

FIELD Brian

BD Field Family Trust

Queenstown/Wakatipu area

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

Disagree

Q.

QLDC Ten Year Plan Submission.pdf - 34 KB

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. It has also become incumbent on the residents of Brisbane Street to work with QLDC parking and enforcement officers to ensure that this "cul-de-sac" street is free from illegal and inconsiderate parking behaviour and any increase in traffic in this street would only exacerbate problems already evident in this overcrowded street. In short, 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.

FINDLAY Wayne

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?

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?

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?

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?

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.

My main concern is the biking network in Wanaka especially with a new school at Three Parks and swimming pool and access for school kids walking and biking and getting across the highway. My thoughts are there has to be an underpass instead of zebra crossing. A zebra crossing in high traffic zone will be very dangerous.

Also I think it very unfair the dollars committed to cycle network in Queenstown compared to Wanaka. This needs to be evened out and also timing of infrastructure in Wanaka brought forward.

FITZHARRIS Blair

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?

Agree

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Disagree

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Oppose

Q. 8A: Comment here.

1. As a long-term resident of Downtown QT, I strongly support the Queenstown Centre Masterplan. In particular we like the proposed parking buildings and ongoing moves to make the downtown more friendly for pedestrians. More streets could be closed to traffic (eg Rees St, Lower Beach St).

2. Public transport is to be encouraged further and made more clean and green. How about electric or hydrogen buses to better fit into NZ's "Clean and Green" and "100% Pure" images. Afterall, we are the poster-child for NZ's tourism industry, but the 10 Year Plan hardly addresses this important issue.

3. The plan is far too vague as to how we are to protect our outstanding enduring landscapes. Wakeup ... by your own projections, Wakatipu is projected to be a major South Island City in 10 years time.

FITZPATRICK B and CJ

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

Submission on the Ten Year Plan 2018 -2028

“Big Issue 2” item 1B 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.

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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.

Through its District Plan processes the Council has itself recognised 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. 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). By contrast, the residential 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. While the Proposed District Plan and previous planning documents anticipate 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.

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 negative 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.

We would also bring to your attention the following statement from the Consultation Document: "Council considered it was important to agree what would be fair and equitable and who would benefit the most from this significant investment." This is a valid criterion and to give effect to it Council needs to correct the error that has been made by including the Park Street area within the proposed CBD rating zone.

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.

"Big Issue 1 and 3" CBD Masterplan and Council Offices

Given the limited budget to achieve an enhanced town centre that will improve the experience for tourists and provide increased opportunities for local residents, we would like to see the ten year plan allocate funding to some of the cultural projects that were valued so highly by residents during the masterplan consultation process. We would like to see Council's limited budget for buildings being allocated to construction of a culture and arts centre rather than to proposed Council offices. We would also like to see ratepayer money fund a library and on-going improvements to the streetscape and public areas within the CBD rather than finance new office buildings for Council staff. We consider that the CBD masterplan process should have allowed the community the opportunity to comment on the Council office building proposal and rank its importance against other aspects of the proposed development. We thought that the CBD masterplan consultation was in other respects a very good process and a good lead in to the Ten Year Plan process. It was an opportunity to look at things with fresh eyes but was totally let down by the decision to not allow consultation on the office building proposal.

Memorial Hall meets an existing community need. We accept that there could be a better facility but we are opposed to removal or demolition of Memorial Hall unless a replacement facility is first constructed and commissioned.

We wish to be heard in support of this submission.

B and CJ Fitzpatrick


Queenstown 9300

FITZPATRICK Brian

Remarkables Park Limited

Q.

Ten Year Plan Submission 2018.docx - 167 KB

Submissions by Remarkables Park Limited (RPL) on the QLDC Ten Year Plan 2018-2028

1. Car Parking Buildings

- 1.1 The Ten Year Plan proposes two car parking buildings to be constructed in the CBD at an estimated cost of \$18.3m and \$25.8m; the first for completion in June 2020 and the second for completion in June 2021 - only one year later. The Ten Year Plan also provides for enhanced public transport and alternative transport options that are aimed at reducing the demand for parking in the CBD. RPL supports the implementation of such alternatives but **submits that the timing of the two car parking buildings should be spread to allow the usage of the first building and the success of the proposed measures to be assessed before a commitment is made to construct the second building.**
- 1.2 It would also allow time to assess whether building more car buildings is even the correct strategy for Queenstown. Traffic congestion within the Queenstown Town Centre and on Frankton Road is already a major issue. Although the planned roading improvements may assist traffic flows within the Queenstown Town Centre, building more car parking buildings may just serve to attract even more vehicles into town, compounding the Frankton Road congestion. The comparison to a fat person seeking to solve their weight problem by loosening their belt is relevant. If that is the only step they take they have really just created room for their obesity to worsen. It is important that a commitment to building two new car parking buildings is not just a knee jerk response to possibly premature claims about the necessity of more parking. Creating more space for vehicles will likely increase traffic on Frankton Road. But giving more focus to public transport and alternative transport solutions both frees up Frankton Road and reduces the need for additional car parking buildings.
- 1.3 The Ten Year Plan states that Council is committed to considering whether it can partner with private sector investors to provide these buildings or alternatives. **RPL submits that Council should commit to the car parking buildings only if they are privately funded.** The risks associated with investing in car park buildings (increased usage of public transport and alternative transport methods, the increased rate of adoption of shared vehicle usage platforms and the introduction of autonomous /driverless vehicles) should be carried by the private sector. The private sector may also be better placed to design in the ability to repurpose a car building (or parts of it) to an alternative use when it becomes under-utilised and to accept the risks associated with any such design.
- 1.4 The Ten Year Plan consultation document states that, because car park buildings are user pays, there is no cost to ratepayers to fund or operate them. However this does not take into account the cost and risk to ratepayers when technology or behavioural changes alter the viability of car park buildings. There is a very relevant example of a car park building in the Queenstown CBD that demonstrates that, even before the advent of the above new risks, owning and/or operating a car park building in Queenstown is not risk free. For many years the privately developed and owned underground Man Street car park

attracted very little usage and would have been a cost to ratepayers if it had been Council owned.

- 1.5 The risk of low occupancy should not be borne by ratepayers – especially when, in other parts of the district, Council, through requirements in its district plan, places the onus of providing car parking on private developers. **RPL submits that Council should sell the Boundary Road site that has been identified for a car park building (either the freehold or a long term leasehold interest) to a private developer for construction of a carpark building. This would remove the risk for ratepayers and provide an injection of capital that could be used to fund other parts of the CBD Masterplan. Council should also investigate whether it is able to change the status of the identified car park site on Ballarat Street so that it can be sold to a private developer for construction of a car park building.**

2. Alternative Transport Options

RPL strongly supports Council investigating and implementing alternative transport options as a method of reducing private car use and parking demand in the Queenstown Town Centre.

2.1 Pedestrian and Cycling Network

- 2.1.1 Expenditure of \$23.5m is identified for improvements to the pedestrian and cycling network during the 2019-24 period. The Consultation document refers to *“a growing community vision that this network would connect all schools; major transport hubs; residential and business areas.”* There is a statement that suggests that Frankton and Jacks Point are likely to be within the networks. However, there is no visibility in the document about what particular projects are included. The table at page 96 of Volume 1 does not identify individual projects. RPL has in the past made submissions to Council suggesting the construction of a pedestrian/cycle bridge crossing the Kawarau River to the north of the bend in the river to the west of Boyd Road. Such a bridge would provide a safe off-highway cycling connection for high school students from Jacks Point and the new Hanley’s Farm subdivision and provide an alternative to car use for other residents of those areas. The proposal is fully supported by the Queenstown Trails Trust.

- 2.1.2 **RPL seeks clarification that construction of a pedestrian/cycle bridge crossing the Kawarau River to the north of the bend in the river to the west of Boyd Road is included in the programme identified in the TYP and submits that it is important that it be included.**

2.2 Ferry Service Infrastructure

- 2.2.1 The proposal to develop infrastructure for a ferry service is also supported. We agree with the statement that: *“...water taxis and ferries could revolutionise how commuters and visitors come into the CBD from locations such as Frankton and Kelvin Heights.”* However RPL is very concerned about the statement at page 90 of volume 1: *“investigation, scoping and implementation is planned for water*

based infrastructure of \$6.1 million, which will support water transport at four locations; the Queenstown Town Centre, Park Street, Kelvin Heights and Frankton.”

2.2.2 RPL has on many previous occasions advised Council of its proposal to develop a ferry terminal on the Kawarau River as an integral part of the Remarkables Park Town Centre development. RPL is a part owner of two wharfs in Queenstown Bay and the wharf adjacent to the Kelvin Heights Golf Course. An application for resource consent for its Remarkables Park ferry terminal is currently being processed. So RPL questions why the ferry terminal at Remarkables Park is not included along with the four other locations.

2.2.3 It is important to place ferry terminals where they will serve a large number of people. With the exception of a site in Queenstown Bay, no ferry terminal site has the potential to serve more people than a terminal at Remarkables Park. There are many reasons why this is the case. In relation to local users the existing residential and commercial activities at RPTC would themselves provide a solid base of users. But adding to that, the Wyndham Residences, a five-six storey apartment building on Red Oaks Drive is due to open at the end of April 2018 and site preparation work has commenced for the New Ground Capital 227 residential apartment development on Copper Beech Avenue. This development is being sold as affordable housing and staff accommodation. An additional 100 residential unit apartment building on Mountain Ash Drive is due to commence construction in October 2018. These developments are only the start of the huge amount of high-density zoned building that will occur at Remarkables Park.

2.2.4 It is likely that ferry services will be particularly popular with tourists, who may in fact become the main users. In that regard it is important to recognise that Hotel development at RPTC is burgeoning. The Ramada Hotel on Hawthorne Drive opened in mid 2017, the Wyndham Garden Hotel on Red Oaks Drive will open this month [April 2018], three more hotels are under contract and several others are currently under negotiation. This alone will significantly increase the number of tourists who would use a ferry service to visit Queenstown Bay town centre. Among the bigger projects that will generate very high demand for a ferry link between Queenstown Bay town centre and RPTC are the consented Queenstown Convention Centre at RPTC and the proposed gondola, which will transport people between RPTC and the Remarkables ski field via Lake Hayes Estate and Queenstown Park Station.

2.25 RPL would also point out the \$6.1m spending on the proposed ferry service infrastructure is proposed to be funded by rates that are targeted 50% on the Queenstown CBD and 50% on the wider community including RPL. It seems quite unfair to be required to fund development of the ferry service but be denied access to it.

2.2.5 RPL submits that the planned ferry terminal at Remarkables Park needs to be included within the investigation, scoping and implementation of terminal locations for a water based transport system.

3. CBD Building Projects

3.1 RPL appreciates that there is not an unlimited budget to spend on the projects that Council has identified as important and agrees that choices have to be made to give preference to some ahead of others.

3.2 RPL submits that it is more important to proceed with improvements that provide benefits to the community and enhance the town centre for tourists. RPL considers that wider and better benefits would be achieved by giving a higher priority to spending on some of the deferred parks and streetscape upgrades.

3.3 Given that there is no strategy to have the entire Queenstown Lakes District serviced by a single Council office (indeed an upgrade of the Wanaka office is included in the current TYP), the Queenstown Lakes community accepts and anticipates that there will always be multiple Council offices. There may be an argument for a better space for Council meetings and Civic functions but such a space could be incorporated in a cultural or arts building and serve as a multi-use space.

3.2 Library

The Ten Year Plan proposes a new library to be constructed in the Queenstown CBD as part of the Council office building. RPL can support ratepayer funding of library facilities but would caution against building a full-scale community library in the Queenstown CBD when similar facilities are proposed elsewhere. A full-scale community library in the CBD is likely to further increase the demand for town centre parking and add to the Frankton Road congestion. **RPL submits that any new library facilities for the Queenstown Town Centre should be sized to meet the needs of the town centre and the adjoining residential areas rather than trying to meet the needs of the communities east and south of Frankton Road.**

3.3 Emergency Operations Centre

RPL is opposed to the proposal to construct an Emergency Operations Centre in the CBD as an adjunct to either the proposed library or the proposed Council offices. Council quite appropriately relocated its Emergency Operations Centre to Frankton (currently at the Events Centre) when it realised the shortcomings of the previous CBD site. An EOC needs to be sited where it will not be subject to the types of hazard that it has been created to handle. The Queenstown CBD is known to be susceptible to flooding, alluvial fan, earthquake and associated Tsunami risks. The two road accesses to the town could easily be blocked by landslip in the event of a major earthquake. The Frankton area on the other hand has many sites that are well above flood level and away from slip prone or alluvial fan risk areas. They are also close to the airport, which could be the only transport option for relief supplies in the event of land slips blocking the Gibbston and Kingston Highways as a result of major earthquakes. It is simply not a wise use of ratepayer money to spend it on siting an Emergency Operations Centre in a hazard prone area.

4. Funding the Queenstown CBD Masterplan

4.1 RPL supports the proposal to implement a targeted rate on the Queenstown CBD area to fund the roading and other upgrades proposed in the Queenstown CBD Masterplan. However the Benefit Allocation shown in table at page 169 of

Volume 1 of the Masterplan needs to be reworked to apportion the benefits more equitably between the CBD and the wider Wakatipu area.

