the District.



However, unlike historic townships such as Arrowtown, Kingston, Glenorchy and Cardrona, Lake Hayes Estate and Shotover Country have been developed as 'suburbs'. We have the benefit of the Shotover Primary School, and now a café, but there are no community facilities such as a hall, church or clubrooms. This lack of local, community owned facilities means that there is no community hub, and for all indoor recreation activities residents have to travel outside of our community.

We suggest that if there is a lack of funding from Council, the Council should support our community and empower us to generate funding and develop resources ourselves. Council has an important role as the landowner of reserves and can have an important coordination and engagement role. Our community would benefit greatly from an increased level of support from Council. Funding a community plan that establishes our community's vision is not expensive, and importantly paves the way for the community to become engaged and have the potential to fundraise towards projects itself.

The Lake Hayes Estate community has an excellent track record of fundraising, with the construction of the extremely popular pump track a good demonstration of what can be achieved. We also engage with our community through the school and through facebook. However, our association members are volunteers with little time and resources, and greater support from Council is needed.

Relief sought

That the Council recognises that the LHESC lacks community facilities and recognises the importance of developing a community hub.

That funding is put towards the development of a community plan so that a clear vision is established for Lake Hayes and Shotover Country that is based on engagement with the community and that can be then used into the future to help guide decision making.

That the Council engages with the community and empowers it to develop community facilities.

Widgeon Place reserve

The LHSC has been in discussions with QLDC, the Queenstown Trails Trust, Queenstown Country Club and Queenstown Mountain Bike Club to attempt to coordinate in the short term a bike park (mountain bike jumps) and in the long term a wider master plan for the Widgeon Place reserve.

Widgeon Place reserve is over 30ha in size and while a large part of it is flood prone it has potential to become an amazing resource, with potential for bike park and tracks, sports fields and a community facility/clubroom. Unfortunately the LTCCP does not provide funding for a master plan for another four years, and in the meantime there is no clear direction or communication from Council as to how development of the reserve can progress, or how opportunities can be taken to work with other organisations and private developers.

Relief sought

That the development of a master plan for Widgeon Place is fast tracked. Importantly, the masterplan must be developed through community engagement.

That Council supports community initiatives so that if facilities can not be funded via rates then opportunities to work with private developers or other community organisations are supported.

That Council recognises the importance of the Widgeon Place (and other reserves) to the local community and ensures that decision making is informed through community engagement.

Town Centre master plan

It is agreed that the Queenstown CBD should remain accessible and relevant to locals, and its importance is recognised. It is agreed that Option 1 (rates targeted at the CBD) is the most appropriate for the funding of the master plan.

It is noted however that as Queenstown develops and the population of the 'satellite' suburbs such as Lake Hayes Estate and Shotover Country increase, future proofing is needed and consideration given to how relevant the CBD will remain. It needs to be considered carefully as to whether it is the best location for the library, and for an arts and cultural centre. If these facilities are to remain in the CBD they must be accessible, and this means by either bus (an efficient and effective service) or car.

It is important that satellite facilities are provided, so that while the CBD remains the 'hub', our local communities also provide local support and resources.

Relief sought:

That rates are targeted to those who benefit most from the proposed upgrades to the town centre.

That a 'hub and spoke' approach is taken, and care taken to ensure that as Queenstown develops the CBD remains relevant and accessible, but that community facilities are also provided locally within Lake Hayes Estate and Shotover Country.

Library

The establishment of a library in Frankton is supported. If LHESC were to have a community facility, then this could also operate a mobile library. Once more, creating a community hub and reducing the need to travel.

Relief sought

That the library is provided in Frankton.

That the community facility for LHESC could provide library services.

Wastewater- pump station at Erskine Street

The existing pump station on Erskine Street isn't fit for purpose and urgent attention is needed to silence it, remove the vibration and smell and no further services to be added to it.

The recent emergency (when raw sewage was flowing across the street and into the stormwater drain) demonstrated that the facility is not fit for purpose. It also demonstrated that the emergency management system is not adequate.

It is considered that long term the pump station should be relocated to a site away from residents homes. Without any consultation with the community the existing facility has been constantly upgraded to cater for increased development well beyond what it was originally designed for. Its location and design are no longer fit for purpose.

There is possibly no resource consent for the generator when power is off as very noisy and expels a lot of fumes.

Relief sought

That funding is made available to relocate the pump station. That in the meantime, work is undertaken to:

- Reduce noise
- Improve emergency management
- Halt any proposals to add to the existing system.

Stop the continued upgrading and retrofitting of the pump station

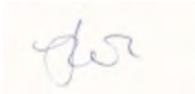
Conclusion

We would like to thank the Council for providing the opportunity to have our say in the LTCCP.

There is a great opportunity for Council to work with our community and take advantage of our enthusiasm to create a truly great community, the benefits of which flow beyond Lake Hayes Estate and Shotover Country.

We would like to present our submission at the hearing and we look forward to further engagement with the Council.

Kind regards



Jenny Carter

On behalf of Lake Hayes Estate Shotover Country Community Association.

Appendix 1

Community Comments – 10 Year Plan early engagement Sept/Oct 2017

Top 5 themes (verbatim comments)

LAKE HAYES ESTATE AND SHOTOVER COUNTRY (Total comments = 186)

1. Want new community hall/sports facilities in Lake Hayes Estate and Shotover Country, and in Frankton.

Related comments:

- A hall that you can use for afternoon activities ie ballet, karate
- Community Hall/Community Centre/Club rooms (x6)
- Gym
- Gymnastics club
- Community rooms -- shared but could also be used for therapy and consultants such as dieticians, speech therapy, pediatric physio
- Facilities/space for teenagers/Youth Booth; Somewhere for teenagers to hang out, evening entertainment for them; Teen(ish) community rooms (x3)
- Shared Community rooms --- dance, yoga, sports groups, meetings, youth group
- Communal Sports room and area
- Club rooms with Emergency Services hub to utilise specialised staff already living in Lake Hayes Estate and Shotover Country.
- Centralised community facilities, sports fields, hall, pool etc.
- Community sports facility at Widgeon Place (LHE). All sport: rugby, tennis, cricket, netball, softball etc.
- LHE/Shotover: a community hall with a wooden floor (current school hall flooring limits use for some activities e.g. dancing).
- Additional community pool as Alpine at capacity for schools. Say at Shotover Country.
- Community Facilities - meeting place; sporting/clubs; swimming pool
- Events Centre: would ideally have an additional pool, expanded stadium, squash courts, new netball courts and WAY MORE parking!!
- Lengthen present [QEC] pool to 50m. Turn it around 90 degrees. Split in the middle to double users.
- Sport club rooms - parking around it. Swimming Pool. Squash Courts.
- Community Swimming Pool
- Swimming Pool, Skate Park, Jetboat straight to Shotover
- Community Hall, Swimming Pool, Gym
- Swimming Pool (x14)
- Community Swimming Pool
- Swimming pool, can be difficult to get into lessons currently

- Swimming Pool at Widgeon Place
- Swimming Pool, Sports Pavilion, Skate park (BIG)
- Small pool -- easy to access in local community for those with disabilities
- Horse riding Club.
- Sports field
- Skate Park and ramp, underpass to LHE, Bike access to high school, new bridge? New track?

(50 comments)

2. Want more/better/safer cycleways/walkways, including safe road crossing points, particularly to new high school.

Related comments:

- Bikeway to new High School (x6)
- Better straight through bike track to high school.
- Clip on foot and cycle bridge to State Highway over Shotover
- Cycle and walk underpass under SH6
- Attach walk/cycle track to Bridge [Shotover] especially with Wakatipu High School moving to Frankton and no school buses, and increasing recreational cyclists.
- Improved cycle access over river [Shotover]. Ban cycles over existing bridge.
- Better access to High School
- Cycle bridge to the high school
- Easy way to High School
- Alternative (shorter) cycle route from LHE to the new high school.
- change wide verges to bike lanes
- Link to Lake Hayes Underpass (x2) -
- Howards Drive pedestrian crossing or underpass
- Underpass between LHE and Lake Hayes walking track.
- Trail upgrade to commuter status between SC and LHE and Frankton Flats (can they be solar generating?).
- safe crossing from LHE to Lake Hayes
- Safe crossing on Ladies Mile to Lake Hayes
- safe crossings (around Shotover Primary)
- Safer crossing from LHE to Lake Hayes --- crossing that road is dangerous!

(25 comments)

3. Want new outdoor community recreation spaces in Lake Hayes Estate and Shotover Country

Related comments:

- Developing Widgeon Place
- A basketball court; a skate park
- Skate ramp/park (x10)
- Bigger flying fox
- Motorbike track

- Athletics track and field (x3)
- Athletics facilities
- Full size hockey turf (x2)
- Confidence course
- Ropes/ Confidence/ Agility course --- something challenging for older kids
- Widgeon Place sports and rec grounds
- Mini golf for kids
- BMX track
- BMX Park
- Bring Frankton Golf Course to Shotover
- Dirt jumps for bikes (x3)
- Dirt jumps for bikes and mini ramp
- Downhill track for bikes
- Flying fox to river
- Soccer club
- Swings
- Bike tracks and sports fields down Widgeon Place (LHE).
- Zip line
- Upgrade court turf area, install tennis net, hedge around the current turf --- too windy at present.
- Tennis courts

(36 comments)

4. Want improved public transport/commuter options and facilities.

Related comments:

- Jet boat to high school
- Shotover/LHE don't have half hour buses Put a park and ride at Frankton for us to use
- Very regular bus 15-30 mins all day and night
- Bus service
- Bus/transport shelters.
- Formal and covered bus stops for new suburban service.
- Public transport needs improving - buses more often, bus shelters.
- Park and Ride facilities - gondala - near school
- Water taxi along the river - esp high school students.
- Water taxi Kawarau to High School and Frankton.
- Public Transport, high speed ferry, buses
- Jet Ferry from Widgeon place, stop at SC and onto High School
- Extend water taxi to SC and LHE in peak times
- Electric bike station
- E bike station --- especially for high school kids biking with bags and gear and going on to after school activities

(15 comments)

5. Community gardens (including edible/fruit trees etc.) in Lake Hayes Estate/Shotover Country.

Related comments:

- Community gardens (x10 comments)

Unique/interesting ideas:

Neighbourhood watch

Community initiative to build a sense of community



APPENDIX 2-

LAKE HAYES ESTATE AND SHOTOVER COUNTRY COMMUNITY ASSOCIATION (LHSC)

SUBMISSION ON 2017-2018 ANNUAL PLAN

The Lake Hayes Estate and Shotover Country Community Association (LHSC) appreciates the opportunity to submit on the Annual Plan and commends the Council's aim to engage with the community. Our Community Association aims to represent the residents and ratepayers within Lake Hayes Estate and Shotover Country. Our community has seen significant growth, and has been impacted upon by both the growth within Shotover and Lakes Hayes Estate, and in the wider Queenstown area. It is important that Lake Hayes Estate and Shotover Country continue to become a community rather than a 'development'.

General comment

While we agree that it is necessary to invest in infrastructure, it is important that the Council continues to source funding for the growth in tourism and new development from avenues other than rates; i.e development contributions and bed tax. The growth in tourist numbers has impacted significantly on our communities and the true costs of that tourism growth can not be funded by the ratepayers. Further, our community is being impacted upon by surrounding developments and there is concern that the true cost of those developments is not being met by the developers. Queenstown is already an extremely expensive place to live and the cost of meeting tourist needs and development costs (increased demand on infrastructure) should not fall on the ratepayer.

Request:

The LHSC requests that the Council continues to work with Central Government to ensure that the true costs of increased tourist numbers are not imposed on the ratepayers. That the Council ensures that when determining development contributions it is the true cost of development that is met, and that developments do not place an increased burden on the ratepayers to assist in upgrades to infrastructure that are necessary to support those new developments.

Public transport

The LHSC commends the Council's efforts to make public transport affordable and effective. Unfortunately residents in both Lake Hayes Estate and Shotover Country have to travel to work. If public transport were both efficient (in terms of regular services and timeliness) and cost effective then many residents would choose to use it. It is important that any bus service from Lake Hayes Estate/Shotover Country has direct service into the Queenstown CBD. A park and ride in Frankton is not of benefit to our residents, and nor are bus services that have transfers/long stops in Frankton.

Regular bus services are needed between Lake Hayes Estate/Shotover Country and Five Mile, Airport, Queenstown CBD and the High School.

Consideration should also be given to the location of services and places of employment, so that into the future residents do not have to travel as extensively for these services. For instance, library services should be provided in Frankton so that Lake Hayes Estate and Shotover Country Residents do not have to travel into Queenstown CBD. Other communities such as Arrowtown have their own library, and consideration should be given to providing such services within our community.

Request

We request that the Council continue to work on provision of an effective and efficient public transport service.

Recognise that any system needs to be efficient, and for Lake Hayes Estate/Shotover Country residents a park and ride in Frankton is not helpful.

To plan strategically for the future service needs of Shotover Country and Lake Hayes Estate, so that the need to travel is reduced.

Water quality

The water quality in our lakes and rivers is extremely important and the Council's proposal to invest in maintaining and enhancing water quality is supported. The statement of what the Council plans, particularly in regard to stormwater is not very inspiring, it is unclear as to the actions that Council is taking to achieve its statements regarding water quality.

Request

That the Council clarifies the actions to be taken to improve water quality. This will include increased focus on stormwater management, both through resource consents but also through monitoring and upgrading existing stormwater systems. For example, it is understood that stormwater from Lake Hayes Estate empties into a drainage channel at the bottom of Widgeon Place without any treatment. Given the importance of the Kawarau River (to which a Water Conservation Order applies) greater care should be taken to the management of this stormwater.

Water quality is a function of the Regional Council. The District Council should include provision in its plans to encourage increased ORC input into the management of our water resources.

Affordable Housing

The need for more affordable housing is well recognised. The LHSC has been impacted upon by two Special Housing Areas, namely Bridesdale and Sanderson Group's retirement Queenstown Country Club, which have been approved to increase the supply of housing. However, those developments have only increased supply, not a supply of affordable housing.

Request

That the Council ensures that only those Special Housing Areas that contribute to long term affordability are supported. Further that the location of Special Housing Areas is considered carefully, so that they are located in close proximity to services (libraries, shops, medical centres) so that there is not such an increase in traffic on our roads. Also, they should be located and designed to integrate with the existing communities, and avoid or mitigate effects on the amenities of existing communities.

Congestion

The Council's investment in roading and public transport to reduce congestion is supported.

Request

We request that the Council continues to focus on completion of roading projects and public transport to reduce congestion. At a strategic level consideration should also be given to the location of key services in order to reduce the need for travel to and from LHSC.

Howards Drive – Entrance to Lake Hayes Estate

The footpath from Howards drive to Shotover country which is used for access to Shotover Primary requires a demarcation barrier, as this footpath is frequently used by school children on their way to and from school. This corner is hazardous, winter conditions will increase the need for a barrier to protect footpath users from vehicles.

Request

That a barrier is constructed on the road edge of the footpath connecting Lake Hayes Estate to Shotover Country so that school children can travel safely to and from school.

Traffic Crossing the top of Howards Drive to Sanderson's Retirement Village worker accommodation

A lot of heavy vehicles are crossing this section of road across the path frequently used by school children, there should be a block out of vehicles using his access route at the times children are heading to and from school.

Request

That it is ensured that heavy traffic does not cross the footpath/cycle track linking Shotover Country and Lake Hayes Estate during the morning and afternoon when children are travelling to and from school. (between approx. 8.30-9am and 2.50 and 3.15pm).

Footpath from Judge and Jury to McBride Park

There is no footpath along Hope Ave from Judge and Jury to McBride Park, school children and other users have to cross the road multiple times to access the park, and High School children wait for the bus on the grass verge.

There is enough room on the verge for a footpath to be added, and such a footpath would increase safety.

Request

That a footpath is constructed on the south side of Howards drive connecting Judge and Judy Drive to Rere Road.

Infrastructure

There is concern that the infrastructure at LHSC is already at capacity and with the addition of Bridesdale and the Queenstown Country Club this will cause increased pressure on an already over-allocated system.

Request

We request that the Council ensures that existing systems (wastewater and water supply) are not burdened with the increased demand from new developments. New developments should bear the full costs of the increased infrastructure requirements.

Parks and reserves

The Reserves Strategy is very broad brush and does not provide any detail about where and how money will be spent on reserves. It is important to our community that we are engaged with for any proposed developments and their maintenance. For instance, the reserve land at the end of Widgeon Place is currently in rank grass and is likely going to be upgraded. The community wishes to be engaged in how best this reserve land can be developed. After all, we are the people that use this resource and we wish to be a part of its future development. It should be a resource for the locals, and therefore it should be the locals who have a say in how it is developed and managed. Currently it is used by many people as a place to walk dogs; it may be that this is a good use, and the money that would be needed for its upgrade would be better spent elsewhere in sports fields and playgrounds.

A discussion about the overall strategy for parks and reserves that are local to LHSC should be discussed with our community; we are very keen to be a part of the strategic development of our community and the parks and reserves form a key focus for our community. We would like Council to engage with us.

Our community is now of a scale where we should have access to good sports facilities and consideration should be given to upgrading the facilities in our community rather than continuing to try and fit everyone into the Events Centre. Sports facilities with club rooms are needed. Because we are not a historic town (like Arrowtown or Glenorchy) we don't have a hall or community facility. We have the school but this is often not available.

Request

That the Council provides budget to engage with the LHSC as to the future management of the parks and reserves in our area. That the Council, in collaboration with the LHSC, plans strategically for the future sports and other community facilities that will be needed.

Freedom camping

We support the stronger management of freedom camping, and request that the reserve at the head of Lake Hayes is no longer a location for freedom camping. This is because it has simply become too popular, and means that locals can no longer access this reserve. Further, freedom camping is another example of tourists not meeting the full costs of their visit to Queenstown. The result is that ratepayers are funding these visitors and are being displaced.

Request

That freedom camping is not allowed at the end of Lake Hayes.

Dogs

Many people in LHSC are dog owners, and many residents enjoy walking their dogs around the many local trails, and at the reserve at the end of Widgeon Place. Additional rubbish bins would assist in dog owners being able to pick up the dog poo- have you ever tried running for 8km while carrying a plastic bag full of poo? It is not recommended, and without rubbish bins it is the only option (other than leaving said poo on the footpath). Given the number of dogs, and the dog registration fees the cost of additional rubbish bins should be catered for.

Request

Please provide rubbish bins for dog poo in and around Lake Hayes Estate and Shotover Country.

Emergency services and resilience to a civil defence situation

Given the size of our community it is important that our access to community services is considered carefully. At present the nearest fire station is in Frankton. We have 12 firefighters resident in our community, and in the event of an emergency they would have to travel all the way to Frankton (in the potentially slow traffic) to access the fire appliance. Given the continued growth in our area and the difficulty in accessing the existing services consideration should be given to providing facilities within our community. Further, in the event of an earthquake it is likely that our community would be cut off from Queenstown (for instance, if the Shotover Bridge were to collapse). We have only the school as a civil defence centre and as our community grows this will be inadequate.

Further, in past winters Lake Hayes Estate has experienced frequent power cuts. Because our only heating source is power and gas (which also needs power in many heaters) we are very vulnerable.

Request

We request that the Council supports the LHSC in its bid to locate emergency (and other) services within our community. Further consideration is needed to provide a community centre. The Council should work with our community to ensure resilience in emergency situations, and to ensure power cuts are avoided.

Entrance to Lake Hayes Estate and Shotover Country

Our Community Association has requested that the entrance to Lake Hayes Estate is upgraded on a number of occasions. It is a logical place for people to car pool from and therefore rather than cars being either excluded or forced to park alongside the road, this parking area should be formalised. Trees should be planted, and the grass on the road verges maintained.

Request

Upgrade the entrances to both Shotover Country and Lake Hayes Estate. The entrance to Lake Hayes Estate should provide formal car park areas to avoid the mud and puddles created, and should include tree planting.

Car park adjacent the Lake Hayes Estate playground



We have also raised this issue a number of times. People visiting the playground park on the grass verge in order to get their kids out safely. A formal parking area is needed in this location. Please note that discussions have been had about providing a car park on either Rere or Quill Streets. However the car park is needed adjacent the playground. When people visit with small children they will park as close as possible to the playground.

Request

That a pull in car park area is provided on Howards Drive adjacent to the Lake Hayes Estate playground.

Conclusion

We would like to thank the Council for providing the opportunity to have our say in the Annual Plan. We would like to present our submission at the hearing.

Lake Hayes Estate Shotover Country Community Association.

COOK Phillipa

Q. 8A: Comment here.

Morena,

I wish to put in the following submission on behalf of the residences in Oregon Drive and it's sidestreets:

Oregon Drive, Kelvin Place, Redwood Court and Sequoia Place do not currently have any formed kerbs or gutters. The road tarmac finishes on each side without proper borders that break away with use and there is no kerb or rainwater collection and drainage. Residents with street frontages have an untidy grass berm and/or bare earth/light gravel area at each side of the driveway. This is unsightly and inconsistent with roading formation and services in other streets on Kelvin Peninsula and throughout the QLDC urban areas.

Submission:

1. That the QLDC undertake roading improvements in Oregon Drive and its sidestreets to add formed kerbs/gutters and drainage consistent with other urban streets in the QLDC area; and
2. That the QLDC forms a concrete footpath in any sections along Oregon Drive where the footpath does not currently exist, including in front of the shared driveway servicing 6A Oregon Drive, 6B Oregon Drive, 642 Peninsula Road and 646 Peninsula Road

Please see attached messages from other residents supporting this request.

Q.

kerbing and channelling of Oregon Drive and side streets for November meeting.docx - 44 KB

Kerbing and channelling of Oregon Drive and its side streets

1. Hi KPCA,

Thankyou for your mail drop concerning the incomplete road footpath construction in Oregon Drive and its adjacent cul-de-sacs.

We are resident at [REDACTED] Redwood Court and would be thoroughly in favour of either remedial option to tidy up and complete the very untidy current road/footpth construction.

The rock verge to the footpath would be in keeping with the original subdivision intent, would assist drainage and would also easily weed controlled

Regards

Alan & Jan Thomas

2. Hi yes we at [REDACTED] Oregon Drive would like KPCA to follow up with the Council to have our pathways/ roadways upgraded

Peter and Gillian Sim

Regards,

3. Thank you for your notice, yes we are in favour of either way the verg is completed.

Coli & Fay King
[REDACTED] Oregon Drive

4. Hi There,

We live at [REDACTED] Oregon drive and would like to vote for formal kerbing and channeling of the streets at the road edge.

Kind Regards Philippa Impey

5. Thanks for the correspondence re road verges.

I strongly support of the existing road verge and swales along Oregon Drive.

6. I am strongly opposed to a formalised/constructed hard edge and "rock lined" verge.

As a Landscape Architect I have been involved in the design of urban storm water management systems and I fully in support naturalised/ 'soft' and sustainable solutions. The 'soft' edges throughout the older parts of Kelvin Peninsula are an attractive 'point of difference'. They convey an informal appearance that is sympathetic to the road corridor as a shared space for cyclists and even pedestrians. Formalised hard edges would inevitably result in a defined road in which vehicles have dominance and speeds will increase. Soft edges are in fact safer for all users of the road corridor. All these roads are no exit and the cul-de-sacs are great as informal play spaces. I am fully opposed to any rock lines veges. Such verges are unattractive, unsympathetic for plants and often invite weeds and the most undesirable routine of weed spraying.

Please let me know what the KPCA decides as should you advocate for a constructed hard edge for Oregon Drive I wish to have the opportunity to oppose such measures.

Regards Alan Cutler [REDACTED] Oregon Drive

7. Hi .

Thank you for contacting us regarding possible changes to road edge at Kevin Heights. I would like to be keep in the loop , if kerbing was used at road edge who would that affect parking in front of our property and others in Oregon Drive. It seems that people use the grass area to park on to keep the street reasonably clear for through traffic . But it would be good to see Drawings of any proposals that are put forward thank you.

Thank you to the Kevin Peninsula Community Association for watching out on these very important issues that pop up in our community and making sure the best choices are made for the community.

My Email address that I would like to receive any info on is [REDACTED]

Regards Jan & John Scott

[REDACTED] [Oregon Drive](#) .
Kevin Peninsula.

Queenstown.

8. To Whom it might concern

We have been waiting for the kerb and channelling of Oregon Dr for many years We are about the only street in this area without this, we were told it was to be done 2 years after Popular Dr we are still waiting. Every time it rains we get these large puddles of water. So yes we would love to have formal kerb and channelling and grass on Oregon Dr.

Regards
Sandy and Neville Beker

2 Attachments

[Preview attachment 20161011_171552.jpg](#)



20161011_171552.jpg

[Preview attachment 20161011_171548.jpg](#)



20161011_171548.jpg

9. Good morning,

impression that all new developments have kerbing and channelling as a matter of course. Oregon Drive is part of Kelvin Heights and deserves the same utilities.

Jean Kemp of Oregon Drive

12. The rationale for not having kerbing and channeling is that the porous ground between the edge of the road and the footpath allows surface water to drain naturally into the ground. This prevents large volumes of water, carrying fine silts, from entering stormwater drainage pipe networks with the potential to cause blockages. More importantly though it prevents large volumes of water, more than likely carrying a degree of contamination, flowing directly, unfiltered and untreated, into our lake.

So I support the status quo, ie, no further work on kerbing and channeling. You will notice the absence of k&c at Jacks Point. It is the modern way.

Regards Athol Stephens

13. Hi

I thought I saw in the last newsletter something about asking for opinions on curb and guttering in Oregon Drive. We don't particularly want to have this in our street, we like it just as it is.

If we had to have it however (are the council considering it?) could we have something like this?

Trees planted within the footpath area on one side and on the other bump out bits to highlight parking spaces.

thanks

Kate and Peter Ferguson ■ Oregon Drive

14. We would personally love to see kerb and channel installed the length of Oregon Drive as we feel it would tidy up the street and bring it up to a standard that the rest of the Peninsula currently enjoys.