4.2 The proposed apportionment of the Town Centre Pedestrianisation project at 94% Town Centre (and 6% balance of the ward) seems appropriate but the Town Centre Arterials project and the Travel Management Project are both almost exclusively for the benefit of the Queenstown CBD and need to be apportioned in the same way. It is totally inequitable to require developers in other parts of the district to fund roading improvements in the Queenstown CBD when they are required to construct new roads to meet future traffic demands entirely at their own cost (without a rating subsidy).

4.3 RPL submits that the Town Centre Arterials Project and the Travel Management Project should be amended to 94% town centre to correctly apportion their benefit to the town centre and this would result in an overall rating allocation of 78% Town Centre and 22% Balance of Ward

5. Water Supply and Quality

5.1 The Ten Year Plan identifies water supply and quality as a “Big Issue” (Big Issue 5) . RPL agrees with that assessment but would also add to that the need to supply an adequate level of service to meet the development potential of the land being supplied.

5.2 Council has zoned the land at Remarkables Park Town Centre as suitable for six-storey high residential apartment buildings, tourist accommodation and offices. Council’s own subdivision and development standards require developers to service the land with infrastructure that will meet the fire fighting code for the buildings that can be constructed on the land being subdivided. RPL has complied with those requirements in all of its subdivisions but Council is not supplying water pressure to the sites that is sufficient to meet the fire fighting requirements for the zoned 5 – 6 storey buildings. Each of the four multi-storey buildings that have been constructed over the last two years has had to install pumping systems that will create sufficient water pressure in the event of a fire. This adds significantly to construction costs. In the case of the Ramada Hotel, the additional cost to the hotel developer exceeded \$100,000.

5.3 The additional cost acts as a disincentive to maximising development of the land and this results in a less than optimum outcome for Council, with further residential areas in more remote locations needing to be developed and provided with infrastructure at greater expense. The land at Remarkables Park could be provided with the required water pressure to meet all fire fighting requirements for the approved level of development but the pressure is governed by Council at a lower level of service.

5.4 RPL submits that land serviced by a Council water supply should be provided with a level of service that is appropriate to the level of development for which Council has zoned the land. This would also be consistent with Council’s objective of promoting urban intensification. This could be achieved by a simple addition to the “Level of Service” statement at page 60 of Volume 1 or by developing some objectives for water supply in the same way that objectives for wastewater are set out at page 72 of Volume 1.

6. Lakeview Development Site

- 6.1 RPL agrees with the decision that Council will not fund a Convention Centre on this land.
- 6.2 RPL notes that Council plans to offer sites within Lakeview for sale or lease and has committed to providing internal infrastructure to the sites. Private land developers are required to provide internal infrastructure to their subdivisions at their own cost and to pay development contributions to Council for each saleable lot. RPL submits that the provision of internal infrastructure to the Lakeview sites should not be funded from rates or in any way be a cost to ratepayers. The full development costs associated with the subdivision and sale of the Lakeview sites (including development contributions) need to be carefully ring-fenced and kept separate from other expenditure on infrastructure by QLDC so that they are funded from sale proceeds and the development of these sites is not effectively subsidised by private sector developers.

7. Shotover Delta Reserve

- 7.1 RPL submits that Council should allocate a sum within its Community Facilities and Assets programme to prepare a plan for the development of the Shotover Delta Reserve.** The south east corner of the Shotover River delta behind the ORC river training wall is owned by QLDC and is ideally suited for development as playing fields or other recreation facilities. The land is immediately below the Eastern Arterial Road and is well positioned in relation to existing and future residential areas and the new Wakatipu High School. It is also already directly linked to the trails network. The site is north facing, sheltered from southerly winds and at the confluence of two significant rivers, with a natural river terrace embankment on its south side. In the Proposed District Plan the whole of the site and all of the surrounding land has been zoned for recreation.
- 7.2 Past activities on the site included firewood processing, drying effluent pond sludge and an unofficial use as a dumpsite for abandoned cars and other materials. Vehicle access to the site was past the effluent ponds and two gravel processing operations. As a consequence the site seems to be viewed by Council staff as a bit of a backwater and its true potential does not appear to be recognised.
- 7.3 However, the earlier activities have been curtailed and an approved clean-fill operation has resulted in a large flat area above the flood zone being created. A recent resource consent permitting additional clean fill to be placed on the site should see the area further improved and make it even easier to develop as playing fields.
- 7.4 In relation to access, the changes proposed for the SH6 / Tucker Beach Road intersection will soon provide safe and easy vehicle access to and from the Shotover delta. With the further expansion of Project Shotover, the old effluent treatment ponds will become redundant and the gravel storage activities could be screened by more planting. The existing sealed road could be extended to the eastern end of the delta and would pass through what will in time become a very pleasant river front environment. There is also an easy way to provide an

alternative and more convenient direct vehicle access to the site from the Eastern Arterial Road.

- 7.5 The Ten Year Plan records that the capacity of recreation facilities “*has consistently been reached or exceeded*” and council staff have indicated to RPL that they would like to see more playing fields in the vicinity of the Remarkables Park Town Centre. **RPL submits that the potential of the Shotover delta site to be developed for playing fields should be assessed by Council within the next two years with a view to funding for development being provided at the next triennial review of the Ten Year Plan.**

8. Reserve Management Plan for the Young Reserve, Riverside Road

Council resolved at its 14 December 2017 meeting that a Reserve Management Plan would be prepared for this reserve and the area around it. RPL realises that the expenditure required to prepare the plan is likely to be relatively small and at a level that does not warrant separate identification in the public Ten Year Plan documentation. However **RPL seeks assurance that this item is identified within Council’s work programme and that funding has been allocated to it.**

9. Frankton Masterplan

- 9.1 The graphic on page 33 of the Consultation document indicates that a request from the Frankton community for a masterplan for the Frankton area to be prepared has been captured in the Ten Year Plan. RPL supports this initiative and submits that it is very important that such an exercise be implemented very soon. However, while the funding for the Wanaka Masterplan is identified at page 23 of the Consultation Document (the effect on rates is identified as “minimal”), RPL has not been able to find a comparable allocation for preparation of the Frankton Masterplan.
- 9.2 **RPL submits that a more explicit commitment to undertake the Frankton Masterplan exercise and a statement about the timing and estimated cost should be identified in the Ten Year Plan.**
- 9.3 The significance of the Frankton Masterplan exercise cannot be overstated. When the Queenstown Town Centre Masterplan study was released RPL submitted to Council: “It is accepted that this is specifically a Queenstown Town Centre masterplanning exercise but it has failed to adequately consider the resources elsewhere in the district and how they might be used to provide alternative or complementary solutions to Queenstown Town Centre problems to improve the district as a whole. ... Because the Masterplan relates exclusively to the confined area of the Queenstown Town Centre, there is also a risk that it sees the town centre as being in competition with other parts of the district. The Masterplan exercise should have been seen as an opportunity to not only upgrade and future proof the Queenstown Town Centre but also to ensure that the Queenstown Town Centre of the future complements, rather than competes with, the rest of the Queenstown Lakes District.”
- 9.4 RPL pointed out that the geographic centre of the residential community has moved and that the majority of the Queenstown community now lives beyond the BP roundabout. The largest residential areas are at Kelvin Heights, Old

Frankton, Remarkables Park, Jack's Point, Lake Hayes Estate, Shotover Country, and Quail Rise. Bridesdale, Hanleys Farm the Lake Hayes retirement village and the new Five Mile residential apartments are under construction and the Council has itself identified additional new residential areas at Quail Rise south, Ladies Mile and Kingston.

- 9.5 The Council's own growth statistics confirm that the population base is no longer around Queenstown Bay. Those predictions also show that within the next decade the predominant employment base will no longer be in Queenstown Bay. It will be at Frankton/Remarkables Park and future employment growth there will considerably outstrip job growth in the Queenstown Town Centre.
- 9.6 RPL pointed out the risk that with the focus of the study being solely on the Queenstown Town Centre, the consultants undertaking the study had assumed that that was all they had to work with and that solutions for all of the Queenstown Town Centre problems they identified had to be found within the Queenstown Town Centre. Likewise there was a real risk that things that they identified as immediate problems were seen as having to have immediate solutions in the town centre.
- 9.7 RPL submitted that taking into account the resources of the rest of the district would allow the Queenstown Town Centre to play to its strengths. Queenstown Bay has the benefits of heritage and cultural connections, an historic street layout that is compact, intimate, and walkable and a wonderful waterfront setting. The downtown area itself is one of the features that attracts tourists to the district and helps keep them coming back. All current indicators suggest that the future economy of "Queenstown Inc" will continue to be more strongly tied to tourism than to any other activity or group of activities. A plan for the next 30 – 40 years needs to allow for that growth to be accommodated rather than constrained (as would occur if short term demands for other space were to be given priority now).
- 9.8 RPL considers that those who live east and south of the BP roundabout generally consider themselves to be Queenstowners living in Queenstown. They want the future of the whole of Queenstown to be considered. Queenstown includes two town centres because previous councils have zoned two separate areas as town centres and they are developing together. **RPL submits that a Frankton Masterplan exercise would be an opportunity for the community to have input into how this important part of Queenstown should be developed and it is critical that the process not be delayed.**

10. Park and Ride Facilities

- 10.1 The table at page 96 of Volume 1 of the TYP shows proposed expenditure of \$3.1m on Park and Ride Transport Services. RPL has been unable to discern from the TYP where this expenditure is to be applied. No sites are identified in the documentation.
- 10.2 **RPL supports the park and ride concept but considers that it is important to re-think the traditional park and ride model and adapt it to better suit the Queenstown situation. RPL also seeks clarification that the 400-space park and ride facility currently under development at Hawthorne Drive, Remarkables Park has been identified and is included within Council's planning.**

- 10.3 Typically park and ride facilities have been established to reduce private vehicle usage in locations where there is a single city centre that is the major employment or education hub within a wider district. In those situations the predominant commuter traffic is from outer residential areas (dormitory suburbs) into a business/education hub in the morning and out again in the afternoon. The Queenstown situation differs in that there are already significant employment hubs at both ends of Frankton Road. Furthermore QLDC's population and employment projections indicate that jobs (full time and part time) in the Remarkables Park/Frankton Flats area are growing at a much faster rate and will far outstrip jobs in the Queenstown Bay town centre. In addition Wakatipu High School (WHS) has been relocated to new premises on Red Oaks Drive in the Remarkables Park Town Centre (RPTC), within 300 metres of the SIT Queenstown campus. The former WHS Gorge Road premises have now closed. This means that Queenstown's main secondary and tertiary education facilities are now at Remarkables Park. In terms of the residential population, QLDC's forecasts show the recent and future growth in residential households to be located in satellite areas that are east and south of the SH6/SH6A (Frankton Road) intersection (the BP roundabout).
- 10.4 Taken together these changes are very significant when deciding how best to locate and operate park and ride facilities that are intended to resolve vehicle congestion on Frankton Road and the associated parking congestion in the Queenstown Bay town centre. Pictured as a dumbbell, there are employment hubs at both ends of the bar, and an education hub at the Frankton end. The "weight" at the Frankton end is growing faster than the Queenstown Bay end (and is zoned for significantly more development), yet most of the traffic to the Queenstown Bay end has to first pass through the Frankton hub and along the bar (Frankton Road). What these changes mean is that in many households there will be some members who travel daily from outer residential areas to work or study at RPTC or Frankton, while other members of the same household will travel into Queenstown Bay town centre to work. RPL considers that significant benefits would be achieved by encouraging such households to share transport to a central location from which some passengers can walk to school or SIT, or their place of employment, and others can connect to public transport (or alternative transport) for their trip to work in the Queenstown Bay town centre.
- 10.5 It is also relevant to consider the outcomes of QLDC's November 2017 Queenstown Public and Passenger Transport Facilities: Indicative Business Case, which concluded: QLDC undertook a Park and Ride Survey in 2016, to determine the demand for park and ride facilities. There were 428 respondents from across the district."2.3.6 Park and Ride Scheme . One of the key points taken from the feedback was that *"Potential locations need to be assessed to maximise use and to provide links to other services"*. (emphasis added).
- 10.6 RPL is in the process of developing a 400+ car parking area on a site that is immediately adjacent to a bus stop served by Route 1 of the new Queenstown Orbus bus service. This means that there is already a regular (15 minute) public transport connection between this site and the Queenstown Bay town centre.
- 10.7 The site is centrally located within the expanding Remarkables Park Town Centre, which houses the Queenstown SIT campus and the new Wakatipu High School. It borders other major employment generators such as the Remarkables House office building and the new hotel precinct (The Ramada Hotel to the east opened in mid 2017 and the Wyndham Garden Hotel and the Wyndham

Residences to the south are due to open in April 2018). The area is zoned to expand significantly in terms of retail, offices and mixed-use accommodation. It is a very short walk to the indoor recreation facilities on Red Oaks Drive north and, significantly, the Wakatipu Play Centre and two child-care facilities (Remarkables Start and Zig Zag Zoo) are within close proximity.