As you know we live down a right-of-way off Oregon Drive and do not have direct street frontage. We therefore don't know whether we should have a strong opinion on whether the berms should be grassed or a hard surface, but do err towards grass.

We feel grass adds a splash of colour to the street making it more welcoming and lending itself perfectly to the ambience of the residential area that it is. Hard surfaces belong in urban or industrial areas. On the positive side, grassed areas would absorb rainfall; on the negative side, grass needs a bit of maintenance to keep it looking tidy - presumably by the people outside whose houses it appears!?!

We hope you get good support for this project and wish you all the very best with the quest! You all do a fantastic job for the community - thank you!

Kind regards

Nigel and Heather Black ■ Oregon Drive

15. Kia ora,

To whom it may concern,

I Would like to add my support to the Kelvin Peninsular association in regards to having curbing and channelling installed on both sides of Oregon drive.

The present situation does not help with drainage, parking or the general aesthetics' of the street view.

As the rest of the peninsular has curbing & channelling it is time Oregon drive was brought up to the same standard.

Nga mihi

Bill Cook

16. Hello committee

John and Ulrike O'Sullivan here [REDACTED] Oregon Dve.

Apologies for the late reply. We only just got to your letter. We currently don't live in town. Our home is rented to Roy Pankhurst the Builder.

We have missed your meeting of 06 November. Again apologies.

We are interested in following up with QLDC on foot path verge construction. We don't know what stage the interest is at? However it would be good to look at the feasibility of this project. As you say, cost impact on rate payers, immediately on the street, and broader surrounding streets. Hidden start up and ongoing maintenance costs? and financial input required etc. Which we are sure you are doing. I suggest getting some legal input if possible. (it would be good if there was a Lawyer in the street) as I know from past knowledge there can be complications with easements, shared drive ways etc etc.

There may also be some impact on Insurance policies with overflows, flooding etc. (Not so sure about that)

I suggest it needs a careful feasibility study. It has been this way for so long now, being careful with a strategy may prevent surprises further down the track?

Actually we are glad you have made contact. We don't know much about you kpcas as we are currently absent owners. However we are keen to be involved in community events that benefit Oregon Dve and KH and the lives of the residents. Community watch etc.

Please keep us in touch .

We currently live in Australia . You can contact us any time. Thank you

Kindest Regards

John and Ulrike O'Sullivan

Cell Australia
[REDACTED]
[REDACTED]

17. Hi

Yes, we would like to KPCA to follow up with QLDC regarding the formation of kerbing on Oregon Drive. Either alternative would be an improvement to functionality and aesthetics The most cost effective option would be our preference.

Many thanks.

Regards

Denise and Mike Rivers

18. [REDACTED]

Wakatipu 9349

Re Circular in relation to the absence of roadway/footpath verge construction in our area I Ross Hunter of [REDACTED] Kelvin Place have contacted all but one of the owners (appears to be away) of property in Kelvin Place and discussed with them the lack of kerbing.

to
john.o'neill

Dear Sir,

We understand the channelling and stormwater of Oregon Drive, Sequioa Place, Redwood Court and Kelvin Place are to be added to your list of prioritisation against all other Minor Improvement Projects.

This problem has been tabled many times and repeated requests to have this remedied have been ignored. We believe it should be on top of your list as this area has been established for approximately 30 years and the residences are still waiting for a service which was paid for by the original developer all those years ago.

During a heavy rain the water washes gravel onto the road causing a hazard for cars and pooling occurs in areas where simple channelling would remedy the issue. Ice occurs every year where there should be no water causing puddles.

We now request this issue be addressed urgently as we consider it a priority.

Phillipa

Phillipa Cook

Kelvin Peninsula Community Association Secretary

Subject:FW: GE16/0052 Kelvin Peninsula

Date:Thu, 28 Apr 2016 04:19:06 +0000

From:

To:

Good afternoon,

I have spoken with our Roading Contracts Manager, John O'Neill. He has advised that this project will be added to our Minor Improvements List for prioritisation against all other Minor Improvement Projects for 2016/2017.

There is a limited budget each rating year for these projects. The selection is made around the end of June/mid July. I would suggest you contact John directly to check up on the progress of this being added to the Minor Improvements List in June.

If you have any further questions please contact John directly for best response. His email address is

Kind Regards,

Rachael

Rachael Buckingham | Customer Services Advisor
Queenstown Lakes District Council

From: QLDC Services [mailto:SERVICES@QLDC.GOV.T.NZ]
Sent: Thursday, 5 November 2015 11:15 AM
To: Monique Riddell
Subject: FW: Service Request from Website [#1FC8BI]

-----Original Message-----

From: "services@qldc.govt.nz" <services@qldc.govt.nz>
Sent: Thursday, 5 November 2015 10:54 AM
To: "services@qldc.govt.nz" <services@qldc.govt.nz>
Subject: Service Request from Website

Please find a service request from the QLDC website attached below.

Name

Kelvin Peninsula Community Association

Email Address

Address

Wakatipu

Contact Phone Number:

Category:

Roads

Description of request:

To whom it may concern,

It has been brought to the attention of The Kelvin Peninsula Community Association that Oregon Drive, Kelvin Place, Sequoia Place and Redwood Court do not have kerbing and channeling although it is in the Council Plan, can you kindly advise when this work will be actioned.

- Thank you for submitting a request for service. Your request will now be forwarded to the appropriate staff member or contractor for action.

**Please note any requests outside normal office hours will not be read or responded to until the next working day. Kind regards,
The QLDC Customer Services Team**

Your service request: Same as above – no need to copy again!!

COOPER David

Federated Farmers

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Support

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Agree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Support

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Agree

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Agree

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Agree

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Support

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Neutral

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Neutral

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Oppose

Q.

20180413 Queenstown Lakes Draft LTP 2018 to 28 Fedfarm final.pdf - 409 KB



Federated Farmers of New Zealand

Submission to Queenstown Lakes District Council on the Draft Long
Term Plan 2018 to 2028

13 April 2018



Submission to Queenstown Lakes District Council on the Draft Long Term Plan 2018 to 2028

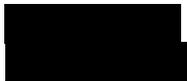
To: Queenstown Lakes District Council

Name of submitter: Federated Farmers of New Zealand

Contact person: David Cooper
Senior Policy Advisor



Address for service:



This is a submission to Queenstown Lakes District Council on the Draft Long Term Plan 2018 to 2028.

Summary of Submissions

General submissions

- Federated Farmers appreciates the opportunity to submit to the Queenstown Lakes District Council Draft Long Term Plan 2018/28.
- We acknowledge Council has some significant, if not unique, issues to deal with over the operative life of the plan.
- We support Council's considered approach to allocating costs through targeted rates.
- We cautiously support a shift to a more forward thinking approach to infrastructure planning and investment, but we have concerns that over time these will result in an unreasonable increase in farmers' rates.
- We agree with Council that central government should make funding available for infrastructure investment where this is required to meet tourism demand.
- We consider the consultation document and engagement a good basis for engaging on options.

Proposed spending

- Federated Farmers recognises Council will need to 'ramp up' some operating expenditure in response to demands on Council services.
- However, given the significant increases proposed, we consider now is the most pressing time to prioritise operating spending.
- All things considered, we agree Council will need to increase spending in 'core regulatory services' in the Environmental Management and Regulatory Functions and Services categories.
- We consider the proposed increases in operating expenditure for the Local Democracy and Economic activities are less of a priority, and ask that Council review these areas with a view to reducing proposed increases.
- We note the significant increases proposed for capital expenditure, particularly leading up to 2021/22. Council remains within its Financial Affordability limits over the life of the plan, however the proposed additional expenditure may limit the feasibility of new projects from 2021/22 and beyond.

Rates (revaluation and affordability)

- Federated Farmers notes the proposed overall rates increase for 2018/19 is 10.35 percent, or 6.95 percent after subtracting the 3.4 percent increase in the rating database.
- While we recognise these increases are largely warranted, they will still have to be assimilated into the budgets of ratepayers, including farmers.
- We support Council's proposal to reduce the overall reliance on rates as a proportion of total revenue. We support Council's efforts to recover a greater proportion of costs through non rating sources, including fees and user charges, increased returns from investments, and additional subsidies and grants.
- We disagree with Council's proposal to amend the differentials to ensure the Primary Industry category contributes 4 percent of the differential rates allocation. If anything, there should be a reduction in the Primary Industry category contribution to the differential rates allocation given the drivers for additional expenditure.
- As a consequence, we consider the General Rate differential allocation to the Primary Industry rating base should be reduced to 3.6 percent rather than increased to 4 percent.

Feedback on specific consultation issues

- Queenstown Town Centre Masterplan – we agree with Council's preferred option (partial completion pending clarity around non-rates funding sources). We agree with Council's proposed new targeted rate to fund the associated costs.
- Project Connect and Libraries – Federated Farmers agrees with Council's preferred option, the proposal to provide for future capacity and the use of debt to spread the costs of the project over time.
- Wanaka Masterplan – We consider a strategic and integrated plan for Wanaka would be timely and useful, and we support Council's proposed option.
- Water (Supply and Quality) – Federated Farmers has no opinion on the proposed expenditure. We consider the most important consideration for Council in relation to water quality is the current and future risks of sewage discharge to the District's highly value waterways, particularly the Kawarau River. We strongly encourage Council to develop a stormwater and sewage infrastructure plan to future proof the wastewater discharge network, prior to the 2019/20 Annual Plan, for costing and consultation.
- Funding the water needs of small communities – Federated Farmers agrees with Council that the drivers of and implications for upgrading of smaller water and wastewater schemes represents a 'special situation' where a general rate contribution is warranted. We support Council's preferred option for a 20 percent general rate subsidy to the capital costs of these schemes.

General submissions – developing long term solutions to current and emerging challenges, at a cost

- 1.1 Federated Farmers of New Zealand (Inc.) welcomes the opportunity to submit to the Queenstown Lakes District Council Draft Long Term Plan 2018-28 (the Long Term Plan).
- 1.2 Federated Farmers is a voluntary, primary sector organisation representing farming members and their families. Federated Farmers has a long history of representing the needs and interests of New Zealand farming communities, primary producers and agricultural exporters.
- 1.3 We cautiously support a shift to a more forward thinking approach to infrastructure planning and investment - Federated Farmers welcomes the Long Term Plan's recognition of the issues facing the District, and the need for Council to get to grips with these issues. In particular, we consider it important that Council has a handle on how it will bridge the gap between existing services and infrastructure, and the needs and expectations of local residents and visitors to the District, over the operative life of the plan.
- 1.4 As explained in the consultation document, bridging this gap requires a shift from 'just in time' infrastructure provision to strategic planning, in order to deliver the appropriate infrastructure in a way that prioritises identified demand and leverages potential opportunities.
- 1.5 We have some concerns around 'cost creep' and the implications for farmers' rates - Federated Farmers strongly supports Council's considered and intelligent approach to meeting costs, through targeted rates. Council's approach of land use based differentials, mapped areas and targeted rates is among the best designed funding systems in the country. We consider the basic principles behind Council's targeted approach are what is asked of the local government sector by the Local Government Act, specifically S101 of that Act.
- 1.6 This targeted approach is particularly relevant given the cost pressures facing Council, and the need to ascertain the community's 'willingness to pay' for activities that we would consider beyond Council's 'core services'; particularly in relation to tourism demand and marketing.
- 1.7 However, a shift to a strategic, forward planning focus comes with risks, including the risk that financial prudence is foregone, and council spending ultimately exceeds the community's ability or willingness to pay.
- 1.8 This is particularly a concern from the farmers' perspective. Queenstown Lakes District farmers are willing to pay their 'fair share' for community infrastructure and public goods. At the same time, small changes in council expenditure can have significant impacts on farmers' rates, simply because farms are reliant on land, and the capital value of that land is Council's primary mechanism for funding activities.
- 1.9 As outlined in section 3 of this submission, we recognise that Council is reducing the overall reliance on rates as a percentage of total operating revenue. We are keen to ensure that Council remains fixed on this objective. However, our concern is that the nominal increase proposed in rates will motivate public feedback towards a greater reliance on the general rate. Our primary focus is that Council maintain its intelligent system of targeted rates.
- 1.10 Federated Farmers acknowledges Council is justified in its shift towards more forward thinking infrastructure planning and investment. However, we do not want to see the costs of urban-

focussed and visitor driven expenditure unreasonably pushed onto farmers, simply because the associated costs are beyond the willingness to pay of those who should be meeting the costs.

- 1.11 In short, there remains a need to maintain Council's intelligent approach to targeted rating, particularly given the increased demand for Council's services and spending. In this submission we have considered the justification for new spending as a component of the proposed methods of funding those activities. We have placed a particular emphasis on areas where farmers are being asked to fund the rating costs. In other areas, where farmers are not meeting these costs directly, we have placed less emphasis. Should Council's principled approach to funding policy change, so too may our position on the activity being funded change.
- 1.12 Federated Farmers agrees with Council on the need for alternative revenue streams for tourism related infrastructure - Federated Farmers is of the firm view that local government should be provided with assistance to meet the costs imposed by visitors to the District, rather than simply having to rely on the limited funding options (largely property value based rates) currently available. We consider Queenstown Lakes District is the prime example of this gap.
- 1.13 We congratulate Council on the informative consultation document - This, combined with the provision of background information in the form of two volumes of the draft LTP and engagement in the form of the drop in sessions and community stalls, provides a good basis for ratepayers and stakeholders to engage with, and provide feedback on, Council's proposals.

Summary:

Federated Farmers appreciates the opportunity to submit to the Queenstown Lakes District Council Draft Long Term Plan 2018/28.

We acknowledge Council has some significant, if not unique, issues to deal with over the operative life of the plan.

We support Council's considered approach to allocating costs through targeted rates.

We cautiously support a shift to a more forward thinking approach to infrastructure planning and investment, but we have concerns that over time these will result in an unreasonable increase in farmers' rates.

We agree with Council that central government should make funding available for infrastructure investment where this is required to meet tourism demand.

We consider the consultation document and engagement a good basis for engaging on options.

2.0 Proposed spending

- 2.1 The consultation document outlines (at page 6) that, at peak, there are approximately 34 visitors to the District for every resident. This statistic underlines the difficulties Council faces in having funding tools which are too heavily reliant on the resident base. This unquestionably has a significant impact, particularly in respect to infrastructure demand and rating costs.

- 2.2 Pages 24 and 25 of Volume 1 of the Draft LTP outline just how much Council relies on rates to fund activities; there are currently few alternatives to rates, and in particular Council faces limited options to capture the value infrastructure delivers to tourism and the national economy.
- 2.3 However, in the absence of any additional funding sources, we consider the onus is on Council to prioritise spending in a manner that effectively and efficiently delivers on priorities, using the funding mechanisms available. We recognise Council has been through this process, as well as considering the range of options available for meeting costs, including the sale of council owned land.
- 2.4 In our overall view, the proposals for additional capital expenditure are largely justified in order to 'future proof' the District, where this expenditure is desired by the community and funded appropriately. As noted in the introduction to this submission, we support Council's considered use of targeted rates. We consider Council's funding policies are a strong factor in deciding whether the underlying expenditure is 'justified'.
- 2.5 Capital expenditure aside, there is a need to ensure that inflation in operating expenditure is also justified, and in some areas there is a lack of sufficient detail around OPEX inflation to provide for informed feedback. We discuss specific areas of OPEX below.
- 2.6 Operating Expenditure – Overall, operating expenditure is proposed to increase by 16.6 percent, or \$19.6 million, between 2017/18 and 2018/19. Operating Expenditure is then proposed to increase significantly again between 2018/19 and 2019/20, before these increases 'flatten out' in 2020/2021.
- 2.7 Page 106 of Volume 2 outlines the activities driving this increased operating expenditure. Comparing 2017/18 with the proposed spending for 2018/19, increased operating expenditure includes significant proposed increases in what appear to be more 'discretionary' areas, including in the 'Economy' and 'Local Democracy' activities.
- 2.8 Local Democracy activity - Operating expenditure on 'Local Democracy' is increasing significantly over the first two years of the proposed plan. Notably, 'Governance' is increasing by 24 percent in year 1 of the plan, and by 40 percent in year 2, cumulatively a \$1.15 million increase over the first two years.
- 2.9 Federated Farmers recognises there will be an increased role for Governance in a more forward thinking, proactive Council. However, there is limited discussion on the specific drivers for significant increases in expenditure on Governance in Volume 1 of the LTP, and little basis to inform input on the worth of the additional spending. We consider this an area Council should review closely prior to adopting the plan.
- 2.10 Economy activity - Operating expenditure on 'Economy' is proposed to increase by a cumulative 15.7 percent over the first two years of the proposed plan, or by \$1.27 million between 2017/18 and 2019/2020.
- 2.11 Federated Farmers also recognises there is a need for more strategic economic development planning, and that Council faces significant issues in respect to planning on how to respond for future demand. Further, we recognise the need to attract the 'right kind' of tourism to the District, ideally capturing high value-add tourism. In short, we agree it is important that the District leverages its tourism advantages for its own benefit.

- 2.12 However, it is slightly incongruous that Council is concerned at the high level of demand for Council services and infrastructure while at the same time spending in the proximity of \$5 million per annum for the next two years on Tourism Marketing.
- 2.13 We recognise Council's intent to use this funding to attract high value tourism, and we recognise that the cost impact of the Tourism activity for farmers is limited, given Federated Farmers these activities are primarily funded through targeted rates, and fees and charges.
- 2.14 As mentioned earlier in this submission we are concerned that continual increases in these areas may result in costs being pushed onto the general rate. Given the significant increases proposed overall we consider these areas require more attention prior to being adopting within the plan.
- 2.15 Environmental Management – Federated Farmers has been a submitter to both stages of the District Plan review. We recognise the significant challenges Council is attempting to manage through the proposed plan, and we consider it important that Council get the balance between differing objectives right. Given the importance of the District Plan, and given the pressures placed upon Council to address regulatory issues, including appropriate planning for urban development, we support Council's intention to appropriately resource the planning processes.
- 2.16 Regulatory Functions and Services – As with Environmental Management, Federated Farmers recognises Council faces challenges in its core resource management functions, which need to be appropriately funded.
- 2.17 Capital Expenditure – In general, we note that the capital expenditure proposed within the plan in 2018/19 is to improve the level of service (41.1 percent), followed by capex aimed at meeting additional demand (34.3 percent) and the replacement of existing assets (24.5 percent). Capex increases over the first three years of the proposed plan, before reducing from 2021/22 onwards.
- 2.18 Federated Farmers discusses specific capital expenditure items below. However, in our experience submitting on Long Term Plans nationally, we note a trend towards councils indicating significant increases over years 1 to 3 of a new LTP, before assuming this will decrease in year 4 onwards. In our experience, there is some risk that additional items for capital expenditure will be identified prior to the development of the next LTP in 2021.
- 2.19 This is a particular concern because, although Council is within its Financial Affordability parameters, the increased debt will limit the feasibility of further expenditure into the future. However, as long as the general community is aware that such significant increases are not sustainable over a prolonged period, and the rates funded proportion of the capital expenditure is appropriately targeted to those who benefit, then this is generally acceptable for the District's farmers.

Summary:

Federated Farmers recognises Council will need to 'ramp up' some operating expenditure in response to demands on Council services.

However, given the significant increases proposed we consider now is the most pressing time to prioritise operating spending.

All things considered, we agree Council will need to increase spending in 'core regulatory services' in the Environmental Management and Regulatory Functions and Services categories.

We consider the proposed increases in operating expenditure for the Local Democracy and Economic activities are less of a priority, and ask that Council review these areas with a view to reducing proposed increases.

We note the significant increases proposed for capital expenditure, particularly leading up to 2021/22. Council remains within its Financial Affordability limits over the life of the plan, however the proposed additional expenditure may limit the feasibility of new projects from 2021/22 and beyond.

3.0 Rates (revaluation and affordability)

- 3.1 Overall rates increase – The proposed overall rates increase for 2018/19 is 10.35 percent, or as advertised in the consultation document, 6.95 percent after subtracting the 3.4 percent increase in the rating database.
- 3.2 Overall the draft Long Term Plan proposes an average, 'after growth' rates increase of 3.4 percent per annum over the life of the plan, predominantly through Council's targeted rates. While we recognise the significant increase in rates is largely warranted, these increases will still have to be assimilated into the budgets of ratepayers, including farmers.
- 3.3 Reduced reliance on rates - Council has outlined the overall impact of the proposed additional spending on debt and rates in the FIS at page 27 of Volume 1 of the LTP. General Rates (including the UAGC) remain static between 2018/19, before jumping 15% in 2021/22. Targeted Rates increase significantly from 2018/19 and in consecutive years, before increases reduce; tailing off (while remaining volatile) from 2021/22. The variability of the rates appears driven by the variability in the activities funded by each rate.
- 3.4 Overall, the LTP indicates a reduced reliance on rates for operating expenditure over the life of the plan. In 2017/18, rates (including both targeted and general rates) comprised 70.3 percent of operating revenue in 2017/18. The draft LTP is proposing this will reduce to 57.7 percent in 2018/19, before ultimately increasing to 59.2 percent in 2027/28.
- 3.5 Federated Farmers strongly supports Council's overall efforts to ensure additional expenditure is not simply picked up through increased rates. We support greater cost recovery through Fees and user charges (increasing 38.9 percent year on year), the increased returns from investments, and the proposal to seek additional subsidies and grants for operating funding.
- 3.6 Example rating increases – Volume 2 of the draft LTP outlines indicative rating movements for example properties at pages 158 and 159. The rating impact differs by ward due to Council's targeted rating approach, and due to differences in each property's new valuation (or change in valuation). Of the 6 Primary Industry properties provided as examples, 4 properties face an

increase of between 7 and 9 percent, with one facing an increase of 1.5 percent, and another facing a nominal decrease. Rates increases for other property types are similarly volatile. As we underline below, the increase in farmer's rates is largely due to the proposed changes to the General Rate differential. However, we consider the underlying increases in expenditure are not driven by farmers.

- 3.7 Impacts of the revaluation and proposed changes to the differential - Council has noted the district wide revaluations taking effect from 2018 onwards, at page 160 of Volume 2 of the LTP. Primary Industry properties increased in value by 50.9 percent overall, compared to an average District wide increase of 58.9 percent.
- 3.8 Federated Farmers considers that part of the explanation for a lower increase in Primary Industry properties may be due to the stronger and more defined zoning approach taken under the proposed District Plan. With more defined urban growth areas in the District Plan, many farmers have been asked to forego the ability to develop current primary production land into other land uses, particularly residential development. We also consider that the return on investment for primary production in the District, which we would consider an objective economic driver for farm valuation, will not have increased by 50 percent over the past three years.
- 3.9 As a result of the changes in valuation, without any change to Council's rating differentials, the result would be a shift in rates allocation towards those properties that have increased relatively more in value. As a result, Council is proposing to adjust the rating differentials to ensure the overall allocation of rates to ensure that the relative allocation to each ratepayer category remains as it was, prior to the valuation.
- 3.10 Federated Farmers is strongly supportive of Council's use of rating differentials, and we fully agree with Council's perspective that "Higher valuation in one set of properties does not mean higher demand for services". In short, we agree that Council's funding and rating policies should be driven by a firm assessment of the relative demand for Council services, as directed under S101 (3) of the Local Government Act 2002.
- 3.11 However, in our view Council has not reflected the location of the additional expenditure in respect to its differentials. In our view, aside from roading projects, it is not likely that demands for additional expenditure are coming from the Primary Industry ratepayer, and this is evident in the location of the expenditure.
- 3.12 The General Rate funds the following activities:
- a. Provision of emergency services (civil defense and rural fire).
 - b. Waste management, including landfill establishment.
 - c. Forestry, including wilding pine control
- 3.13 It is difficult to ascertain whether and to what extent farmers are driving additional expenditure in these areas. When the General Rate differential was last reviewed, it was reviewed based on a formula which assessed the relative benefit received from each activity. The current proposal does not have a similar approach, and simply assumes farmers should pay more because of arbitrary shifts in the 'capital value pie' as a result of revaluations.
- 3.14 These revaluations have nothing to do with the underlying benefit received from, or demand for, the activities Council is funding through the General Rate. Federated Farmers encourages

Councillors to consider whether the increases proposed for farmers are justified by additional demand for the additional general rate funded projects consulted upon through the LTP.

- 3.15 In respect to civil defense, we note that the National CDEM framework is largely 'people focussed', with Council's focus on 'preparedness' for an evacuation of high numbers of residents and tourists from urban areas. We note that the waste management plan also deals with urban disposal issues as a priority.
- 3.16 While farmers benefit from expenditure through the control of wilding pines, we consider (in the absence of any more robust assessment) that farmers are already 'paying their way' for this activity through their own control efforts, through voluntary funding, and through restrictions imposed (for example) through the Regional Pest Management Strategy.
- 3.17 Therefore, we disagree with Council's proposal to amend the differentials to ensure the Primary Industry category contributes 4 percent of the differential rates allocation. We consider that given the additional spending is largely urban focussed and urban driven, the post-valuation differential allocation is likely more reflective of the relative benefit derived from, or demand for, the additional expenditure proposed in the plan.
- 3.18 As a consequence, we consider the General Rate differential allocation to the Primary Industry rating base should be reduced to 3.6 percent rather than increased to 4 percent, given the cost drivers for additional or marginal expenditure are largely urban focussed.

Summary:

Federated Farmers notes the proposed overall rates increase for 2018/19 is 10.35 percent, or 6.95 percent after subtracting the 3.4 percent increase in the rating database.

While we recognise these increases are largely warranted, they will still have to be assimilated into the budgets of ratepayers, including farmers.

We support Council's proposal to reduce the overall reliance on rates as a proportion of total revenue. We support Council's efforts to recover a greater proportion of costs through non rating sources, including fees and user charges, increased returns from investments, and additional subsidies and grants.