- 10.8 Such close proximity to this range of facilities may give rise to an initial tendency to think that this parking facility has been planned as destination parking that only serves RPTC. However the above-mentioned facilities already have their own on-site parking and the new parking area has been conceived with a different purpose in mind. RPL considers that, with its location and excellent connection to public transport, this park and ride site would cater particularly well for the new reality that the district's employment and education facilities will be predominantly located east of the BP roundabout. It creates the opportunity for households to share vehicle use to one location (Remarkables Park Town Centre) from which occupants can walk to their place of work or study (Wakatipu High School or SIT) while other occupants can continue their trip to Queenstown Bay town centre using public transport or an alternative transport mode.
- 10.9 A further opportunity arises because there are likely to be increasing numbers of households with parents who may work in the Queenstown Bay town centre but who may first wish to drop off young children at one of the child-care facilities in Remarkables Park. There may be parents who are happy to use public transport themselves but who do not wish to take very young children on a bus at the start of their work day. A practical option for such people (and one which still reduces vehicle congestion on Frankton Road and parking congestion in the Queenstown town centre) would be to use a private vehicle for the trip to their child care facility, leave the vehicle in the park and ride facility and have the convenience of a bus trip to Queenstown Bay town centre. The child can be transported safely and conveniently in a car seat but Queenstown's traffic problems and the environment can be considered too.
- 10.10 The RPL proposal would not only meet the objective of reducing Frankton Road congestion but it also generates a shared vehicle use culture in a way that stand alone park and ride sites would not. Establishing a park and ride facility in a more isolated location (away from work, study and shopping locations) results in greater private vehicle usage – either because a household continues to use multiple vehicles or because the driver travels to other drop off locations before travelling to the park and ride site. By contrast, the RPTC site encourages walking to a nearby place of study or work within RPTC and, because the RPTC site is immediately adjacent to a large supermarket and retail centre, it also allows households to undertake shopping when returning to the park and ride, avoiding the need for separate or additional shopping trips. It is often not convenient to carry grocery shopping or large items on public transport so there is a definite advantage if commuters can shop where they disembark from public transport and then take their shopping home in their vehicle.
- 10.11 A further attribute of this park and ride facility would be its ability to cater for those who would like the option to make part of their commute to the Queenstown Bay town centre by bike (having parked their car in the park and ride). This may not be seen as the traditional role of a park and ride but RPL believes that the concept has considerable merit and may provide a uniquely Queenstown transport solution. A solution that is well matched to the outdoor lifestyle enjoyed by a significant proportion of the Queenstown community.

- 10.12 The cycle commute between Remarkables Park and Queenstown is almost entirely off-road, using the trail network and Frankton Track. It is a safe, easy and relatively flat route and can be ridden as a “*zero sweat ride*” in work attire (which is important for office workers). It is for these reasons that many Frankton locals already make this their preferred daily commute. The numbers doing so are likely to increase further as the Frankton track is developed into a proper commuter trail that would suit road cyclists.
- 10.13 By contrast many locals who live further away from the Queenstown Bay town centre (eg at Jacks Point, Lake Hayes Estate, Shotover Country, Arrowtown or places within the Wakatipu Basin) do not commute by bike for reasons such as the longer distance, the steeper terrain, the lack of showers at their work place or because they would have to travel on-road for much of their trip - often in open road speed zones.
- 10.14 We believe that there would be many Queenstown workers from households in these outer residential areas who would appreciate the option to bring a bike on the back of their vehicle, drop a worker at Remarkables Park and /or a student at the new high school (or SIT), park all day in a convenient location and then ride the Frankton Track to town. The Hawthorne Drive park and ride facility has the flexibility to include a row of longer car spaces that would accommodate vehicles with bike carriers. A further development of this concept could be to set up a covered stand for free or low cost hire bikes at the RPTC park and ride. Those leaving a private vehicle in the park and ride could use a public transport card or “App” to unlock a rental bike, cycle the Frankton track and leave the bike at a complementary bike park in the Queenstown Bay town centre.
- 10.15 A feature of the RPTC site that distinguishes it from other park and ride sites is that users can travel to and from this site without adding to congestion at the SH6/SH6A intersection (BP roundabout). Those travelling from residential areas east of the Shotover River (Lake Hayes Estate, Shotover Country, Arrowtown etc.) would travel via the Eastern Arterial Route (Hawthorne Drive). Those driving from residential areas on the south side of the Kawarau Falls Bridge (Kelvin Heights, Jacks Point, Hanleys Farm and Kingston) will be able to turn east to RPTC without approaching the SH6/SH6A intersection.
- 10.16 A further advantage is that other sites that have been identified would rely on using valuable public space and/or reserves. This is particularly the case with sites between Lake Wakatipu and SH6/Kawarau Road or sites in the vicinity of the Queenstown Events Centre. The Frankton Community Association has already advised QLDC that the Association does not want to see the roads or public areas of Frankton become a parking area for Queenstown. That concern can be addressed by identifying a site such as the one proposed by RPL.
- 10.17 It is noteworthy that the QLDC report cites “land and consenting issues” as the impediment to implementation. However the RPTC park and ride site is not only available but it is consented. Resource consent was obtained in December 2017 to use the area for parking, the earthworks and drainage work has been undertaken and the site is scheduled to be sealed before the middle of 2018.
- 10.18 If the RPTC park and ride facility on Hawthorne Drive between Cherry Blossom Drive and Red Oaks Drive is not included in the item referred to at page 96 of the TYP then RPL’s submission is that this facility should be identified and should be included in the item.**

11. Humphrey Street Connection from SH6 to Eastern Arterial Road

- 11.1 RPL Submits that the upgrading of the connection between the Eastern Arterial Road (EAR) / Hawthorne Drive and the southern end of Kawarau Road (SH6) near the new Kawarau Falls Bridge should be identified in the Ten Year Plan and timing for construction should be provided. This work would provide a very significant benefit in terms of reducing congestion associated with SH6 and needs to be given the highest priority.
- 11.2 While the need for a western end connection was identified some years ago, the importance of this connection has been brought into even sharper focus by the recent opening of the EAR (Stage 1 in June 2017 and Stage 2 in December 2017).
- 11.3 The opening of the first stage of the EAR (the section from the south end of Glenda Drive connecting to RPTC) had a huge impact on reducing congestion at the BP roundabout. The extent of this benefit was made very clear when the EAR was temporarily closed for a 10-day period in early October 2017. Despite October being a quieter time of the year for traffic in Queenstown, there were huge queues and delays on SH6 and connecting roads because the partial bypass via Glenda Drive and Hawthorne Drive was temporarily unavailable.
- 11.4 Those benefits have further increased with the opening of the second stage of the EAR. The route is becoming a favoured bypass for traffic headed north or south wishing to avoid the Frankton corner and for traffic from the north seeking a more reliable route to the airport. It is important to maintain this impetus especially with the two laning of the Kawarau Falls Bridge, the opening of the new Wakatipu High School in February 2018 and other growth at RPTC all generating increasing traffic on the EAR and particularly through the western connections onto it. In order for the Hawthorne Drive/EAR route to continue to function as a bypass, the western connection needs to be much more effective. Otherwise motorists will encounter delays and revert to using SH6 with inevitable adverse effects on traffic flows at the BP roundabout.
- 11.5 The recent NZTA workshops (Dec 2017 and March 2018) identified an extension of Humphrey Street, connecting to Lucas Place, as the best option and one that would provide significant benefits to the network. RPL fully supports that option and submits that it should be included in the Ten Year Plan.
- 11.6 One of the immediate benefits of this route is that it reduces travel distances and travel times for traffic from the south. The route is 0.75km shorter and less circuitous than the recommended signposted route. While this may not be a huge distance in absolute terms, it is a very significant saving when applied to trips such as those to Wakatipu High School which will often be made a couple of times each day. The overall regional saving will also become very substantial because the low-density residential areas at Jacks Point, Hanleys Farm and Homestead Bay will be much larger than the low-density residential areas east of the Shotover River (Lake Hayes Estate, Shotover Country and

Bridesdale) and trips to RPTC will likely be the most frequent for residents from Kelvin Heights and the expanding residential areas south of the Kawarau River.

- 11.7 The route through Humphrey Street would in addition benefit airport traffic. With its Trans Tasman flights and regular internal connections, Queenstown Airport is increasingly serving communities beyond the Lakes District. Larger volumes of airport passengers are now originating from the south or departing directly to the south. A southern connection between SH6 and Lucas Place would allow southbound traffic to depart the airport using a shorter route, removing traffic from the SH6/Lucas Place roundabout and improving traffic flows at the Lucas Place/Airport roundabout.
- 11.8 QAC's published masterplan study illustrates the growth projections for the airport and discusses three options for terminal development. The option of keeping the terminal on its existing site (Option 1) would still see a near doubling of passenger numbers within the next ten years and would generate significant usage of a southern Lucas Place/SH6 connection. The two other options for airport expansion would involve construction of a new terminal on either the south or north side of the runway (Options 2 & 3 respectively) and would cater for a tripling of passenger numbers. A new passenger terminal on the south side of the runway would significantly increase traffic volumes on Hawthorne Drive and would make a more direct connection between the west end of Hawthorne Drive and SH6 even more important. However, even the third option, of a terminal on the north side of the runway, would involve a vehicle connection directly onto the EAR. It would generate more airport traffic on the southern section of Hawthorne Drive and would create increased usage of a more direct connection to SH6 at the western end.
- 11.9 An added benefit of the Humphrey St connection is that it would reduce traffic impacts on residents and residential streets. A number of motorists already shorten their route by using Robertson Street, Douglas Street and Humphrey Street as a bypass or "rat run". As noted above, the number doing so is likely to increase significantly with the opening of the new Wakatipu High School and the commencement of other approved developments at Remarkables Park. This Robertson-Douglas-Humphrey route runs **595 metres** through a residential neighbourhood and currently **46 dwellings** have frontage onto the route.
- 11.10 By comparison, the proposed direct connection from Lucas Place to SH6 via an extended Humphrey Street would run through only **230 metres** of residential neighbourhood and only **14 dwellings** would have frontage onto it.
- 11.11 In terms of the other functions that these roads serve, we note that currently there is no on-street parking on Humphrey Street but on-street parking is allowed on Douglas Street and parts of Robertson Street. This situation could continue if the new connection was to be made via a Humphrey Street extension. Overall the functionality and residential amenity of Douglas St and Robertson St would be greatly enhanced.
- 11.12 RPL also submits that as an interim solution, which could be implemented immediately at little cost to Council, the eastern side of Humphrey Street could be widened to two lanes so that vehicles stopped at the bottom of Humphrey Street, waiting to turn right onto SH6, do not interfere with the flow of left turning traffic headed towards the bridge (which otherwise causes a tail-back along Douglas Street).

RPL requests to be heard in support of these submissions.

FITZPATRICK Brian

Shotover Park Limited

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

Submissions by Shotover Park Limited (sPL) on the QLDC Ten Year Plan 2018-2028

Shotover Park has noted an item at page 51 of Volume 2 of the Ten Year Plan that is identified as " Shotover Park Limited Land Exchange. It has the Project Code CP0006538. SPL seeks clarification of what this item refers to.

If this request can be clarified promptly SPL may not need to be heard in relation to this submission. Otherwise SPL would request to be heard in support of its submission.

FITZPATRICK Brian

Queenstown Park Limited

Submissions by Queenstown Park Limited (QPL) on the QLDC Ten Year Plan 2018-2028

Queenstown Park Limited (QPL) owns and farms the 2,000ha high country station on the north and north western faces of The Remarkables. The station is bounded by the Kawarau River and the Department of Conservation Rastusburn Recreation Area and extends from near Boyd Road to Chard Road. QPL's submission is limited to the safety of Chard Road.

Chard Road Safety Improvements

- 1 On 28 December 2017 the media reported that a Nomad Safaris vehicle carrying six tourists had rolled over on Chard Road. Nomad Safari vehicles are among the most regular users of the eastern end of Chard Road. Nomad Safaris employ experienced drivers who would be very familiar with the road so it was even more disconcerting that it was one of their vehicles involved in the reported incident.
- 2 QPL and its staff and their family members are regular users of Chard Road so a request was made to Council to investigate what safety measures could be put in place. The suggestions that QPL made at the time were the installation of a convex mirror at the sharp bend just west of where the Nomad Safaris' vehicle tipped over and a set of lights that would control the flow of vehicles through the single lane section of the road further west.
- 3 QPL has often wondered why there is no mirror at the rock cutting and suspects that a mirror would have allowed the Nomad driver to see the approaching truck in advance, allowing him room to drive forwards to a safe pull in position and avoiding the need for a reversing manoeuvre. The steep and high drop offs from sections of this road mean that many drivers are not comfortable either reversing or pulling to the outside edge of the road to allow approaching vehicles to pass. Although some local drivers are comfortable using the road, there seem to be an increasing number of tourist drivers visiting the Chard Farm winery and many of them would not have had experience driving on dirt roads let alone dealing with the other conditions on this road. QPL staff have witnessed some drivers being reluctant to move off the centre of the road or to move in any direction even when they have been provided sufficient room to pass. A set of traffic lights triggered by approaching vehicles might cause some minor delays but would allow for a better and safer flow of vehicles through the one lane sections of the road for all drivers.
- 4 **QPL submits that provision should be made in the roading budget for the safety concerns about Chard Road to be investigated and appropriate safety measures to be implemented.**

FLUTEY Jackie

Community Trust of Southland

13 April 2018

Long Term Plan 2018-28
Queenstown Lakes District Council

Submission to Draft Ten Year Plan 2018-28

The Community Trust of Southland has welcomed the opportunity to work alongside the Queenstown Lakes District Council on several community projects over the Trust's 30-year history, and we look forward to continuing this very strong partnership into the future.