We disagree with Council's proposal to amend the differentials to ensure the Primary Industry category contributes 4 percent of the differential rates allocation. If anything, there should be a reduction in the Primary Industry category contribution to the differential rates allocation given the drivers for additional expenditure.

As a consequence, we consider the General Rate differential allocation to the Primary Industry rating base should be reduced to 3.6 percent rather than increased to 4 percent.

4.0 Feedback on specific consultation issues

- 4.1 Our primary concerns, on behalf of our members, are that:
 - a. The additional costs are funded appropriately;

- b. The investment does not drive a fundamental change from Council's current rating approach;
 - c. Investment does not limit Council's ability to respond to future investment needs beyond year 3 of the proposed LTP;
 - d. Investment is both warranted in that it is a priority, and appropriate, in that Council has defined its role appropriately.
- 4.2 Overall, Council has addressed the first two concerns through developing an intelligent, targeted rating system and maintaining the fundamental principles through this proposed Long Term Plan. Further, as already discussed we note Council is proposing to reduce its overall reliance on rates over the operative life of the plan, and we strongly support Council's intention to seek alternative funding sources, including greater contributions from the NZTA and Central Government's Regional Development Fund.
- 4.3 We discuss the relative worth of each expenditure item Council is specifically consulting upon below.
- 4.4 Queenstown Town Centre Masterplan - Federated Farmers fully recognises the need to provide timely investment in the Queenstown Town Centre, to both increase the level of service and meet future demand, and to meet Council's overall objective of capturing 'high value' tourism. We recognise that failure to provide greater efficiencies in the central hub of Queenstown will not only potentially deter 'high value' visitors, but also significantly reduce the efficiency and effectiveness of transport for locals.
- 4.5 We strongly support Council's intention to seek a higher level of contribution (80 percent) for roading associated costs from the NZTA, and to seek funding and Central Government's Regional Development Fund for other costs. As discussed in the introduction to this submission, we think it is entirely appropriate that additional funding is provided to QLDC for these projects given the national benefit derived by the New Zealand economy as a result of the District's role as a premier tourist attraction.
- 4.6 In relation to the allocation of costs, Council has proposed a 'wider CBD zone' to develop a new targeted rate for the ratepayer costs, to be implemented in 2022. This specific targeted rate will fund 65 percent of the ratepayer costs from this date, with the remaining 35 percent to be funded from the wider Wakatipu area. Federated Farmers strongly supports the intention to develop this targeted rate and we consider the cost split appropriate given the relative benefit to the ratepayers across this ward.
- 4.7 Federated Farmers recognises there is some risk to the assumptions for funding from the NZTA and Central Government, and if this additional funding does not eventuate, the costs will have to be shouldered by ratepayers. This may significantly impact the ratepayer's view of the proposals. Consequently we agree with Council's preferred option, a partial delivery of the Masterplan, with the opportunity to re-evaluate and (if required) consult again with the community once the potential funding implications are clear.
- 4.8 Project Connect and Libraries – Federated Farmers agrees with Council's proposal. We consider it important that Council services are in the same place, accessible and interacting. We agree that use of debt is appropriate, as the benefits of Project Connect will accrue over a number of years. We agree it is wise to provide for estimated future capacity in the new Council building.

- 4.9 It is not immediately clear from the consultation document how the rates component of these costs will be funded, however aside from the interim Library, it appears (reading Council's Funding Impact Statement) that the rating component of these costs will likely be funded through the Governance Rate and the Governance and Regulatory Charge. Federated Farmers considers this is appropriate.
- 4.10 Wanaka Masterplan – We agree that a strategic and integrated plan for Wanaka would be timely and useful, and consider consultation on a proposed Masterplan important. We support Council's proposed option.
- 4.11 Water supply and quality – Federated Farmers has no opinion on the proposed expenditure, noting this is largely funded through targeted rates paid by those receiving the service. We do consider, however, that Council needs to 'step up to the plate' in terms of its water quality obligations around stormwater and sewage discharges to waterways, particularly in discharges to the Kawarau River.
- 4.12 Federated Farmers is aware Council has faced prosecution for discharges to the Kawarau. Given this prosecution and the facts surrounding the case, we consider Council's underlying infrastructure is not 'fit for purpose', and that significant investment is required not only to reduce the likelihood of additional discharges, but also to provide water infrastructure that is sufficient to meet the growth forecasts projected in the draft Long Term Plan.
- 4.13 Queenstown farmers are (rightly) subject to freshwater quality standards under the Otago Regional Water Plan. The district's farmers are constantly working towards developing solutions to water quality issues they are responsible for under this plan. They are also increasingly aware of the risks that poor water quality, and a lack of stewardship, may have on overseas market perception of their products.
- 4.14 Federated Farmers considers there are similar risks to perception of Queenstown Lakes as a tourist destination, should sewage and stormwater processing remain unfit for purpose, resulting in discharges to highly valued water bodies like the Kawarau.
- 4.15 We strongly encourage Council to develop a stormwater and sewage infrastructure plan to future proof the wastewater discharge network, and reduce the risks of further discharges of sewage to the District's waterbodies from urban wastewater. We ask that Council address this prior to the 2019/20 Annual Plan, for costing and consultation.
- 4.16 Funding the water needs of small communities – As outlined elsewhere in this submission, Federated Farmers is a firm supporter of Council's targeted approach to rating across the District. This targeted approach is based on a very considered assessment of the relative benefit derived from, or demand for, the service that Council is funding through the targeted rate. The result is that each activity is funded based on an assessment of the relative benefit each ratepayer receives. This basic principle underpins the current funding approach for water and wastewater schemes, including those in small communities.
- 4.17 However, Federated Farmers agrees with Council's assessment that in relation to smaller water supply and water treatment schemes there are drivers beyond the immediately serviced community which contribute towards the costs of the underlying infrastructure. These include:

- a. National requirements for drinking water standards, and national requirements for the management of freshwater quality, driving costs that may exceed the affected community's 'willingness to pay', particularly on a 'per person' basis;
- b. 'Outside of catchment' expectations for infrastructure and water standards, particularly tourist expectations for drinking water (and the threat to perception of other parts of the District should public perception of water quality become tainted);
- c. A relative inability to rely on alternative funding sources to rates (for example, Development Contributions) in areas where the ability to develop is to some extent restricted by Council zoning regulations.

4.18 Consequently, Federated Farmers agrees with Council that this represents a 'special situation' where a general rate contribution is warranted, and we support Council's preferred option for a 20 percent general rate subsidy to the capital costs of these schemes.

Summary:

Queenstown Town Centre Masterplan – we agree with Council's preferred option (partial completion pending clarity around non-rates funding sources). We agree with Council's proposed new targeted rate to fund the associated costs.

Project Connect and Libraries – Federated Farmers agrees with Council's preferred option, the proposal to provide for future capacity and the use of debt to spread the costs of the project over time.

Wanaka Masterplan – We consider a strategic and integrated plan for Wanaka would be timely and useful, and we support Council's proposed option.

Water (Supply and Quality) – Federated Farmers has no opinion on the proposed expenditure.

We consider the most important consideration for Council in relation to water quality is the current and future risks of sewage discharge to the District's highly value waterways, particularly the Kawarau River.

We strongly encourage Council to develop a stormwater and sewage infrastructure plan to future proof the wastewater discharge network, prior to the 2019/20 Annual Plan, for costing and consultation.

Funding the water needs of small communities – Federated Farmers agrees with Council that the drivers of and implications for upgrading of smaller water and wastewater schemes represents a 'special situation' where a general rate contribution is warranted. We support Council's preferred option for a 20 percent general rate subsidy to the capital costs of these schemes.

COOPER Warren and Lorraine

Q. 8A: Comment here.

Re Ten Year Plan. Page 19. How do we propose to pay for the Queenstown Master Plan?

We write to express our total opposition to Option 1.

We do not agree that the CBD would benefit most from the investment.

The burden of the huge expenditure proposed for a 4200 square metre Council Office, plus a library and a community heart including arts and culture facilities, should not be dumped on an enlarged CBD.

The more equitable approach is option 2, by applying costs to the existing Wakatipu Roding Rates.

We are intrigued by the notion that there is a benefit to the community to be located in any specific area - particularly in regard to the Council Offices which service all ratepayers within the territorial boundaries.

We are very flexible as to where the Council Offices are located.

We wish to speak at a hearing.

COURTNEY mark

Wanaka/Upper Clutha area

Q. 8A: Comment here.

I can't think of any reason why 23.5 Million goes to active transport in Queenstown and Wanaka gets 1.5Million and this doesn't even come on stream until 2022.

This discrepancy reflects councillor bias to Queenstown.

Surely the ratio of cycling population between Queenstown vs Wanaka is not this different as suggested by the funding allocation.

I cycle 5X per week 50-100km a time and know we need improve the road cycle lanes around Wanaka. Its too late if we are going to look at mortality and morbidity figures to realise Wanaka missed out badly here. Today the group I ride with had a very close call with an overtaking car between Roys peak carpark and Wanaka town boundary.

Funding needs to be immediately available for a bike lane to get out kids safely from the school to the pool/ recreation centre in Wanaka. A death of a child on state highway 84 will be avoided.

COURTNEY Richelle

Wanaka/Upper Clutha area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Oppose

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Agree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Agree

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Agree

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Neutral

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Neutral

Q. 6A: Do you agree with the proposed investment in community projects?

Agree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Oppose

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Neutral

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Support

Q. 8A: Comment here.

Urgently require more budget for Wanaka Cycle networks. Many locals cycle in Wanaka, our roads are getting busier and busier, many kids cycle to school. We need safe networks for our kids, particularly to access the new sporting facilities - pool and turf. ALSO budget needs to allow the increase in size for a FULL SIZE hockey turf. Crazy that a brand new turf was put in and it was not made full-size.

COUSINS Peter

Wanaka/Upper Clutha area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Neutral

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Neutral

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Neutral

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Neutral

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Disagree

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Neutral

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

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Q. 6A: Do you agree with the proposed investment in community projects?

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Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Neutral

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Neutral

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q. 8A: Comment here.

Cycling Activities in the Upper Clutha should be prioritised. As a means of transportation for the entire district. Promoting health and well being, and reducing motor vehicle usage.

COWIE Jim

Albert Town Community Association

Wanaka/Upper Clutha area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Oppose

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Agree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Oppose

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Disagree

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Agree

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

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Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

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Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Oppose

Q. 6A: Do you agree with the proposed investment in community projects?

Agree

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Neutral

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q. 8A: Comment here.

Refer to Albert Town Community Association submission separately uploaded.

Q.

ATCA 10Yr Plan Submission Apr18.docx - 25 KB

ALBERT TOWN COMMUNITY ASSOCIATION

SUBMISSION TO QLDC DRAFT 10 YEAR PLAN 2018-2028

The Albert Town Community Association (ATCA), representing 152 paid up households at 12 Apr 18, makes the following submissions to the QLDC Draft 10 Year Plan on behalf of the Albert Town and wider Wanaka community.

1. Annual Grant for Albert Town Community Association

That the annual grant for the ATCA not only continue, but that the amount of \$5,000 be reviewed upward and henceforth be adjusted annually for inflation because:

- It has remained at the same level for some 30 years.
- The ATCA has achieved value for money on the funding received in the past in terms of producing cost effective projects for the community.

2. Albert Town Lagoon Funding

That QLDC allocate \$10,000 annually to be dedicated to the restoration and enhancement of the Albert Town Lagoon, in recognition of the Lagoon being a unique and important wetlands in the Upper Clutha basin. This money to be allocated in the Parks and Reserves budget.

- ATCA has established a sub-committee (Guardians of the Albert Town Lagoon - GOAL) with the long term objective of restoring and enhancing the Lagoon as a wildlife and recreation reserve in accordance with the QLDC sponsored and approved plan *Albert Town Lagoon Preliminary Restoration and Enhancement Plan 2007*.
- The GOAL sub-committee has drawn up a 5 year plan for restoration and enhancement that focuses primarily on restoration planting of native trees and shrubs; and control/removal of noxious weeds and trees, specifically broom, crack willow and dead poplars.
- Of immediate concern are the high number of dead and dying poplars on the island in the Lagoon. These pose an environmental and safety risk. QLDC in consultation with ATCA has recently received a quote for \$8,900 from Asplundh to cut and remove these trees. **This is a priority.**

3. Freedom Camping

That QLDC demonstrate leadership and resolve on the issue of so called 'freedom camping' by continuing to both lobby central government to change an ineffective law, while at the same time initiating positive actions to control and limit the harmful affects of the practice in it's jurisdiction.

- ATCA does not oppose responsible camping, per se, in vehicles compliant with new, stricter self containment legislation in approved areas.
- However, ATCA takes the view that the de facto situation should be that freedom camping is illegal when not done in a compliant self contained vehicle in an approved place.

- ATCA encourages QLDC to provide suitable 'responsible camping' areas with basic amenities that are funded largely by central government through the imposition of some form of tourist tax or levy.

4. Albert Town Camping Ground

That QLDC upgrade the Albert Town camping ground.