We therefore appreciate the opportunity to make this submission to Council's Draft 10 Year Plan for 2018-28 and set out below is our position on aspects of Council's plan which we consider are relevant to our Trust.

Investing in our community future planning

The Trust supports the proposal for a review of arts and cultural facilities. We consider that the information collected during this process will be extremely valuable both for the council, and where this information can be shared, it will provide valuable information for organisations like ours to more fully understand the needs of our community and therefore help to inform our decisions so that we can create a thriving Community Trust of Southland region.

Community Heart Facility

The Trust supports the concept of a co-located facility. This proposal aligns with our wish to support partnerships and consolidation and sharing of services to ensure that services to the community are sustainable.

With regard to proposals where there is the need for community funding from organisations such as ours and further public consultation occurs as the projects evolve we would welcome the opportunity to participate, where appropriate, to allow us to gain the valuable insights which are likely to come from this work into the needs of the communities in the Community Trust of Southland region.

Our organisation is always open to considering grants for community facilities where these align with the four pillars of our strategic plan, that is, Health, Wellbeing and Active Lifestyle including working with communities to ensure people participate, are supported, empowered and cared for; Education including working with communities to ensure every person has the opportunity to achieve their potential; Arts, Heritage and Culture including working with communities to ensure people participate, celebrate and preserve our arts, heritage and culture and Community Development and Community Economic Development including working with communities to ensure they are connected, successful, resilient and dynamic.

We thank Council for the chance to make this submission and we do not require the opportunity to discuss our submission at Council's hearing of submissions.

Jackie Flutey
General Manager


On behalf of Community Trust of Southland

FOSTER Damian

Enviroschools and Wastebusters

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?

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?

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.

Please read this submission in conjunction with the submission from Toimata Foundation as it provides an overview of the Enviroschools programme.

As Enviroschools Facilitator with responsibility for the Wanaka area and surrounds (Hawea- Makarora) I want to express my sincere gratitude and recognise Queenstown Lakes District Council's continued support for the Enviroschools Programme – Nga mihi nui.

I want to celebrate the fantastic work children are doing in our region to support the development of resilient, connected and sustainable communities. I believe we have a generation of children who are intrinsically sustainable in their actions. I want to acknowledge the fantastic work of our enviroschools, teachers, parents and my predecessor Simon Williams.

I would like to acknowledge Queenstown-Lakes District Council (QLDC) for supporting young people in our district to be part of the Enviroschools network since 2006. Thank you for this long-term support there is now a network of 13 Enviroschools in our district supported in partnership with Wanaka Wastebusters.

This submission requests that QLDC maintains its valuable support of Enviroschools. Spending some of the money Council receives from the Waste Levy on Enviroschools and associated activities is a strategic investment in the district's future.

Enviroschools is a holistic programme and this spend helps to satisfy a number of councils strategic objectives: environmental sustainability and low impact living are highly valued, partnering for success, an organisation that demonstrates leadership, quality built environments that meet local needs and respect the local character, communities are inclusive for all.

This spend ensures that our kids are supported to become the next generation of bold leaders who have a sound understanding of what it takes to deliver vibrant communities and enduring landscapes in the years to come.

We recognise an increase in community demand from parents and teachers. We also have expressions of interest from Early Childhood Centres wishing to join the programme. There has been a significant increase in the student roll in our area and new Early Childhood Centres have opened.

We request QLDC work to invest in the ongoing growth and development of the Enviroschools network. We ask that Council considers supporting increased funding to include new centres and to keep pace as the number of children in our district increases.

It is very likely that the Waste levy funds will increase over time. Enviroschools is a very useful way to use these funds to support waste reduction in the short, medium and long term.

FOSTER Jane

Arrowtown Community Preschool

Q.

QLDC LTP submission.pdf - 1325 KB

QLDC

Submission to the Long Term Plan: Funding for a Community Shed at Butlers Green

Arrowtown Preschool – Learning for Life



Arrowtown Community Preschool is a not for profit preschool. We teach children from 12 months to 5 years over 2 preschools (Cotter Ave and Durham Street). It is run by a management team and Board of Governance under the following vision:

Our Vision

Our vision is to deliver high quality early childhood education to the children in the Arrowtown area in collaboration with families, whanau. We will make sure we have excellent teachers working in stimulating, friendly, fun environments; that we draw on the resources within our community; maintain our great reputation; and continuously improve to meet the changing needs and aspirations of children and families.

Arrowtown preschool's focus is early childhood education, it has the highest possible ERO rating and its teachers and staff work hard to ensure that the children's needs and educational opportunities are at the forefront of every day.

Our Philosophy

*“Our priority is to provide high quality early childhood education.
We believe that qualified and motivated teachers working with small groups of children in attractive, engaging environments supports excellent learning opportunities.
Children are valued as unique, capable and resourceful. Relationships/ Ngā Hononga are seen as paramount to our learning community and are based on respect for and collaboration with children, family/ whānau, and the wider community/ whānau tangata.
Our preschool programmes are enriched by exploring and incorporating concepts from the Reggio Emilia and Nature Based approaches to learning.
A commitment to te ao Māori is also evident throughout our learning programmes.
The living and natural world within the Preschools and local community are utilised as valuable teaching and learning resources”*

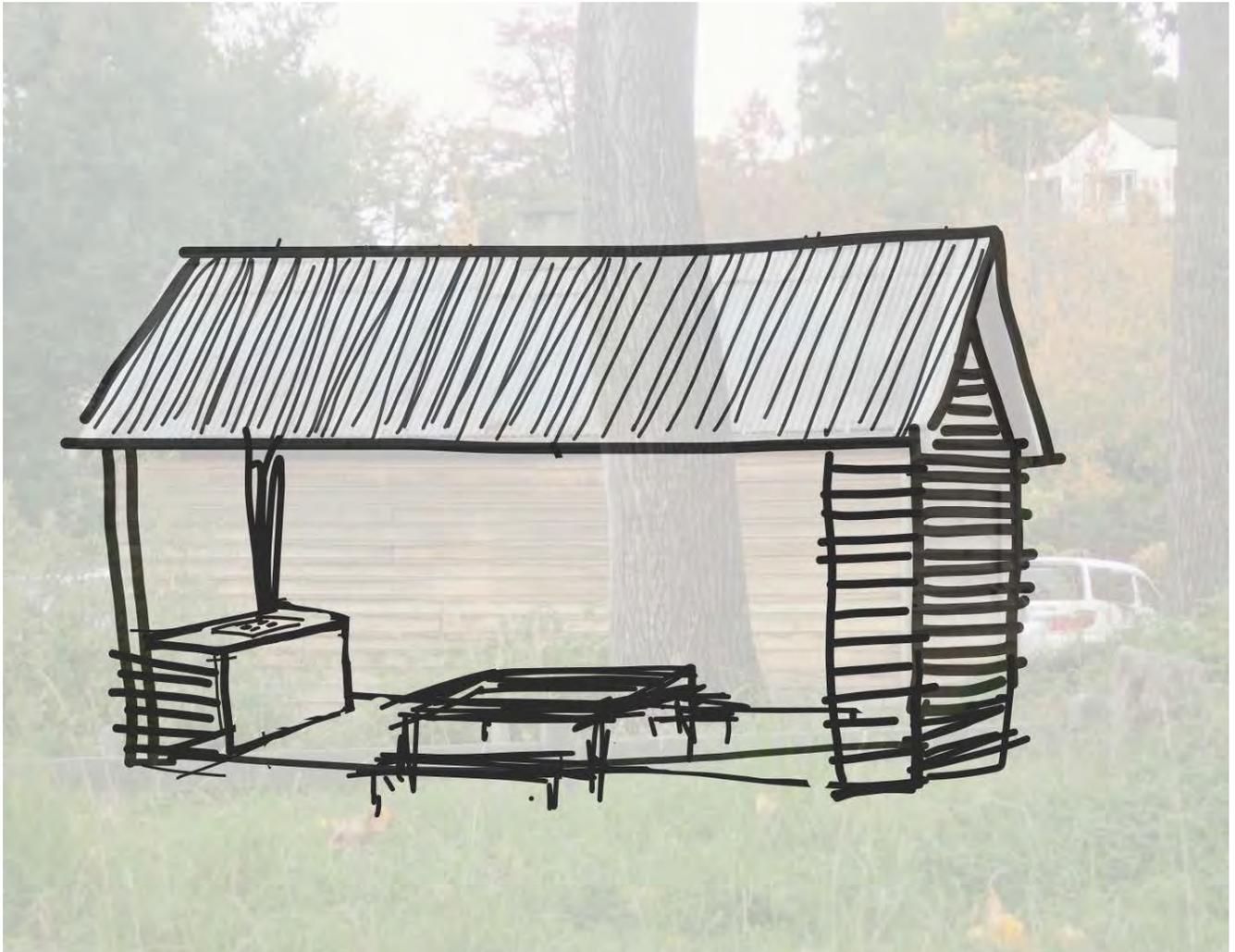
Our Submission

The preschool have for many years been lucky to be able to use the historic police station at Butlers Green Arrowtown to store equipment and use as a base for the renowned Explorers programme. The programme focuses on nature based learning for our older children and takes place twice a week in rain, snow or sun!

Unfortunately with the refurbishment of the police station/jail we have lost the opportunity to use the space and have been unable to locate a similar space in the vicinity. Given the popularity of the area we suggest that the Preschool's desire for space and the opportunity for space for members of the community/visitors to use and shelter could be combined.

We therefore request that money \$100,000 for an Arrowtown Community Shelter be included within the Long Term Plan. Our suggestion would be for a community shelter in a similar aesthetic to the exiting toilets be built, it could include a lockable cupboard for the Preschool to use as well as include a shelter and table. A potential inclusion could be a gas BBQ similar to that a Lakes Hayes Estate playground.

A sketch of what this could look like is included below:



Our Explorers and Discoverers Programme

We have groups of children called Discoverers and Explorers, who spend two full mornings each week in the community in nearby parks, and Arrow River, Bush Creek and reserve areas. The children enjoy spending time in these natural environments and this allows them to build connections with people and places in our community. Thirty children enjoy spending time in these

natural environments twice a week and this allows them to build connections with people and places in our community. It also allows their natural curiosity and complex thinking to flourish, as well as supporting a lifelong love of the natural world and sense of kaitiakitanga , ownership and responsibility for looking after it.

Children are going to be the future councilors and caretakers of this community. We believe it is essential that current policy makers and community leaders have a responsibility to respect and provide resources to support their development .

Nature Based Learning has been internationally researched and proven to have wide ranging benefits for children. Countries such as Denmark and Finland have the some of the highest educational achievements in the world and their education system is based strongly around nature based learning. We have certainly seen the benefits for children in our programmes and as they transition to school.









An overview of our Preschools

Our staff:

We are lucky to have a management team led by Jane Foster who has led the preschool for nearly 30 years. Our staff are amazing and we have an average of 10 years' experience with very low staff turnover. Jane and Gerdi (our executive officer) have paid positions but their enthusiasm and love for the preschool means that the hours in which they work for the preschool are far in excess of what they are paid for.

Teaching staff are motivated, keen and passionate about early childhood education and go "above and beyond" to extend the learning opportunities for the children. They fully engage in community fundraising events for the preschool on a voluntary basis.

Our parents:

Our parents are an important asset. They support and believe in the preschool and its vision and help tirelessly to volunteer their time, energy and resources. This is from small scale help in terms of helping to deep-clean the preschool at the end of each term, to organising the Great Arrowtown Trolley Race and Matariki night. The trolley race has become an institution in Arrowtown and serves both as a fundraiser for the Preschools and as a fun community day. Parents also serve voluntarily on the Board of Governance and the Parent fundraising and Social Committees.

We are lucky in that parents assist to fundraise at all manner of events – in the last year we have fundraised at PGA Opening Party, Iron Run Motorbike rally as well as the Trolley Race and the Matariki Night.

Our parents help also allow us to run our outdoor programmes and excursions which could not take place without additional supervision. Parent help has advantage in that the teachers can take the children out in about in the community (such as to the river and its environs as part of Explorers) and in helping this helps parents learn more about the Preschool programme and way of teaching – strengthening understanding and partnership.

Our community

The Arrowtown community is very supportive of the Preschools. We have close links with the primary school, and work with various community groups. The children spend a significant portion of the time out in the community learning about the place they call home. The river and reserve area is especially special and is used as part of the Explorer and Discover programmes. The Preschool programmes teach the children the importance of nature, caring for our environment and contributing to our community.

Submission Summary

We therefore request that \$100,000 is allocated to fund this structure.

We would like the opportunity to work with the Parks and Reserves team to make this dream happen and have parents with skills (such as resource management planning) who can assist in preparing Outline Development Plans and the like for the regulatory requirements of the project if this is helpful to the Council.