- This camping ground is of an unacceptable standard, even for the cheaper, more economical end of the tourist/visitor market. The facilities are sub-standard beginning with the pot-holed entrance and roading throughout, no screening of the camp ground from SH6 using vegetation and/or a bund, a total lack of clearly defined camp sites with interspersed plantings, unhygienic rubbish disposal (an open skip), and most of all less-than-basic ablutions facilities and dubious water supply. Campers are frequently observed by local residents doing their personal washing and laundry in the Clutha Rv.
- In short, a camping ground like this that charges \$10 per night per person reflects badly on QLDC because of its sub-standard facilities and negative environmental impacts. **It all but encourages visitors to freedom camp!**

5. Public Toilet for Popular Walking/Cycling Tracks in Gunn Road

That QLDC provide a public toilet facility in the reserve area near the junction of Gunn Rd and Alison Ave. This facility should be plumbed into the nearby water and sewage supply. ATCA has made its views known on this issue to QLDC for some time now.

- Albert Town is the hub of six cycling/walking tracks which are becoming ever popular with local residents and tourists alike. Users of these tracks have no toilet facility located on or near the tracks, particularly at the Albert Town end of the very popular Lake Outlet to Albert Town track.
- Human waste is not uncommon in the vicinity of some of these tracks. For the last three or so years the management of the Albert Town Tavern have expressed frustration at the numbers of walkers and bikers using the Tavern's toilets while not purchasing any goods.
- A toilet facility at Gunn Rd-Alison Ave junction would also serve the popular Gunn Rd-Hikuwai Reserve bike park.
- As the need for toilets in this area continues to grow each year, ATCA recommends funding is set aside for other toilets to service tracks in the Upper Cluthas area; eg. the Albert Town and Red Bridge ends of the Clutha Rv track; the Mt Iron track; the Hawea track. This could be done in conjunction with the Department of Conservation and/or the Government's national tracks initiative.

6. Future Traffic and Road Management In and Around Albert Town

That QLDC adopt a proactive plan for road and traffic issues in and around Albert Town in recognition of the recent rapid, and likely continued, growth of the area. Specific aspects ATCA identify for consideration by QLDC are:

6a. Alison Ave-Gunn Rd Albert Town.

That QLDC restrict Alison Ave-Gunn Rd being used as a heavy traffic by-pass in and out of Wanaka.

- Trucking companies continue to use Alison Ave-Gunn Rd, in both directions, as a route to and from SH6 and Aubrey Rd most often carrying heavy loads of aggregate to sub-divisions in Wanaka, and returning empty or with spoil.
- These trucks create noise (including the use of air brakes down Gunn Rd), dust and sometimes spill content on the roads especially at the Alison Ave-Gunn Rd corner and the Gunn Rd-Aubrey Rd roundabout. Further they frequently exceed the 50 kph speed limit and damage the roads that were never designed for repeated use by heavy trucks, often with trailer units.
- Unless trucks have deliveries to make in Albert Town, the route they should be made to use is along Aubrey Rd from SH6 to Wanaka.

6b. Junction Alison Ave-Gunn Rd-Hikuwai Rd-Clutha Rv Reserve.

That QLDC upgrade the junction of Alison Ave-Gunn Rd-Hikuwai Dv-turn off to Clutha reserve area.

- This intersection is potentially dangerous and no longer fit for purpose given the increasing traffic using Alison Ave-Gunn Rd. The Alison Ave-Gunn Rd corner is a right angle and poorly cambered especially for vehicles turning from Alison Ave into Gunn Rd. Vehicles turning into Gunn Rd from Alison Ave often cross the centre line when they misjudge the corner and/or approach it too fast.
- Adding to the intersection's dangers has been vehicles accessing Hikuwai Drive, a relatively new sub-division of some 26 houses. Drivers intending to turn into Hikuwai Dv from Alison Ave have no view up Gunn Rd until they venture out into Gunn Rd. Similarly there has been a noticeable increase in vehicles accessing the popular Clutha Rv reserve at this intersection and drivers here suffer from limited visibility and a very rough transition from the sealed road to the pot-holed reserve road.
- ATCA have previously expressed their concerns about this unsatisfactory intersection with a QLDC roading engineer who agreed a roundabout would be the best solution to the problem. No action has been taken to date.

6c. SH6-Aubrey Rd Intersection.

That QLDC in conjunction with NZTA upgrade the 'T' intersection of SH6 and Aubrey Rd.

- This 'T' intersection is poorly designed, potentially dangerous and no longer fit for purpose given the increased volume of traffic using it to access Wanaka via Aubrey Rd (and vice versa Wanaka-via-Aubrey Rd to SH6) and the largely completed Albert Town Riverside sub-division.
- Vehicles wishing to turn right out of Aubrey Rd on to SH6 do so at an angle that limits their vision to the left down SH6. This approach should be designed as a right angle turn.
- Vehicles wishing to turn left from SH6 into Aubrey Rd have a limited slip lane (not clearly marked) and often cross the centre line of Aubrey Rd because they are travelling too fast and vision is partly obstructed by a lamppost right on the corner. This pole in itself is a safety hazard and needs to be relocated.
- Consideration should be given to an island separating vehicles leaving and coming into Aubrey Rd at this intersection.

6d. Integrate Active Transport Wanaka Collective's initiatives into the Wanaka transport plan.

That QLDC increase the funding allocated (\$1.5m announced) and give more urgency to implementing the recommendations recently made by the *Active Transport Wanaka Collective* on integrating walkways and cycleways into an overall transport plan for Wanaka.

- Albert Town, like many other parts of Wanaka, has grown rapidly in the last five or so years. There are many young families now living in Albert Town. The *Active Transport Collective's* well researched and considered recommendations to integrate walk and cycleways into an overall transport plan for Wanaka was forward looking and well received. The key to its fruition is that Council start acting on these recommendations now, not four years hence.
- Wanaka residents, particularly parents of school age children, would like to see a walkway-cycleway infrastructure set up that enables safe and efficient off-road travel from homes to schools, sports venues, the Lake, town centre and shops.
- Specific to Albert Town residents, ATCA advocates for upgraded (and possibly new) trails emanating from the 'hub' of the Albert Town bridge into Wanaka around both sides of Mt Iron.

6e. Construct a footpath-cycleway along SH6.

That QLDC lobby NZTA to jointly construct a footpath-cycleway from the SH6-Kingston St junction along the east side of SH6, in the first instance to the 'T' intersection of Jack Young Place and beyond to the 'T' intersections of Montieth Rd, then to Clan Mac Rd and eventually to the junction of SH6 with SH84.

- The residents of Jack Young Place-Riverhaven Lane, Montieth Rd and Clan Mac Rd deserve to have a footpath-cycleway along the east side of SH6, not to mention the many visitor cyclists and sport-road cyclists who ride on this section of the highway.
- Priority in constructing such a walk-cycleway should be given first to the residents of Jack Young Place-Riverhaven Lane (21 houses) followed by the other intersecting road residents.

6f. 70 kph speed limit Clutha Rv Bridge to Junction SH6-SH84.

That QLDC lobby NZTA for an overall speed limit of 70 kph from the Clutha Bridge to the junction of SH6-SH84.

- Albert Town residents are increasingly aware of increased traffic volumes on SH6 between the Clutha Rv Bridge and the intersection of SH6 and SH84. There are currently two speed zones on this stretch of road - 70 kph for about 750m from the Bridge, and then 80 kph to SH6-SH84 intersection. Anecdotal observation suggests many drivers do not slow down to 70 kph in the Albert Town designated area, unless they intend to turn off into Albert Town. These higher speeds create safety issues for drivers both turning off into Albert Town and accessing SH6 from Albert Town roads, and increased noise levels.
- The increased traffic volumes are creating noise, vibration and dust issues for residents living close to SH6, whose numbers have increased significantly in the last five or so years with Riverside, Jack Young Place and Hebbard Court sub-divisions being built. A resident of Jack Young Pl is currently petitioning NZTA to have "no air brake" signs erected on SH6 because of the large number of heavy trucks on the road. Further, with the redevelopment of the Albert Town tavern complex and the proposed addition of motel type accommodation on the tavern site and possibly across the road (ie, SH6) there will be further pressure to reduce the speed limit to increase safety and reduce noise.

6g. Replace the Clutha Rv Bridge at Albert Town on SH6

That QLDC lobby NZTA/central government for a replacement bridge across the Clutha River at Albert Town.

- The bridge is a single lane with restricted approaches. It has clearly outlived its usefulness on an increasingly busy route to/from the West Coast and for the increasing number of local people commuting into Wanaka from Lake Hawea and Hawea Flat.
- The bridge is unquestionably an earthquake risk and possibly even a flood risk (it was briefly closed in the 1999 flood for safety reasons). In the event of a sizeable earthquake it would almost certainly be rendered inoperable as would the Red Bridge at Luggate. The consequences for the region would be severe.

6h. Upgrade the Junction at SH6-SH 84-Riverbank Rd

That QLDC lobby NZTA/central government for a major upgrade of the junction-intersection of SH6-SH84-Riverbank Rd.

- This increasingly busy off-set intersection where the speed limit on each intersecting road is 80 kph is the proverbial 'accident waiting to happen'. Vehicles approaching the intersection from Luggate have poor visibility and uncertain lane selection, and anecdotal observations suggest many have not reduced their speed from 100 kph to 80 kph.
- Increasingly long queues of vehicles approaching the intersection on SH6 at peak travel times are leading to frustration and potentially dangerous manoeuvres to join SH84 either into Wanaka or to turn into Riverbank Rd. This situation is exacerbated by Wanaka-bound drivers not staying in the centre lane or Riverbank Rd-bound drivers cutting across two traffic lanes to turn left - both potentially at risk of being hit by fast vehicles coming from Luggate. The same can be said of drivers exiting Riverbank Rd - again a road being increasingly used. This situation will only worsen with increased traffic to and from the Three Parks complex and Ballantyne Rd area.

7. Footpaths and Kerb and Channeling.

That QLDC continue to upgrade Albert Town streets by installing asphalt footpaths and kerb and channeling.

- ATCA has submitted to this effect in previous 10 Year and 1 Year Plans by providing Council with a schedule of streets in priority order. ATCA will update its priority schedule and forward to Council shortly.
- ATCA's expectation is that installing new footpaths and kerb and channeling will proceed year on year as funding and contractor availability allow.

J.W. Cowie

Chairperson for the Committee

Albert Town Community Association

12 April 2018



CRAIG Melanie

Wanaka/Upper Clutha area

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Oppose

CROCKFORD Victoria

Arrowtown

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Support

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Agree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Agree

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

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Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

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Support

Q. 6A: Do you agree with the proposed investment in community projects?

Agree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Support

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Agree

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Support

Q. 8A: Comment here.

Attached is a submission on QLDC's procurement strategy. We submit that the 10 Year Plan include a review of QLDC's procurement process in favour of a transition to social procurement.

Q.

QLDC PROCUREMENT STRATEGY_ COMMENT ON THE 10 YEAR PLAN (2).docx - 1178 KB

SUBMISSION TO THE 2018-2028 10 YEAR PLAN REGARDING THE QLDC PROCUREMENT STRATEGY

Submitted by: Victoria Crockford (Whakatipu/Flick Electric), Sue Coutts (Wanaka/Wanaka Wastebusters), with support from Esther Whitehead (Sustainable QT), Richard Docherty (Rehab, Munchly, Plant B), Kathy Dedo (LINK Wanaka) and with assistance from Sean Barnes (Akina Foundation)

1. INTRODUCTION

Queenstown Lakes District Council currently determines its procurement choices against the following framework.

1. Quality and Value for Money
2. Transparency and Fairness

3. Accountability and Integrity
4. Sustainability

QLDC has the opportunity to review its procurement strategy as part of the Ten Year Plan **in favour of social procurement**.

It is submitted that QLDC demonstrate its commitment to the performance indicators of **bold leadership** and **vibrant communities** by reviewing its procurement policy to make sure it can measure up with current best practice both nationally and internationally.

Aligning broader council goals - such as vibrant communities, environmental sustainability, wellbeing and economic diversity - with public spending can **deliver multiple benefits from each dollar spent**.

2. WHAT IS SOCIAL PROCUREMENT?

Social procurement **is a tool** that can be used by a buying organisation enable/deliver impacts beyond the exchange of goods of services.