We would like to be heard in support of our submission



.....
Signed: Jane Foster
Arrowtown Community Preschool

Further Resources:

Please visit our Facebook pages: Arrowtown Preschool
 Arrowtown Trolley Derby

Please visit our Website: <http://arrowtownpreschool.co.nz/>

FOWGR and residents

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?

Neutral

Q. 8A: Comment here.

See attached submission

Q.

FOWGR and Residents LTP submission (v2).pdf - 151 KB

Submission on Queenstown Lakes District Council Ten Year Plan 2018-2028

To: Queenstown Lakes District Council

Submitters:

**Friends of Wakatipu Gardens and Reserves
DJ and EJ Cassells
M Lynch
Neil Senauer
D Bennett and family
M Hall and family
Jarn Bulling and family
John and Helen Hayes and family**

1. This is a submission on the Queenstown Lakes Proposed District Plan – Stage 2 (**Proposed Plan**)
2. The Submitters are interested residents and representative groups of the residential area bounded by Park Street/Frankton Road and Hobart Street, and intersected by Brisbane Street (**special character area**)
3. The specific parts of the Ten Year Plan (**LTP**) which the Submitters are interested in are: the funding options and delivery of the Town Centre Masterplan, Rates revaluation and affordability, and other matters associated with the LTP.

Introduction

4. The Special Character Area exhibits a distinctive character which is driven by the combination of small-scale, residential homes that have grown organically since the area was first settled in the 1870s. The special character area holds a distinctive residential amenity that ultimately generates a strong sense of place for many of the residents who live there and call Queenstown their home.
5. The Submitters have been actively involved in Council planning processes such as the District Plan Review in order to act as a voice for the important values of the area to be better protected both at the strategic level, by acknowledgement generally of the worth of those values, and at the operational level, by providing residential provisions that give appropriate weight to protection of those values and character.

6. The Friends of Wakatipu Gardens and Reserves ("**FOWGR**") is the pre-eminent community representative group which acts as a voice for the Wakatipu gardens and reserves areas. Protection of the character of the Gardens also requires consideration of protecting the amenity of the immediate surrounds of the Gardens.
7. Overall, the Special Character Area is evocative of the various stages of residential development of the original central Queenstown settlement, being contiguous with the Queenstown Gardens and the Queenstown Bay, and in deriving much of its character as a location of special value for the CBD and the wider district

Reasons for the Submission

8. Given the special character and distinctly residential nature of the Special Character Area, it is important that this be recognised as separate to the CBD and town centre areas of Queenstown. In particular, the Submitters are concerned about the following parts of the LTP:
 - The proposed wider CBD Zone indicated on page 20 of the Consultation Document, from which 65% of the costs of the Queenstown Town Centre Masterplan will be funded;
 - The omission of recognition for the Special Character Area and the Gardens and reserves in the Masterplan proposal and revised transport connections;
 - The omission of the importance of an emerging cultural study which is relevant to the Masterplan proposal.

9. Rates Option 1 – wider CBD Zone

- The rates recovery focussed on a wider CBD of ratepayers to fund the Masterplan process is opposed on the basis the redefined CBD on page 20 of the Consultation Document now includes the Special Character Area.
- As described in the introduction section above, the Special Character Area exhibits a truly unique and solely residential character which is currently being sought to be further recognised and protected through the District Plan. The nature of combined historic and well established housing in this area has cultivated a sense of community and permanent residency which is now the dominant characteristic.
- Expansion of the CBD ratepayer base over the Special Character Area is not justified or proportionate to the proposal which is to be implemented through the Town Centre Masterplan process. Those residents and visitors to the Town who enjoy the Gardens and truly residential character adjacent to the Gardens will not benefit from the Masterplan process.
- The inclusion of the Special Character Area within the wider CBD rating extension is also inconsistent with the 'vision' described on page 8 of the Consultation Document, namely the vision for vibrant communities. The vibrant communities' vision acknowledges the need for a strong cultural landscape that inspires, preserves and celebrates our heritage, arts and culture.

- This rates increase is pre-emptive, when the new zoning under the DPR is yet to be determined and is under contention. Should the Submitters not be successful in their submission, this will most likely be appealed. A rates increase is therefore not justified when the zoning provisions that need to be integrated with and would justify the rates rise are far from settled or able to be relied upon.

10. Recognition of the Special Character Area, Gardens, and all Reserves

- The LTP should ensure that appropriate provision be made -and continually reviewed-for the maintenance and enhancement of the Gardens and all reserves within the District. Specific recognition needs to be included in the LTP which acknowledges the unique and different residential character of the Special Character Area.
- Protection of the character of the Gardens also requires consideration of protecting the amenity of the immediate surrounds of the Gardens. The LTP and Masterplan should recognise the economic benefits of creating a cultural overlay or node close to the Town Centre and Gardens which are frequented by international and domestic visitors. Economic benefits of recognising the Gardens and Special Character Area will accrue from protecting and preserving special character, particularly when one considers the area as being the interface of critical tourism attractions being the Gardens and Town Centre. If visitors see a living community and protected amenity and character, they may wish to engage in that and this will contribute to their overall visitor experience.
- Any roading, transport (ferry) or parking plans -including the proposed Park St to Hotops Rise cycle lane (page 17), needs to be consistent with the amenity of the Gardens and the Special Character Area. Any proposed Cycle Way in this location should take into account and positively respond to the Special Character of the Area. Such consideration should involve consultation with the Residents and other interested community groups.

11. Cultural Master Plan

- The Submitters are aware of and welcome the proposed Cultural Master Plan with QLDC to provide analysis on the cultural fabric of Queenstown. It is intended that this study will ultimately become part of a foundation for further work on the Masterplaning process and other planning regimes, such as the District Plan.
- Appropriate provision should be made for the development and adoption of a Gardens based cultural district and/or any other recommendations which come out of the proposed Cultural Master Plan.

12. General Matters

- Generally, any decisions to be made should be consistent with recently proposed amendments to the Local Government Act regarding the inclusion of “wellbeing” as a central consideration. The objective of the Bill is to restore the purpose of local government to be "to promote the social, economic, environmental, and cultural well-being of communities".

Summary of Relief sought

13. The Submitters seek the following decision:

- That the wider CBD Zone for Option 1 funding of the Masterplan process be refined to exclude the Special Character Area defined in this Submission.
- Include specific recognition in the LTP and Masterplan of the cultural, residential, and historical importance of the Special Character Area, the Gardens, and other reserves.
- That the proposed Park St to Hotops Rise cycle lane only be undertaken where it is ensured this is consistent with, and responds positively to, the Special Character Area and Gardens.

14. The Submitters wish to be heard in support of this submission.

15. The Submitters will consider presenting a joint case with others presenting similar submissions.

Address for service: [REDACTED]

FRASER Clayton

Cardrona Camp Ltd.

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?

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?

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?

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?

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?

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.

The timeline allocated funds for Cardrona's wastewater treatment scheme need to be moved forward. The township needs a solution NOW, not in 7 years. The council promised a solution in 2013 following the norovirus outbreak and this was scheduled to be completed by now. With shortages of visitor accommodation, growth cited at 54% by 2031 and a 1:34 resident to visitor ratio, the region is clearly in need of visitor accommodation. Cardrona township has been zoned rural visitor accommodation for decades, but development has not been able to proceed due to lack of wastewater distribution. The are landowners ready to build, but cannot get consents due to the current system at capacity and councils inaction on this issue. If you allow the allocation of ALREADY APPROVED funds now to the development of a COUNCIL OWNED wastewater treatment station, much needed accommodation will be built for both visitors and residents. This is a town already zoned for this activity, the only thing holding everyone up is council's inaction and it is an social injustice QLDC is proposing to hold things up again by drawing the process out. There has been years of work and planning by council on a treatment station or pipe to Project Pure already. In short, I strongly oppose the proposed timeline for allocation of the development wastewater treatment station for Cardrona and request this timeline to be changed to work commencing now with completion in 2 years.

FRASER H J W

Wanaka/Upper Clutha area

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

Oppose

FRASER Leah

Wanaka/Upper Clutha area

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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?

Support

Q. 8A: Comment here.

At what stage do we control the numbers of tourists coming into the QLDC? The figures of 1 local to 1 international visitor in Auckland compared to 1 local to 34 international visitors in Queenstown are horrific! This is NOT a good thing. Future growth is encouraging more visitors resulting in more overcrowding, more visual pollution, more destruction of the natural environment, etc. You need to consult with local residents on what they would like to see for the next 10 years, not presume that everyone wants this expansion that business owners are pushing for. It is time to stop the growth and focus on upgrading the infrastructure to meet the existing need.

FRASER Trish

Ms

Glenorchy

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?

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Oppose

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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.

I agree with Sustainable Glenorchy's submission. Main issues for me:

1. Option 2 for water supply compliance with Drinking Water Standards with aim to be chlorine-free as soon as possible. Water meters on all houses and commercial premises across the district.
2. Monitoring ground water and water for pollution to fully understand the impact of wastewater on the environment.
3. Glenorchy master town centre plan - this is necessary now - first step funding to develop a plan.
4. Safe cycling and walking trails in and around Glenorchy for tourists and the community.

FREEMAN Scott

Jacks Point Residents & Owners Associati

Q.

JPROA - QLDC 10 Year Plan Submission.pdf - 249 KB

13 April 2018

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

Dear Sir/Madam

JACKS POINTS RESIDENTS & OWNERS ASSOCIATION

SUBMISSION ON THE QLDC 10 YEAR PLAN 2018-2028

Introduction

Southern Planning Group represents the Jacks Point Residents & Owners Association ("JPROA") in relation to its submission on the Queenstown Lakes District Council's 10 Year Plan (2018-2028).

The JPROA submission points on the 10 Year Plan are detailed below.

Public Transport

In relation to public transport, Volume 1 of the 10 Year Plan states:

In addition to the public transport work included in both of the Queenstown and Wanaka's Masterplans, investigation, scoping and implementation is planned for water based infrastructure of \$6.1 million, which will support water transport at four locations; the Queenstown Town Centre, Park Street, Kelvin Heights and Frankton

The JPROA requests that the Jacks Point and the developing Homestead Bay settlements are included in within the investigation, scoping and implementation of a comprehensive water based infrastructure for Lake Wakatipu.

In time, Jacks Point and Homestead Bay will contain a significant resident and tourist population. Appropriate Infrastructure established at Homestead Bay will allow water based access from this location (and Jacks Point and Hanley Farm) into central Queenstown and the Frankton Arm.

The JPROA consider that the QLDC should adopt a holistic and comprehensive approach for the water based infrastructure by including Homestead Bay, Jacks Point and Hanley Farm within the investigations.

Public Toilets at Jacks Point

In relation to public toilets, Volume 1 of the 10 Year Plan states:

New public toilets are planned for the Lake Hayes Pavilion, Luggate's Red Bridge, Glenorchy and Albert Town.

The public toilets located at the QLDC owned Jack Tewa Park (Recreation Reserve) are currently located in a temporary portacom. The portacom is located next to the sportsfield, tennis courts and children's playground. These locations are frequently used by Jacks Point residents and visitors to this locality.

The JPROA requests that funds are allocated within the 10 Year Plan which will cater for the development of a permanent and appropriate public toilet next to Jack Tewa Park, in a reasonable timeframe.

Jacks Point Sports Fields

In relation to works on the Jacks Points Sports Field (Jack Tewa Park), Volume 1 of the 10 Year Plan outlines that it is proposed to spend \$65,000 in 2022/23 and \$660,000 in 2023/24 (total of \$725,000).

Firstly, the JPROA requests clarification on the exact works to be underground at Jack Tewa Park. Secondly, due the rapid growth at Jacks Point and the future growth at Hanley's Farm and Homestead Bay, the JPROA requests that the expenditure/works at Jack Tewa Park are brought forward from the presently proposed dates.

The JPROA also requests that the existing playground next to Jack Tewa Park being upgraded as part of the above works.

Should you have any questions in relation to this letter please give me a call.

Yours Sincerely



Scott Freeman

DIRECTOR

SOUTHERN PLANNING GROUP

FRENCH Pamela and John

Queenstown/Wakatipu area

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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?

Neutral

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Neutral

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

Agree

Q. 8A: Comment here.

See additional comments (3 pages) below.

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

Oppose

Q.

French PM JG - QLDC Submission on Consultation Document 12-4-18.pdf - 152 KB

**P M AND J G FRENCH –
QUEENSTOWN LAKES DISTRICT COUNCIL SUBMISSION ON
CONSULTATION DOCUMENT**

1. The consultation notice is a valuable document in that it highlights extremely important issues.
2. We submit the information there and in the Ten Year Plan unequivocally establishes two points of vital significance to Queenstown, its citizens and ratepayers.
3. Those two points are:
 - 3.1 Queenstown cannot afford financially to provide the infrastructure which is envisaged in the Ten Year Plan and the consultation document itself; and
 - 3.2 Queenstown has reached the limit of sustainability in so far as the enhancement and protection of its environment is concerned.
4. The nub of the problem appears at page 5 of the consultation document where it is stated:

“... we need to keep providing for growth in the district ...”