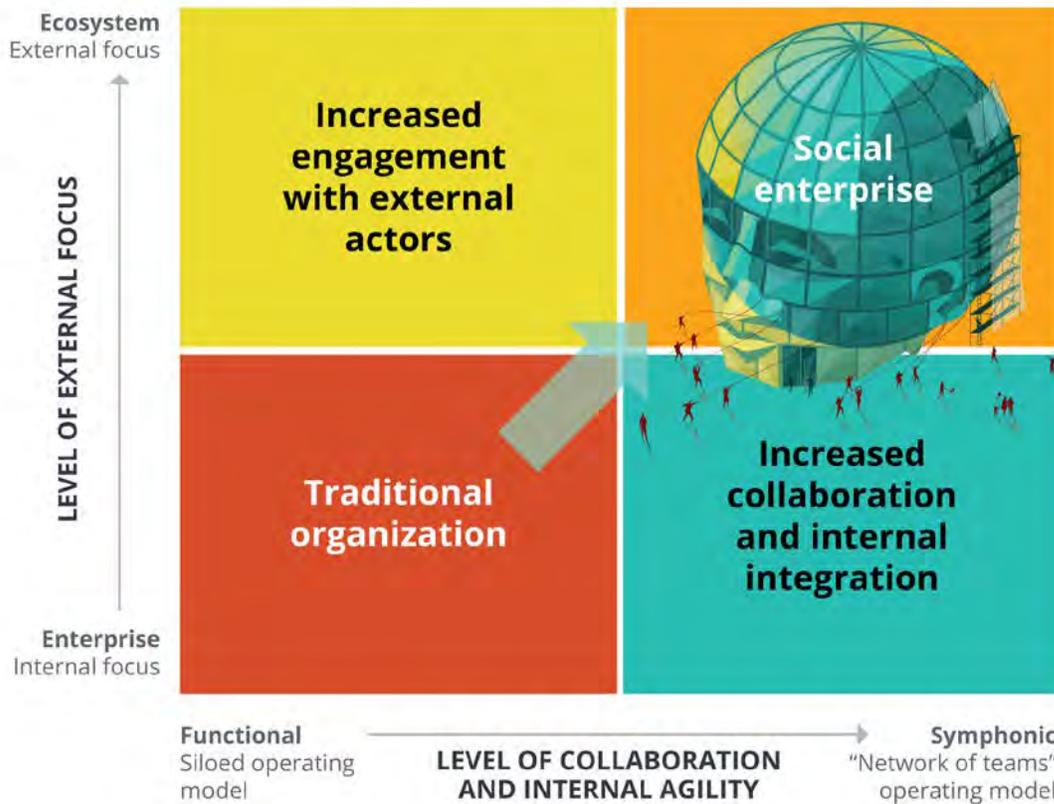
Social Procurement provides a methodology for public, private and not-for-profit sector organisations to achieve social goals, and address community issues as part of the way they do business - integrating social responsibility into their mainstream activity.

It is part of a wider global trend to '**social enterprise**' and '**impact capital**'.

*[The 2018 Deloitte Global Human Capital Trends](#) report showcases a profound shift facing business leaders worldwide: The rapid rise of what we call the **social enterprise**. This shift reflects the growing importance of social capital in shaping an organization's purpose, guiding its relationships with stakeholders, and influencing its ultimate success or failure.*

In many ways, **social capital is achieving a newfound status next to financial and physical capital in value.** In a recent survey, for instance, 65 percent of CEOs rated “inclusive growth” as a top-three strategic concern, more than three times greater than the proportion citing “shareholder value.”¹

Figure 1. The evolution of the social enterprise



Source: Deloitte *Global Human Capital Trends* survey, 2018.

Deloitte Insights | deloitte.com/insights

3. WHAT IS THE OPPORTUNITY?

With social procurement, **you are spending the same dollar twice.** For example, if you buy scones from a caterer, you get scones. When you buy scones from a social enterprise, you get scones AND impact (e.g. a pathway for people marginalised out of work because of a disability, back to mainstream employment).

Effectively this is taking **a broader view on value within procurement beyond dollars,** quality and risk alone. I.e. it integrates additional social and environmental factors.

Social procurement therefore directly benefits QLDC as a Buyer. It can be a strategic tool to deliver objectives such as local employment, pathways to work, trades/training/skills for youth or other marginalised groups and community engagement (“vibrant communities”).

The obvious benefit to a Supplier (social enterprise, any organisation that is 'for purpose') is access to markets. Given social procurement is a relatively new trend in NZ, the supplier market is not yet well mapped and it is unlikely that QLDC will find a 'for purpose' civil contractor to build a bridge (yet).

However, there is significant scope for QLDC to make **specific community benefit part an explicit part of the procurement evaluation process at the business case development stage**, rather than just including social outcomes as overarching integrity and sustainability goals (as stated in the current procurement document). This is particularly relevant to services such as **kerbside recycling, event management, uniforms, catering, maintenance and repair, workplace supplies, marketing, power** etc.

In summary: strategic procurement enables QLDC to spend on activities and outputs and deliver on service level outcomes, community outcomes and **create broader value using the same budget**

Benefits of Social Procurement

Integration

Social Procurement provides a methodology for public, private and not-for-profit sector organisations to achieve social goals, and address community issues as part of the way they do business, integrating CSR into their mainstream activity.

Innovation

By encouraging a holistic look at the achievement of broad organisational objectives through procurement, social procurement practice encourages innovation and the development of new forms of partnership and service delivery models.

Staff Satisfaction and Organisational Identity

The ability to achieve demonstrable community benefits through social procurement increases job satisfaction and pride, while building and broadening the identity of an organisation internally and externally.

Competitive Advantage

Governments and private sector organisations are increasingly looking beyond the delivery of goods and services towards value-adds that deliver social outcomes and triple bottom line objectives. By integrating social procurement practice into mainstream procurement thinking, organisations can build a competitive advantage and directly demonstrate their capacity to add social value to their deliverables in a cost-neutral or cost effective way.

Source: [GROW Social Procurement report](#)

4. WHAT IS HAPPENING IN NEW ZEALAND AT LOCAL GOVERNMENT?

QLDC would be joining a number of district and regional councils around the country in considering a strategic approach to procurement.

The following councils are becoming engaged: Dunedin City, Christchurch City, Regional Councils (Horizons, Waikato etc) and Local Government New Zealand.

Auckland Council/TSI has a specific social procurement policy that demonstrates one way of undertaking it.

The Auckland Example

Auckland Council, which faces similar problems with rapid growth and demand for infrastructure and services, has developed a strategic procurement approach to make sure council makes the best use of every dollar spent.

The Auckland Council Procurement Strategy provides direction for when a decision is to be made to procure goods, services or works to deliver on the objectives of Auckland Council.

The strategy is a whole-of-council approach that allows staff to consider such matters as economic sustainability (e.g. improved employment opportunities for disadvantaged populations, increased local spend), social sustainability (e.g. enhanced community capability), environmental sustainability (e.g. carbon reduction opportunities) and cultural sustainability (e.g. te reo Māori, cultural diversity) during each stage of the process.

It encourages sustainable and diverse supply markets.

1. **Work together** - to achieve best value, i.e. the optimum combination of whole of life cost and fitness for purpose. Seek to deliver the best outcome for council and the community.
2. **Value te Ao Maori** - Support councils commitment to Maori including responsibilities under Te Tiriti o Waitangi.
3. **Be sustainable** – procurement practice enables active consideration of social, environmental, cultural and economic interests of the community including impacts on current and future generations.
4. **Act Fairly** - ethical, lawful and consider the needs of all groups in the community. Open and contestable processes, all potential suppliers have equal access.
5. **Make the best use of every dollar** – focus on effectiveness to identify and deliver on multiple benefits for every dollar spent. Council actively seeks innovative approaches.
6. **Be Affordable** - Seek best possible value for the whole of the lifecycle, does not necessitate selection of the lowest price. Encourage and maintain a sustainable and diverse marketplace to ensure a competitive market is maintained. Maintain appropriate balance between quality and short and long term costs.

Example Project	Details	Key Outcomes	Links
The Southern Initiative (Auckland, NZ)	<ul style="list-style-type: none"> • Place-based regeneration • Linked to AC and AT contracted work in South 	<ul style="list-style-type: none"> • Focussed on Māori-Pasifika youth • 267 trainees in 2016, were out of employment, education and training • Incorporate social/enviro outcomes into RFT and contracts – Targeted 	Auckland Council/TSI

	Auckland	Recruitment and Development Plan	
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5. WHAT IS HAPPENING IN THE WIDER NEW ZEALAND CONTEXT?

Social enterprise development incubator and consultancy, the Akina Foundation, is working with both **the New Zealand Government and the Chartered Institute of Procurement and Supply** on growing a national procurement strategy.

A number of NZ corporates/SOEs are becoming active also, including: **NZ Post, Kiwirail, Vector, Mercury and Foodstuffs.**

6. WHAT IS HAPPENING OVERSEAS?

Australia has strong social procurement policies at the state and local government levels.

Project	Details	Key Outcomes	Links
State Government of Victoria (AU) - Social Procurement Framework - Victoria Industry Participation Project - Major Projects Skills Guarantee	<ul style="list-style-type: none"> • Social Procurement mandated for all govt agencies • Guarantees opportunities for training and groups marginalised out of employment • Ensures SMEs are given opportunity to compete for Govt contracts 	<ul style="list-style-type: none"> • Mandates value considerations beyond financial only • Promotes participation opportunities for groups marginalised out of employment and education including disability, indigenous and long-term unemployed. • Mandates minimum local content and local business/job opportunities on all government contracts where possible • Mandates 10% of all labour hours are provided by apprentices, trainees or cadets 	Social Procurement Framework VIPP MPSG
LXRA Level Crossing Removal Authority (Victoria, AU)	<ul style="list-style-type: none"> • Social Procurement Policy incorporated into work packages 	<ul style="list-style-type: none"> • Alliance teams have mandated social procurement spend targets with multi-\$M performance bonus • \$9B work programme – typical work packages \$400M, 18-month delivery 	LXRA
Geelong 21 (Geelong, AU)	<ul style="list-style-type: none"> • Local economic development project targeting local spend and employment for community benefit 	<ul style="list-style-type: none"> • Incorporates government, business and community organisations with total spend of \$6B • Seeks to grow overall employment, and employment with targeted groups through social procurement • Collects performance metrics to guide action 	Geelong 21
Local Government and Urban Development (Various, AU)	<ul style="list-style-type: none"> • Social Procurement utilised to deliver community benefit 	<ul style="list-style-type: none"> • Includes Gold Coast City, Brisbane City, Parramatta City and development authorities such as VicUrban • Targeted employment and economic growth • Mechanisms include use of contract clauses, direct procurement (incl. carve-offs) and process simplification 	Brisbane City Council

Scotland is also a strong international example

The [Procurement Reform \(Scotland\) Act 2014](#) builds on the work of [Public Procurement in Scotland](#). It establishes laws about sustainable public procurement to maximise the social, environmental and economic benefits through effective and efficient procurement activity.

Scotland takes the approach that “smart use of procurement can play a key role in promoting jobs and growth, encouraging innovation, boosting training and apprenticeship opportunities and helping small and medium enterprises (SME’s) third sector organisations and supported businesses to compete effectively for contracts”.

7. IN CONCLUSION

We encourage QLDC to undertake a review of their procurement strategy in favour of social procurement.

Social procurement is part of **a global trend towards social enterprise and impact capital.**

Social procurement makes **specific community benefit part an explicit part of the procurement evaluation process at the business case development stage.**

Social procurement can **deliver multiple benefits from each dollar spent.**

The Auckland Council Procurement Strategy is a whole-of-council approach encompassing **economic sustainability, social sustainability, environmental sustainability and cultural sustainability** during each stage of the process.

The Government and large SOE’s and companies are currently engaging with and/or developing social procurement strategies.

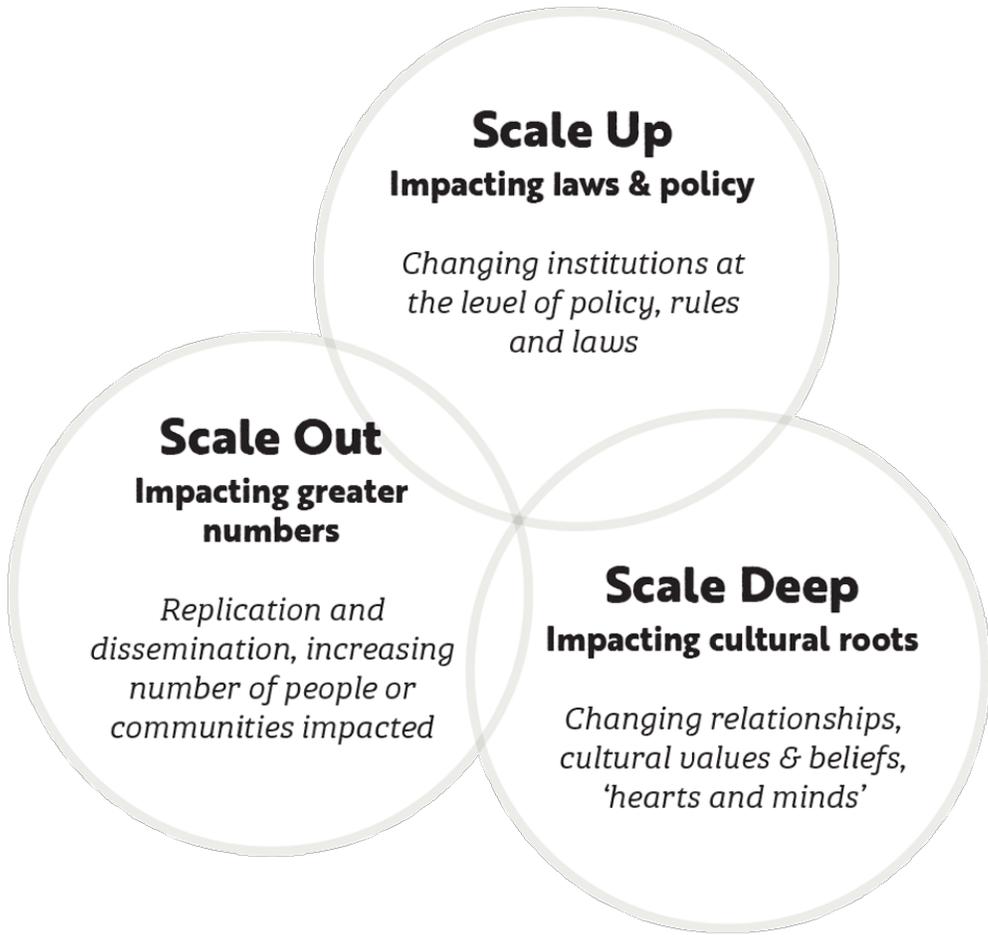
It should be noted that there is a very real possibility that social procurement will be mandated in the future by Government - it could be done to QLDC. By commencing a review of the process now as part of the 10 Year Plan, QLDC can **remain ahead of the regulatory curve and demonstrate its commitment to the performance indicators of bold leadership, vibrant communities and enduring landscapes..**

There is considerable expertise and precedent available to support QLDC in transitioning to a social procurement strategy, so it could commence with immediate effect.