Why? Such an ambition is reminiscent of the mentality of the blinkered First World War generals who continued to send men “over the top” irrespective of the cost.
5. We submit the town has reached its limit already, and indeed has exceeded it.
6. A recent visitor to Queenstown, Sydney radio journalist Murray Olds reported on his visit under the headline “Queenstown, New Zealand, is being loved to death” – 9 May 2017 – Travel Advice, news.com.au. New Zealand Herald reported the same story on 9 May 2017 under the headline “Murray Olds: Queenstown is being choked by tourists.”
7. From our own observations, we know Mr Olds’ comments are correct. We have visited and holidayed in Queenstown several times in each year since the mid 1960s. In Pam’s case, Queenstown holidays have been continuous since the mid 1950s.
8. *Mountain Scene* reported on 4 May 2017 that in the last 12 months it had written about new developments totalling roughly 800 rooms. Since then we believe the figure will have increased further by a considerable margin. We submit the Council must put a stop to this unsustainable tourism. Queenstown and its environs will continue to be a prosperous community. The Council cannot afford to stand by and allow this beautiful area to be choked to death.
9. We refer also to a statement made by past UN Secretary-General Ban Ki-Moon on the need for immediate action in relation to environmental issues and global warming. He said “there can be no Plan B, because there is no Planet B.” And there is no Queenstown B either. Once it is destroyed or seriously damaged, it cannot be resuscitated or replaced.

Financing of Infrastructure

10. Since 1989 we have owned a holiday crib at [REDACTED] Adelaide Street. We have spent virtually every Christmas and Easter holiday in Queenstown. Our children and grandchildren are usually there as well. In addition, some of us are there on a variety of different weekends and for parts of school term holidays. It is very much a family crib which has given rise to many enjoyable times and fond memories.
11. We are deeply concerned at the proposal that Adelaide Street should be included in a wider CBD zone for the purpose of providing extra funds to meet the cost of the proposed Queenstown Town Centre.
12. We submit it is wholly wrong that we as private holiday crib owners should be obliged to make a greater contribution as if we were part of the CBD. We will gain no benefit from investment in the new CBD. It is wholly wrong to classify us as if we were a commercial entity. Incidentally, we have never rented out our crib throughout the 29 years of ownership.
13. We are aware from our own observations there are many other private homeowners who will be affected adversely by this proposed expansion of the CBD. For instance, this expansion will capture homeowners in Park, Brisbane and Hobart Streets as well.
14. It is no exaggeration to say that if we are rated as if we were operating a commercial enterprise, it is likely we would be forced to sell our crib. This would be contrary to our wishes and those of our family.
15. In short, to include our crib in the wider CBD is unfair, oppressive and unprincipled.
16. Turning to the wider impact of the proposals for funding the new infrastructure, we agree transport, parking, street upgrades, the library and water supply quality are all desirable objectives. However, this will impose a heavy financial burden on Queenstown's Council, citizens and ratepayers.
17. Further, we submit it is pointless pursuing any of those objectives if tourist "growth" is going to be allowed to continue.
18. As noted at page 9 of the consultation document, the programme of delivery that the draft plan contains is almost three times bigger than anything this community and this Council have faced before. This is indicative of the dire situation which "growth" has caused already to Queenstown's environment.
19. We reiterate our submission that the Council, citizens and ratepayers of Queenstown should not be saddled with a financial burden so as to enable further tourist "growth" to be perpetuated.

Sustainability of the environment

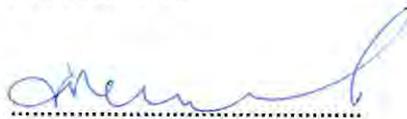
20. As everybody knows, Queenstown with its lake and mountains is blessed with stunning scenery and great beauty generally. It provides a wonderful environment during each of the four seasons. Our family has enjoyed swimming, boating, yachting, tramping, skiing and other similar activities. We want to be able to continue doing so in an environment which is being appropriately protected.
21. Everybody also knows the environment is seriously in danger at the present time. Traffic, parking, drinking water, storm water, sewerage leaks, waste collection, scenery view obstructions and overcrowding generally are obvious problems which even a casual visitor to Queenstown notices. This is recognised also by the inclusion in the consultation document of plans for remedial work with regard to most of these issues.
22. Obviously, we support steps taken to improve drinking water for instance, but it is futile to spend all that money, while at the same time permitting the overcrowding and other stressors on the environment which have caused these problems in the first place.

Conclusion

23. At page 3 of the consultation document, the Mayor and Chief Executive state the Council has planned for a vision ... *"in 10 years' time, experiencing and living in this district must be better than it is today. A place where people can afford to live, where you don't waste time in traffic, you have great transport options, places to enjoy, relax, exercise or be enriched and entertained. We can rely on the infrastructure and services and best of all, these things all complement the incredible landscapes in which we live."*
24. In our submission that is a laudable vision but one which will not be achievable unless the Council puts a stop now to the expansion of visitor accommodation.



P.M. FRENCH



J.G. FRENCH

Date: 12 April 2018

FRUEAN Naomi

Wanaka/Upper Clutha area

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Neutral

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Agree

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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.

Need underpass for pedestrians and cyclists to cross SH84 to ensure people's safety, especially with new school to be built in Wanaka

FUTSCHEK Rosie

Wanaka/Upper Clutha area

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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.

GALAVAZI Jeannie

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?

Neutral

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?

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?

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

GARDINER Roger

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

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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?

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. 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.

Comparison between Big Issue 1, Queenstown Town Center Masterplan, and Big Issue 4 Wanaka Masterplan.

Queenstown proposed investment = \$ 327 mil

Wanaka proposed investment = \$ 24.02 mil

Queenstown investment over 13 times that of Wanaka

Are the Queenstown growth issues 13 x those of Wanaka ???

I think not.

It appears that the challenges around investment to deal with growth pressures in Wanaka are not being taken seriously and certainly not being funded via the 2018-2028 Ten Year Plan.

Or have I missed something ???

Looks like here in Wanaka we are going to keep on having the conversation around what needs to be done, while Queenstown is actually getting on and allocating funding and doing something

Report states that investigations are underway to 'commence' a Wanaka Town Center Masterplan, That there will be benefits of learning from the Queenstown model. That there will be input from active transport communities, Shaping our Future projects and Wanaka 2020. We have already had a lot of these consultations and conversations, and a growing number of residents cannot be bothered to attend more group discussion sessions. Nothing seems to happen.

There is no time frame around this process which is one of many concerns. It looks to me as if there will be a lot more talk,that is if people can be bothered to enter into more dialogue

With a small spend relative to Queenstown, it looks like here in Wanaka we are kicking the 'growth issues can' down the road.!!!

Please find fault with my analysis so I can be more optimistic.

Regards

Roger Gardiner

GASTON Andre

Wanaka/Upper Clutha area

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Support

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

Agree

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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?

Neutral

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

Support

Q. 8A: Comment here.

Please provide additional support for Wanaka and the cycle network particularly Schools to Pools trail - \$812k over 10 years (and commencing 2022) hardly seems sufficient particularly in comparison to Queenstown trails funding

GAUD Florence

Wanaka/Upper Clutha area

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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?

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

Support

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Disagree

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Support

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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?

Support

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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?

Support

GEDDES Nick

Clark Fortune McDonald & Assoc

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?

Disagree

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

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Oppose

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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?

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?

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?

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.

Nick Geddes - Submission_Homestead Marina_13_04_18_.pdf - 502 KB

QUEENSTOWN LAKES DISTRICT COUNCIL: TEN YEAR PLAN 2018-2028

SUBMISSION

HOMESTEAD BAY TRUSTEES LTD



CLARK FORTUNE MCDONALD & ASSOCIATES

REGISTERED LAND SURVEYORS, LAND DEVELOPMENT & PLANNING CONSULTANTS



1.0 Executive Summary

The purpose of this submission is to record that developers of Homestead Bay, Jacks Point seek to construct facilities for the benefit of the community being car and boat trailer parking, boat ramp, jetty structure along with several park style open space areas. The developer believes the boat ramp and access to the marina will be valuable assets in the future and this value extends beyond the growing community of Jacks Point alone.

Development at Homestead Bay will generate \$1,333,691.00 of community facilities contributions where the developer seeks to offset \$1,086,906.82.

Council forecasted expenditure of community facilities does not account for residential development within the Homestead Bay Village.

The developer respectfully requests that Council acknowledges the aspiration of the developer to offset of this contribution within any relevant economic scheduling.

2.0 Introduction

Variation 16 introduced the Jacks Point Zone into the District Plan on the 16th August 2003 where Homestead Bay is a part of the wider Jacks Point Zone. Homestead Bay includes a Boating Facilities Area (BFA) to be available for use by the wider public and a high density, high quality Village Area (V) which is intended to accommodate up to 200 residential units, hotels, small scale retail, recreational and entertainment facilities.

A location map, District Plan Structure Plan, proposed Homestead Bay Masterplan and photograph are contained in Attachment [A].

The Boating Area and Village at Homestead Bay was approved by Variation 16 for a number of reasons which include:

- *Enhanced access to the beach and Lake;*
- *Access to open space and recreation facilities;*
- *Provision of public amenities;*
- *Involvement of local community.*

Homestead Bay Trustees Ltd are currently developing the Village site and Boating Area where the design of the marina and foreshore esplanade area is detailed on the Masterplan contained Attachment [A]. The premise of the design is to provide a number of community facilities which include car and boat trailer parking, boat ramp, jetty structure along with several park style open space areas along the foreshore of Lake Wakatipu. All of which are considered to meet the intention set out in the decision for Variation 16 as listed above.

In the development of the Village, Homestead Bay Trustees Ltd will be required to meet development contributions for the 200 residential units anticipated in the Village Area.



The purpose of this submission is to acknowledge that Homestead Bay Trustees Ltd will seek to offset the portion of the costs associated with constructing of the car and boat trailer parking, boat ramp, jetty structure and foreshore open space areas. The costs are set out in Part 2 and Attachment [B].

Homestead Bay Trustees Ltd make this submission to the Ten-Year Plan for the offset a portion of contributions to be made towards the Community Facilities at Homestead Bay.

3.0 Homestead Bay Trustees Ltd Marina Development

A preliminary assessment of costs associated with the establishment of the marina and facilities is contained in Attachment [B] and totals \$1,740,176.08. Costs associated with “public facilities” components identified in Attachment [B] is anticipated to be \$1,086,906.82.

4.0 Development Contributions - Community Facilities

Variation 16 which introduced the Jacks Point Zone into the District Plan expects the Village at Homestead Bay to contain up to 200 residential units along with a mixture of other activities described in part 1 above.

Based upon the amended policies on Development Contributions the community facilities contribution to be levied on the residential development in the Village is anticipated to equate to \$270,800.00.

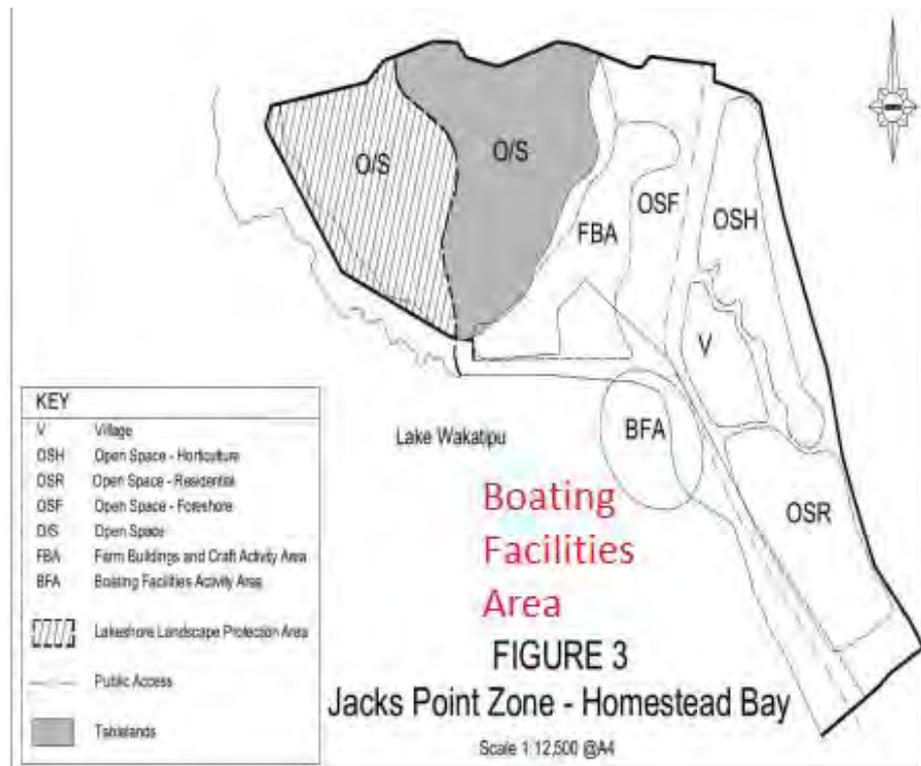
The development of Marina and Village area are key components in the development of Homestead Bay they are not in isolation. The developer seeks re-zoning of land through District Plan Review submissions. If successful this is anticipated to create a further 785 residential dwellings. Overall, future community facilities contributions outside the Village is anticipated to total \$1,062,891.00.