A note from the submitters

As a group of residents, we are working hard to assist with a thriving social enterprise ecosystem in the Whakatipu and Wanaka. Social enterprises are rapidly becoming the new business as usual, and we have received immense community interest in how we scale them locally, with significant numbers of people turning up to various events related to the issue.

As per the diagram below, we are working in our various capacities, both paid and unpaid, on scale out and scale deep. In making this application, we are requesting that QLDC consider their role in supporting this important aspect of economic diversification through ‘scaling up’.



CRUICKSHANK John

Wanaka/Upper Clutha area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Oppose

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Disagree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Disagree

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Agree

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Agree

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Support

Q. 6A: Do you agree with the proposed investment in community projects?

Agree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Oppose

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Disagree

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Support

Q. 8A: Comment here.

QT 23million for cycle ways and Wanaka only 1.5m. My rates I would like to see go into my own community, Albert Town. Community is slowly being sucked out over the years since everything became QLDC. Come on be fair to Wanaka also.

CULPITT Jeremy

EMRJ Woodwork

Wanaka/Upper Clutha area

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Q. 8A: Comment here.

We firmly believe that a clear plan for Wanaka Development is URGENTLY needed - and there needs to be a highly visible consultation process.

We cannot wait until it is even more "bursting at the seams" as it is already completely broken from a residents point of view. There are fundamental issues not being dealt with effectively. Parking in the CBD is an enormous problem year round. We need a car park building, especially if the lakefront will become more pedestrianised. Using the carpark behind the Wanaka Hotel / old fire station - dig down and then build up to maximum height and make a large multi level carpark - removing the pressure off grossly overburdened carparking in town. Then beautify the connection from that carpark down past bullock creek so tourists / locals alike can flow easily into the centre of town (about 200m walk max).

Park and Ride facilities must be made for campervans / vans / tourists etc - and keep them OUT of the centre of town (enforce this rule with fines). They are almost exclusively out of country tourists who don't know how to drive their vehicles well, park in simply stupid / selfish places out of frustration and create a Great White Wall of campervans on the lakefront, supermarket carpark and streets around town. If there is a designated and mandated parking area for them this will ease many issues in the centre of town.

SH84 MUST have an underpass that allows free and smooth flow for pedestrians and cyclists to move to the new rec centre / pool on the Southern side of town. Expecting kids to cross that road, with its extremely busy traffic flow, tourists all looking and/or driving the wrong way around roundabouts is a recipe for disaster. It's a hard enough road to cross in a car, let alone a 10year old on a bike.

"Freedom Camping" must be 100% banned throughout the region. Create incentives for camping areas to rapidly grow and expand their facilities to cater to the hordes (word chosen wisely) of these messy vans with their zero-input value residents. Why must we allow / cater to their want to be here? If someone wants to come to see NZ, by all means that's great - but if you cannot afford or refuse to pay to camp in specific designated places - then do not come here. Enforce this rule with well advertised and harsh penalties tied to Passports (not the vehicle) and social media will rapidly spread the message that it's not possible to "camp" (squat) here, contributing nothing but creating cost, crowding and mess.

FILTER THE WATER AT SOURCE - why is that such a challenging thing to tackle? Why is there sludge in the waterpipes? This is a fundamental deliverable of a town council - sure it may be "safe" but the sludge is incredible in this day.

No one can argue that Wanaka is a beautiful place - it's a place we love and work VERY hard to be able to afford to live in. Nor can we argue tourists will always be coming here for a fleeting glimpse of that beauty. But the ever increasing number of those tourists, and lack of facilities to cater to them renders this town almost unliveable at times. The traffic flows are insane, the single supermarket is 10 years past the date when another should have been permitted, and the number of whole-town-disruption events at critical times is not on. To more or less stop traffic flow around town for the Challenge Wanaka when tourists are at capacity make it near on impossible to do anything for those days. It's so busy at Christmas / New Year, Easter etc that for many of us the only option is to leave town somehow to avoid the extreme frustration of not being able to enjoy our own town.

CURRIE Sally

Bc adventure ltd

Wanaka/Upper Clutha area

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Agree

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Neutral

Q. 8A: Comment here.

Your miserable allocation of funding for safe Wanaka bike routes is largely pathetic and your timeline is ridiculous. You are showing great bias with preferential plans for Queenstown when Wanaka needs change and support for commenting by bike to happen now

CUSENS Melanie

Wanaka/Upper Clutha area

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Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Agree

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Neutral

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Neutral

Q. 6A: Do you agree with the proposed investment in community projects?

Disagree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Neutral

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Neutral

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Support

Q. 8A: Comment here.

Why does Wanaka bike trail only get 800k in 4 years time and Queenstown over 20mil starting now?

CUTLER Alan

Wanaka/Upper Clutha area

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Agree

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Disagree

Q. 6A: Do you agree with the proposed investment in community projects?

Disagree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Oppose

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Oppose

Q. 8A: Comment here.

The draft 10 Year Plan tends to support 'development and growth' rather than the control of, the protection of, and sustaining of natural values and character of the district.

The absence of full acknowledgement of the importance of the protection and enhancement of the landscapes within the District shows up in the summary document and this bias is continued in the more detailed volumes. Development that is respectful and responsive to landscape and the environment will engender a more sustainable world. Clearly the District does have "world class" landscapes; however all landscapes, including living and working environments need acknowledgement and protection.

Council needs to focus on key infrastructural projects that will ensure safe drinking and recreational waters and assist in sustainable forms of transport and recreation. I oppose any increase in funding for tourism.

I oppose the bias in funding for vehicle parking, especially the \$11.3 M for Wanaka (on top of \$6.3M for the WLDP developments). The bias towards vehicles is embedded in the wording of the WLDP document that states: "parking layouts, events space, new boating facilities and improve pedestrian and cycleways."

Protecting landscapes and prioritising pedestrians and cyclists must be at the forefront of the Plan and influence all development proposals and related spending. For example, stormwater upgrades must not focus on pipes in the ground but look towards open naturalised channels that will assist in the protection of water quality and natural assets, including but not limited to the lakes and rivers in the district.

I strongly believe the Water Treatment upgrade at Beacon Pt needs to be prioritised and brought forward to no later than 2021. This should be partly funded from the money attained from the sale of Scurr Heights. Money from this land sale was supposed to be allocated to infrastructure and a quality water supply for Wanaka is a key responsibility for the Council. The sale money should not be siphoned off to fund the pool or other recreational facilities.

I am shocked and strongly opposed at the level of rates increases for residential properties in Wanaka.

The proposed rates increase should not go to the Wanaka Pool, this development needs to have a much greater user pays component.

I believe rates increases for Vacant land and some Mixed Uses land should be increased. This level of targeting should be an incentive for development of these parcels rather than the potential for 'land banking'.

Finally I am strongly opposed to the early harvest of the Coronet Peak Forest and I have grave reservations at the proposed revegetation of the area. This proposal should be delayed and more thought must be applied to the future management, harvest and subsequent land use for this area.

DALZELL Geoff and Louise

Queenstown/Wakatipu area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Support

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Disagree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Neutral

Q. 8A: Comment here.

Our Submission regarding the preferred funding option of the rates recovery at page 19 of the Ten Year Consultation Document.

We concur that the CBD would gain most from the Transport Strategy Masterplan but there is no merit including the residential area of the four blocks bounded by Park Street, Suburb Street and Frankton Road in the proposed wider CBD zone.

These blocks are still genuine residential areas apart from the properties adjacent to Frankton Road used for Visitor Accommodation which could still be included in the proposed wider CBD zone.

The current zoning of Medium Density Residential is more appropriate for this area as it is separated from the current CBD which is not likely to expand into these four blocks.

The residents of these four blocks will gain little benefit from the proposed Transport Strategy as most are within walking distance to the CBD and therefore the costs should be absorbed by the CBD and the wider community.

Geoff and Louise Dalzell


Queenstown

DALZIEL Graham

1951

Kingston

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Neutral

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Agree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Disagree

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Agree

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Neutral

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Agree

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Agree

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Neutral

Q. 6A: Do you agree with the proposed investment in community projects?

Neutral

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Neutral

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Agree

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q. 8A: Comment here.

The big issue here in Kingston is currently Water/Sewage. The repayment options need to be flexible with a lump sum option and thereon only the maintenance costs to be added to the rates demands. I do not wish to be paying what will likely be double the current rates for an extended period of time. I see that the repayment issue is mentioned on page 26 but without specific amounts or estimates available it is difficult to have a meaningful discussion. I favour a lump sum option as I think that leaving the council the free range to set repayment rates that could easily become adjusted by future councils to provide an extra source of income is something I am concerned about.

DAVID Nicole

Wanaka/Upper Clutha area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Oppose

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Disagree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Neutral

Q. 2B: Do you agree that this should include an interim dedicated Queenstown library space?

Neutral

Q. 3A: Do you support the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning?

Support

Q. 4A: Do you agree with the water supply project programme and timing to meet the Drinking Water Standard (2008) by 2027/28?

Neutral

Q. 5A: Do you agree that Council should introduce a general subsidy in order to protect the environment by supplementing the cost of smaller community schemes?

Neutral

Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Support

Q. 6A: Do you agree with the proposed investment in community projects?

Neutral

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Oppose

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Disagree

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q. 8A: Comment here.

Not happy with the allocation of funding towards Wanaka cycleways. We have a new pool opening and the only way kids can get there is being driven. We need a safe way for kids to ride from the secondary school to the pool and we need it in 2018 when the pool opens. This is a major priority.

DAVID Tim

Wanaka/Upper Clutha area

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Neutral

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Neutral

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

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Disagree

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Neutral

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q. 8A: Comment here.

Re. Wanaka Master Plan

As a parent I am highly concerned that there appears to be no effective solution offered to allow children, cyclists and pedestrians to cross SH84. This road bisects the town and it's amenities. The increase in traffic volume on SH84, coupled with the building of new pool and school in 3 Parks estate will make this problem even greater - and the risk of serious accident is very real.

Please consider funding of a solution (underpass / bridge or even pedestrian crossing lights) a high priority - it is vital infrastructure.

DAVIES JAMES

NONE

Queenstown/Wakatipu area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Oppose

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

Disagree

Q. 1C: If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects?

Agree

Q. 2A: Do you support the funding for a Council Office?

Support

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Q. 5B: Do you support the application of a two-tier charge to the Arthurs Point Scheme to enable a fairer apportionment of cost to the user?

Oppose

Q. 6A: Do you agree with the proposed investment in community projects?

Disagree

Q. 6B: Do you support inclusion of funding to support the early harvest of Coronet Forest?

Support

Q. 6C: Do you agree that Council should enter into a lease for an interim Frankton Library?

Agree

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Oppose

Q. 8A: Comment here.

It can't be reasonable for 1 resident to support 34 international visitors. These visitors use water and waste water disposable systems. Why shouldn't they pay for the services they use? I think there should be a daily bed tax and a daily camper van tax. If you disagree please will you explain why I should pay for these people's services.

As regards council offices. The CBD is overcrowded, why not move out to the a site on the airport or elsewhere on Remarkables Park. There is adequate space at either site and the council will then free up some space in the CBD. In my opinion the CBD will eventually move to the Remarkables Park area and so you will be ahead of the curve by moving sooner rather than later

DAWSON Masae

Tokyo, Japan

Wanaka/Upper Clutha area

Q. 1A: Do you support the preferred option to complete the programme outlined in the draft plan?

Neutral

Q. 1B: Do you agree with the preferred funding model including targeted rates recovery focused on CBD ratepayers?

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Neutral

Q. 7A: Do you support the proposal to revise the rating differentials based on the new rating valuations?

Neutral

Q. 8A: Comment here.

Wanaka should have underpass or overpass for the kids to go to school safely