ATTACHMENT A

Location Plan



Operative District Plan: Structure Plan



Homestead Bay Masterplan



MASON & WALES ARCHITECTS

HOMESTEAD BAY VILLAGE CENTRE • QUEENSTOWN

Project: S7
Designed by: M&W
Scale: 1:1000 @ A3, 1:2000 @ A1
21 March 2016

S7
Sheet 04

Location Photograph



ATTACHMENT B

HOMESTEAD BAY BOATING FACILITIES

SCHEDULE OF QUANTITIES



13 April 2018

ITEM	DESCRIPTION	QTY	UNIT	Rate	Sum
1	PRELIMINARY AND GENERAL				
1.1	<i>Preliminary and general</i>	1	LS	\$15,000.00	\$15,000.00
1.2	<i>Establishment</i>	1	LS	\$5,000.00	\$5,000.00
1.3	<i>General planning requirements</i>	1	LS	\$3,000.00	\$3,000.00
1.4	<i>Contractor's setting out, supervision etc.</i>	1	LS	\$1,000.00	\$1,000.00
	-				
2	EARTHWORKS				
2.01	<i>Cut to certified fill</i>	4325	m3	\$13.80	\$59,685.00
2.02	<i>Cut to waste onsite</i>	913	m3	\$11.50	\$10,493.75
2.03	<i>Import to certified fill from stockpile (provisional)</i>	200	m3	46.00	\$9,200.00
2.04	<i>Undercut to waste - Unsuitable material (provisional)</i>	200	m3	11.50	\$2,300.00
2.05	<i>Place rock armor</i>	880	m3	115.00	\$101,142.50
2.06	<i>Construct Gabion wall. 265 lm x 5m (face area)</i>	265	m2	460.00	\$121,900.00
2.07	<i>Import topsoil from stockpile and spread on batters & open space</i>	550	m3	23.00	\$12,650.00
2.08	<i>Subgrade surface finishing</i>	3000	m2	3.06	\$9,180.00
2.09	<i>Silt and dust control measures</i>	1	LS	25000.00	\$25,000.00
	-				
3	ACCESS & RAMP				
3.01	<i>GAP40 Access & Hardstand area</i>	500	m3	134.00	\$67,000.00
3.02	<i>AP40 Subbase (from concrete ramp)</i>	28	m	399.83	\$11,195.24
3.03	<i>150mm Concrete launch ramp 20MPA (above waterline)</i>	168	m2	135.66	\$22,790.88
3.04	<i>150mm Concrete launch ramp 20MPA (below waterline)</i>	112	m2	644.68	\$72,204.16
	-				
4	JETTY STRUCTURES				
4.01	<i>Drive 300mm steel piles & fill with concrete (10m long)</i>	15	No.	6018.92	\$90,283.80
4.02	<i>Construct floating jetty & access ramp</i>	10	No.	17473.50	\$174,735.00
	-				
	TOTAL Scheduled items				\$813,760.33
	-				
5	PROFESSIONAL FEES				
5.01	<i>Consents</i>	1	LS	50000.00	\$50,000.00
5.02	<i>Design and supervision</i>	10	%		\$81,376.03

	-				\$131,376.03
6	<u>Contingency</u>				
	-				
6.01	<u>Contingency</u>	15	%		\$141,770.45
	-				
	-				\$1,086,906.82

GEH Susie

Department of Conservation

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

I do not wish to be heard.

Wilding Conifer Management

These weed species affect a range of biodiversity, recreational, farming, tourism and landscape values. They can significantly reduce water yield and affect water quality. If not controlled now, these species will develop into a significantly greater economic burden and loss of biodiversity and landscape values for future generations. This issue has been well described and robustly documented over recent years. Wilding species occur on a wide variety of land tenures, including public conservation lands.

The QLDC has demonstrated valuable leadership on this matter, particularly with respect to the development of a Wilding Management Strategy, greatly assisting the formation of the Wakatipu Wilding Conifer Control Group (WCG) and through the provision of ongoing support by way of annual grants and in-kind resourcing.

The Department has invested considerable resources over many years into the control of wilding pine species in Otago, including contribution of our entire annual Whakatipu District wilding pine budget to the WCG as well as providing our services to the WCG to deliver works on the ground.

Many other agencies, funding bodies, and individual farmers and business contribute to the WCG funds each year. Volunteer work is also carried out. As a result, the WCG has raised and delivered works in excess of \$8 million since 2004.

The community stakeholder model for obtaining funding, implementing control measures, and gaining community support and engagement has demonstrated itself as the most effective way to tackle this problem in Otago, across the varied land tenures that these weeds inhabit.

Support from the QLDC on this key issue is welcomed.

1. The Department supports the Queenstown Lakes District Council (QLDC) annual funding and resourcing to the WCG.
2. The Department supports the removal of the Coronet Forest and the subsequent revegetation, pest control and development of amenity values here.

I would also like to acknowledge the \$14,000 funding provided by QLDC to to the Whakatipu WildlifeTrust to assist with delivery of pest control work.

GERRARD Bevan

Kingston

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?

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?

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?

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

GIBSON Tracey

Netball Upper Clutha

Wanaka/Upper Clutha 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

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Disagree

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Neutral

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

Disagree

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Neutral

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.

I understand that Wanaka has a new recreation center, but as our only community sports center, this has quickly become insufficient for the community needs. It is hard to get availability and we are struggling to fit our sport in the current facilities. This is only going to worsen over the near future. This is something we believe should be considered as a priority.

Thank you

- 1: Needs Assessment: Netball is quickly becoming an indoor sport. Netball Upper Clutha runs the local netball competition here in Wanaka. We have over 500 registered players in our region, ranging from 7year old children to mature adults. With the change in the direction to a more indoor focus, our needs in this region are not quite achieved. Currently we use the poorly maintained Mt Aspiring College outdoor courts for our Intermediate competition, the Wanaka Recreation Center indoor and outdoor courts on a Saturday morning for our Primary competition and the two indoor courts over two week nights, for our Senior competition. The center has extended their opening hours to allow us to cram our games in. There is no time for our teams to warm up on the courts (a problem we need to somehow address) and there is not additional space to warm up in and around the center. A gathering place for players and storage for gear is also, non-existent also. Our shed where we currently maintain our gear will not be long term as the school where it is currently located, is developing.
- 2: Recommendation: The three outdoor courts are very slippery with the sand content and artificial surface, our players are struggling and dislike playing on them. They feel unsafe and uncertain in their movements. If we could get another two indoor courts (three would be ideal), we would be able to move our competitions inside and hold competitive features in our region. I know there is high demand from teams to practice on the courts during the week before the competition evenings, and demand and availability are not always compatible.
A general meeting room, that all recreational clubs could use, would be well used in this region as well as an area for storing our gear such as uniforms, balls etc.
- 3: Aspirations: Indoors, four and hopefully five courts would be great, but we would like to see a wooden floor at some point as this would allow us to host higher level games. This is a much better surface for athletes to be playing on and there is much research to support this. Even if all of the courts were not all wooden, a move to do this over time would be ideal.
- 4: Additional Information: Our sport has increasing registrations from year to year. This is a very encouraging statistic for our society. We would welcome the chance for further input if and when required.
- 5: General Comments: It would be good to consider Wanaka's requirements for netball separate from our surrounding areas. Years ago our adult players chose to play during the week rather than weekends, as parents with children were unable to play themselves as always travelling with their children. It was a choice to allow more people to play. Please also consider our projected population growth and what that will mean for our sport.

Thank you for the chance to submit our thoughts. We would like to be kept up to date with developments if this is possible

GILBERT Marjon

Wanaka/Upper Clutha area

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Support

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Agree

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Support

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Neutral

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Agree

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Support

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Neutral

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Support

GILKS John

Wanaka/Upper Clutha area

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

Oppose

GILKS Laurel and John

Wanaka/Upper Clutha area

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

Oppose

GILMOUR Cath

Queenstown/Wakatipu area

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?

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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?

Agree

Q. 8A: Comment here.

I will not be in Queenstown to answer my phone re-scheduling a time to speak at that tuesday hearing. I would, however, be available from 11:30 AM. And would prefer, if possible please, a time closer to that than later in the day. If you could instead please send me an email - you have my contact on file - I will have intermittent access to the Internet. I have attached my submission. If there is any problem with reading it, please let me know before this Thursday. Many thanks.
Cheers Cath

Q.

QLDC 10 year plan 2018 submission.docx - 19 KB

Submission for QLDC 10 year plan, 2018 – 28

Thank you for all the work you have put into the 10 year plan to date and all the work I'm sure you will be doing in terms of considering community feedback on the plan. Very much appreciated. A particular thank you to Cr Alexa Forbes, who responded to most of the questions I had sent in to the Q&A forum only to be told that they were too substantial to answer within the time I had available to submit.

From Alexa's responses, I have received some comfort that the goal of 80% NZTA subsidy is not totally off the planet...despite what it might appear to those not around the council table! All the best with your campaign on this front. I agreed it is justified, in terms of both prioritisation of active and public transport and the inequity of Queenstown ratepayers having to otherwise pay a disproportionate amount for infrastructure provided to support the nationwide tourism industry.

I also understand from Alexa that the parking buildings are being designed specifically so they can be repurposed should technology driven change (driverless cars, car sharing et cetera) succeed in getting cars off the roads.

I still, however, query if we need both parking buildings within two years - rather than leaving a bit more time for change in mode to PT/active transport et cetera to kick in.

Obviously, all this planned expenditure will need revisiting should the 80% NZTA subsidy not come through - and at such a high rate of rating impact that I assume it would require another special consultative procedure. So I will leave further comments until that time.

One question Alexa couldn't answer was clarification of the \$10.9 million included in the LTP for the Queenstown Memorial Centre replacement. Can you please tell me the basis for this budget in terms of replacement facility that such would provide? Quality? GFA? Facilities? Location? This is just over three times what it cost to upgrade the current QMC. It is around 1/8 (from my memory) of Mayor Boulton's previously mooted Remarkable Centre - the performance centre that was to have been built on the "community heart" site.

QMC is our community heart, with history, with story, with links to many local families and people. The refurbishment was a huge community effort. Maybe it is a silk purse from a sow's ear (and maybe not even that silken) - but it exists, its capacity is more than adequate for most community events, even the Michael Hill violin competition is reasonably happy with the sound quality (especially now the downstairs changing rooms have been sound proofed), it is central, near parking and affordable for most.

I contend that \$10.9 million is totally inadequate to replace the facility that QMC currently provides. I note that the timetable for it to be built is 2019 to 2021. But there is zero detail of this plan, just one year out, though half-million dollars is put aside for planning.

Several points to make;

- Queenstown Memorial Centre does not need to be bowled. Ulrich Glasner confirmed when meeting with a group of us on the site last year that the same

roading benefit could be gained by cantilevering over Horne Creek (towards Outside Sports, over what is currently bare land) rather than knocking down the historic hall. I understand the other supposed “benefit” from knocking the current QMC over would be giving those driving along this route a view of the recreation grounds. Really? That might be a fine urban design principle but is of little comfort for those of us who actually live here and have to either pay for a replacement QMC or are left rueing the loss of it.

- If QMC were to be bowled over despite the above – and a replacement community heart venue is not committed to and scheduled to be built prior to construction of the arterial route – it will not happen. The chance of any government funding for such a local purpose venue is zero. \$10.9 million is a totally unrealistic sum. Finding another \$50 million-odd in a non-LTP year, when confronted with hard infrastructure projects out the razoo, is a pipe dream. Just like the previous grand plans for building Remarkables Centre on the “community heart” site. Lack of cold hard cash always weighs more heavily against community projects - as this very traffic-centric 10 year plan already clearly displays.
- QMC is right sized for our community’s CBD needs. Numerically, we are moving towards Frankton. That’s where the parking is. That is the site for a larger, fancier venue - perhaps through collaboration with the commercial conference centre. Hopefully, the PPP at WHS will be renegotiated so that community can have access to the new auditorium at an affordable rate as an at least interim measure.
- It is interesting to note that on page 10 of your consultation document, the main community projects listed do not include that QMC replacement - despite it having a higher budget than any of the three listed. Is that because there isn’t actually a plan for it?

The overall 10 year plan does seem to emphasise traffic management above all else. It mentions community heart, but does little to make it pump. I would hope that if the NZTA 80% subsidy is not forthcoming, that people rather than car benefits are at the forefront of rejigging.

Other responses;

- The 10 year plan seems to consider the car is king. Sure, traffic is a problem - but just making it easier for cars to go through what will always be a constricted town centre and topographically challenged district will only create so much public benefit compared to making Queenstown a place that people actually want to come. By deferring so much of the CBD upgrade and community heart, I think the plan seriously risks losing locals’ interest in ever bothering to come to town. The primary focus seems to be creating a rat run around town - it seems hard to justify, in particular, stage III of the arterial route going ahead before the people – oriented projects. The paragraph that “there is no inclusion of proposed arts and culture facilities but a districtwide review has been included” - only because it is being subsidised by benefactors (thanks, Jay Cassels) - is particularly dispiriting. It does seem to make a mockery of the claims of wanting to create an authentic local

community heart in the CBD, as made in the initial document calling for community feedback on the masterplan.

- There seems to be a continued focus on tourism growth rather than economic diversification. But your mean income figures on page 6 speak to one of the primary problems of this approach - it is a low wage sector. What benefits has the economic development unit (if that is the correct name) produced to date? What budget is committed to this work? Where is the plan for it?
- It would be great if you could, with ORC, bring forward the Wakatipu ferry service. Hopefully in collaboration with commercial providers, as ORC did with the buses. The two dollar bus service is great, but impractical for anyone on Kelvin Peninsula to use as you have to allow two hours both ways (hourly service, takes half an hour to get to the Frankton bus hub, then wait for a bus that takes at least quarter of an hour to get into town). I am happy as a ratepayer to subsidise the two dollar bus service but would prefer to have an option our community can also use (though my preference will remain the bike :-)).
- The Park Street to Hotops Rise cycle lane seems incredibly expensive - it would be good to understand this better.
- Good to see infrastructure renewal plans - it would be even better to see inclusion of stormwater interception/treatment to prevent road surface wash off et cetera. The purity of our freshwater rivers and lakes is integral to our landscape, ecosystems, recreational environment and potable water supplies.
- Has there been full consideration of replanting Coronet Forest in non-wilding species production forestry? This could achieve carbon sequestration and, done on a commercial plantation basis, forestry income as was initially intended for this site.
- Big issue two - I agree that costs of the arterial route should be loaded primarily on the CBD - as it appears to be primarily businesses that are demanding this work be done. They would be the primary beneficiaries.
- Big issue three – I am unclear re-your library plans. It sounds like you're providing an interim library in the same building as you will build a larger permanent one? It certainly needs to be bigger than the initially mooted shopfront in the CBD - but clarification on plans would be great, thank you. Council offices do not create a community heart. The library at least does have a heartbeat.
- Big issue four - I really like the planning basis for creating Wanaka's masterplan (second paragraph, page 23). If this had been used to create the Queenstown masterplan, I think we would have had a much more community hearted result.
- Big issue six – I support the idea of the broader community subsidising capital costs of essential new water/wastewater schemes for smaller communities - as long as there is legal basis for this. And as long as it doesn't go above the level outlined in this 10 year plan. The mooted rates rise is already scary enough!
- Yes, agreed that Council should enter into a lease for an interim Frankton library - or make the QEC pop-up a permanent one if you can't get an affordable option.

Again, many thanks for all the efforts you have put into this plan. I look forward to seeing the next iteration. Kind regards, Cath Gilmour

GIRVAN Gordon

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?

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?

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?

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?

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?

Oppose

Q. 8A: Comment here.

The roading and parking in the Wanaka Town should get high priority in the Ten Year plan.

GLADDING Niki

Q.

Niki Gladding 10 Year Plan Submission.docx - 21 KB

10 Year Plan Submission

Niki Gladding

I wish to speak at the Hearing

Queenstown Town Centre Masterplan (funding options and delivery)

I support this on the basis that it will be funded by a targeted rate (Council's preferred option)
1C – If the funding assumptions are not supported (NZTA) do you agree that Council re-prioritise some projects? Yes.

Project Connect and Libraries

2A Do you support the funding for a Council Office? Not at this level.

I do support a single space for the Council and staff to operate in, but this level of funding is excessive and no doubt the costs will rise. I'd like to see Council either lease space or build a functional but cheaper space out at Frankton with plenty of parking nearby. It would be *nice* to be able to build a legacy building in the CBD but that should not be a priority at this time and I disagree that ratepayers should fund this for the CBD (and its businesses) to maintain its "authenticity". If we are doing this FOR the CBD then there should also be a targeted rate in place for this project. I believe a Council building will be more accessible and achieve better engagement if it's located at Frankton (especially with the parking issues in the CBD).

2B Do you agree that this should include an interim dedicated Queenstown library space? We need a library but it needs cheap/free parking nearby and it should be close to the local community (Lake Hayes Estate, Shotover Country etc). Our library space would be better placed at Frankton. N.B. we don't need 2 libraries.

Wanaka Masterplan

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

Water (Supply and Quality)

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

Funding small communities' water needs (funding options)

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? I agree but I think the subsidy should be higher: 33%-50%

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

Community investment

6B Do you support inclusion of funding to support the early harvest of Coronet Forest? No

6C Do you agree that Council should enter into a lease for an interim Frankton Library? I believe we only need one library. Either a library at Frankton OR a library in the CBD. I don't support funding for a second library.

Rates (revaluation, affordability)

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

Comment on the big issues or any aspect of the draft plan

Big issue 1 – Queenstown town centre masterplan

1. Glenorchy town centre masterplan:

I would like to see a Glenorchy town centre masterplan developed. Glenorchy is struggling to accommodate the massive increase in the number of tourists visiting our town over the last few years. The once relatively quiet roads are really busy with an increased number of vehicles on the roads parking anywhere and everywhere. With a lack of footpaths throughout the town children and tourists are at risk of being hit by a car. Children are no longer safe riding to and from school with angle parking of vehicles contributing to the risk of being hit.

I would like to see funding of at least \$250,000 set aside for the development of a Glenorchy town centre masterplan.

2. Active transport methods:

Active transport methods, such as cycling and walking are a key part of the Queenstown Integrated Transport System Plan and have been a focus of Wanaka's strategic travel thinking. I would like to see such a plan developed for Glenorchy from outside the town centre e.g. Rees Valley on the northern side and the Bucklerburn Bridge on the southern side of Glenorchy. Subdivisions are opening in these areas with more children wishing to ride to school and adults to commute to work in town safely and not in a vehicle. Such tracks would also be good for recreational cycling for tourists and locals alike.

Big issue 5 – Water supply and quality

1. I support Option 2:

I note that the estimated completion date of the Glenorchy township project to provide, safe reliable drinking water to residents and visitors is 2021. This needs to be brought forward.

2. Funding for protection of source water :

There's a lot of talk about meeting the Drinking Water Standards but very little indication that Council is committed to protecting source water for drinking water supplies (through stormwater treatment and catchment management). This is a requirement under the Health Act and is far more cost effective in the long-term than treating water. There should be funding allocated for this in the 10 Year Plan

Big issue 6 – Funding new wastewater and water supply schemes for small communities

1. I support Option 1:

I agree that a general subsidy to protect the environment by supplementing the cost of smaller community schemes would be helpful if the community decide to implement a community

scheme. However, if it is deemed unnecessary (as we currently believe) then this option is irrelevant for Glenorchy.

2. Glenorchy:

2.1 No capital expenditure

I support the absence of funds allocated for the implementation of any wastewater solution for Glenorchy.

2.2 Environmental effects

I agree that work should continue to understand the effects of septic tanks on the environment in Glenorchy. This should be extended to include all onsite wastewater systems. **There should also be funding allocated to implement a management programme for onsite systems to ensure all systems are legal and working as they should.**

2.3 Treatment plant and discharge at the Glenorchy Airstrip

I request that Council immediately discontinue working on the resource consent application for a treatment plant and discharge field at the Glenorchy Airstrip. To continue with this application would amount to misappropriation of funds given there is no funding for a scheme and no evidence that a scheme is required.

3. Targeted rates for water supply – extending current urban approach to smaller schemes

I would like to see water metering implemented for all houses and commercial premises across the district. This is the only fair and equitable way to charge for water. This user-pays model would also encourage a reduction in water use.

Other projects

Proposed changes to Destination Queenstown Tourism Promotion Rate

I do not support an increase in the targeted tourism promotion levy, as is a component of commercial rates. We have too much tourism growth and it's putting pressure on ratepayers and our environment; we simply don't have the funds to mitigate the adverse effects. I would support a reduction in funding for Destination Queenstown.

GLAVINOVIC Krystyna

Hawea

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?

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?

Oppose

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?

Agree

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

Support

Q. 8A: Comment here.

I oppose the current Wanaka masterplan, in particular the shockingly low amount of money being allocated to further develop and enable active travel in the district. 1.5 million in a community that is rapidly growing and doesn't wish to develop Queenstown's traffic problems is not adequate. Wanaka residents are passionate and active individuals that don't want to be choked in on streets; we'd like to get around the area, through subdivisions and to opposite ends of town via active transport (walking and especially cycling). It is especially important that we see greater allocation of funds to develop more cycle ways that connect many of our growing areas so that we can safely and quickly get to and fro on a bicycle. Not spending more money in the development of active travel lacks foresight.

GLOVER John

Glenorchy Community Association

Glenorchy

Q. 8A: Comment here.

Submission of the Glenorchy Community Association to Queenstown Lakes District Council

Proposed Long Term Plan

We appreciate that the wider area faces some very challenging problems and it is good to see QLDC being proactive in dealing with long term issues. However we were very disappointed that Glenorchy barely rates a mention in the Plan despite extensive consultation with QLDC about the very real issues facing the community.

The GCA has a long list of areas for action in it's plan of work. Rather than list all of these, we have set out below the key issues that need addressing in the next 3 years. We hope that Council will take on board the fact that in preparing this pared down submission, the Association has high expectations that Council will act on it.

1. Township traffic management

1) The GCA submit that we need urgent assistance from Council to engage a town/transport planner in Year 1 of the LTP. Rapid growth of vehicle movements is having significant effects on our safety and wellbeing.

This was the number one funding priority requested of Council last August arising from the Glenorchy Shaping our Future visioning exercise. The need has increased drastically since that exercise 2 years ago.

In order to help reduce the effects of traffic on the community, help is required to address and manage:-

Pedestrian safety, particularly provision of footpaths

Speed of traffic through the township

Parking throughout the town - particularly coaches, by/opposite the school, waterfront and Mull Street

Traffic flows/direction

What we envisage is a consultant being engaged to :-

Hold a workshop to understand the issues the community are concerned about, our priorities, intended outcomes and any 'red lines',

Study existing traffic behaviours, volumes, growth forecasts etc,

Make suggestions for action to achieve the desired outcomes

This work needs to be done in advance of QLDC updating the District Plan zones/rules for Glenorchy in 2019

2) Placeholder funds should be allocated in Year 2 and Year 3 to commence implementation of works.

2. Glenorchy water supply

1) The Community support the actions proposed to make our water scheme compliant with its' Safety Plan within a short timescale. The community places a very high value on its 'raw water' and encourages QLDC to explore as many options as possible to keep chlorination to a minimum.

2) We submit there should be a regime that includes at least partial, if not full charging based on water usage. The community wish to incentivise the reduction of water usage, promote water re-use and rain capturing and also feel there should be a more equitable charging model than currently exists.

3. Waterfront improvement plan

The waterfront reserve and iconic wharf shed attract hundreds of visitors on a daily basis. Council adopted the landscape plan for this area last year.

The Community have funded some aspects of the plan from Association funds and with volunteer labour but need funds allocated (none are included in the draft plan) for the following:-

- 1) Provision of toilet facilities
- 2) Forming and landscaping designated parking areas at the northern end of the reserve and to the south of the marina

The expenditure of \$250,000 to assess the safety of the wharf seems short sighted given the impact of the Rees River Delta deposition which will limit the lifespan of this wharf, which is actually the 3rd Glenorchy wharf. This money might be better utilized on the general waterfront area or exploring possibilities for a new wharf location further south.

4. Waste management

We request :-

1) Funding be provided for public waste collection at 2 to 3 rural locations located on the route along which the waste collection contractor currently passes. Rural ratepayers are increasingly having waste dumped in their bins by passers by in the short time between emptying and them being able to retrieve the bins which have to be left up to 20kms from their property.

2) The frequency of emptying public waste/recycle bins in the town centre/ waterfront area needs to be increased to at least twice a week as we frequently have overflowing waste blowing around our waterfront reserve and marina area.

3) In order to minimise the amount of waste produced by the community we would like Council to explore how better use can be made of the area in the town where green waste is currently processed. We would like to see options for storage/re-use/recycling of clean fill / composting/ whiteware / scrap metal and re-usable timber.

5. Trails

The Community Vision for Glenorchy sees the town as being at the centre of an interconnected network of walking and biking trails. The type of tourists and visitors

that these will attract will share our values and have a lower impact on our community.

We ask that Council:-

1) Accept the landowners' offer to transfer land known as 'The Bible' to Council. This will enable our township walking trail to be completed to a good standard and provide secure access to some of the best elevated views across the town

Historically the 'Leaves of the Bible' were valued as an undeveloped backdrop to the township. This provides a remarkable opportunity for the community to encourage biodiversity by trapping predators and replanting natives and is a great location for walking and mountain bike tracks in close proximity to the township.

Secure tenure of this area will also enable the location of new water tanks to be problem free.

2) Acknowledge the Community support for a lakeside walking/biking trail between Queenstown and Glenorchy and provide funding for the Head of the Lake Trails Trust to enable production of a trail strategy. Details of the funding required will be submitted by the Trust.

6. The Glenorchy Road

Council have recently received an engineering assessment of this road along with a prioritised list for improvements.

Improvement work is currently 100% funded by NZTA but needs Council to lead the process of applying for funding. In a few years time the level of funding will drop to 50% and improvements will have to be funded by ratepayers.

We ask that Council ensure it is someone's work plan to submit a funding case to NZTA for this work in the coming year.