

STARKIE Elizabeth



Liz Starkie.pdf - 919 KB

Submission on the
Queenstown Lakes District Council Ten Year Plan

I

submit

The funding of Lake Wanaka Tourism (LWT) should cease whilst Wanaka, and the greater region takes stock of where it is heading.

LWT's Strategic Plan (2012-2022) has provided the basis for LWT's funding over the last 5 years. As infrastructural pressures continue to build on the region, it is paramount that the focus on tourism ensures that we are attracting "quality - not quantity". A focus on quality should help alleviate issues caused by the proliferating number of tourists on our already at times stretched infrastructure. LWT has already identified concerns at the minimal number of tourism related infrastructural projects in the 10 year plan. It needs to be noted that the infrastructural issues are not only those that QLDC are responsible for but also facilities provided by DOC and LINZ.

LWT's strategic plan identified this and therefore contains some very modest growth targets within. The plan states that the target is to grow arrivals at a rate of 3% each year at the same time increasing the average stay by 2% each year. This in turn should see an increase in bed nights of 5% each year.

You will note from the attachment (page 5 of LWT's strategic plan) that the average stay length is lower than the average stay at the starting point of the 10 year strategic plan.

It is submitted that due to the massive growth in tourism worldwide, LWT is having less of an influence on the number of tourists coming to the region. Of specific concern is that LWT clearly has little influence on the type of visitor that is coming to the region given the declining average night stay.

Council cannot without further consultation alter the course of funding but it would be preferable to see the current funding for LWT put into projects that develop and enhance tourism related infrastructure in the district.

The community is already concerned at the minimal amount of proposed infrastructural improvements in the 10 year plan for the Wanaka region. It is respectfully submitted that the Council withdraw the funding of LWT whilst the Wanaka master planning process is completed and the appropriate infrastructure projects are planned, to properly accommodate the already burgeoning numbers of tourists to the district.

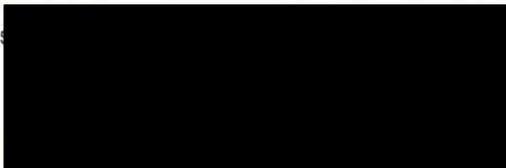
I ~~do~~ do not wish to be heard on my submission.

Signed

Date

13.4.18

Email Address



Contact No

QLDC
Wanaka Service Centre
Received

13 APR 2018

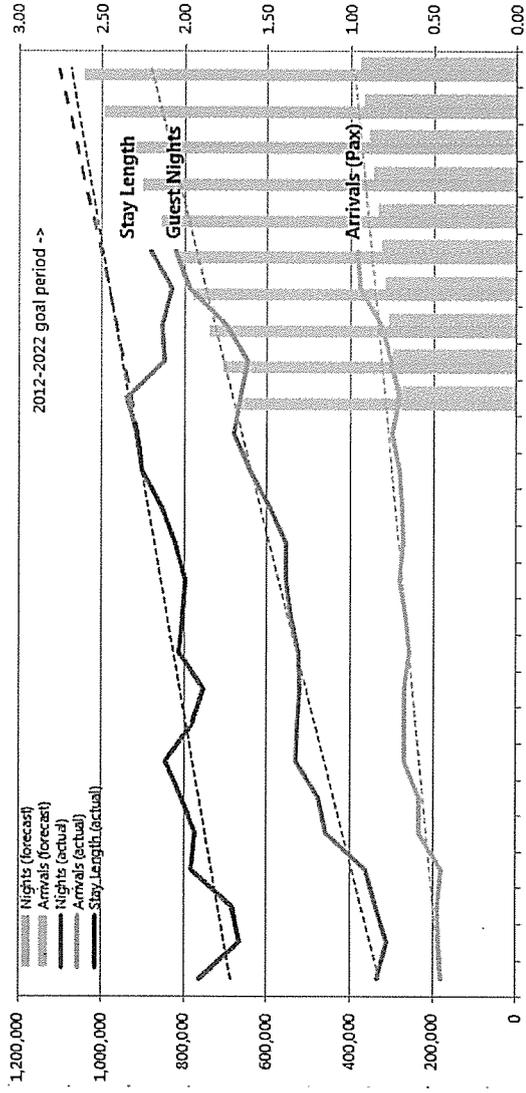
O3 Goals – 2022 Targets

In 2012 new 10 year goals were set to serve as aspirational targets to drive our visitor economy forward. Through a thorough consultation process, 89% of members supported these goals and 85% supported the increase in resources required to reach for these goals.

The gap between the Guest Night trend line and forecast shows the magnitude of the step change targeted, with increased stay length vital to reach these targets.

As the Wanaka region moves towards these goals, it is inevitable that visitor numbers will fluctuate from year to year as we transition through economic cycles, raise awareness in new/emerging markets, drive sufficient volume/value and experience supply constraints.

Progress Towards 10 Year Goals – Guest Night, Arrival, & Stay Length performance



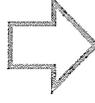
Note: 2016/17 CAM performance figures include July-March (actual) and April-June (forecast).

QLDC
Wanaka Service Centre
Received
13 APR 2018

10 Year Goals in Detail

Guest Night Target generated from arrivals and stay length,

Arrivals¹ 3% growth per year From 299,000 baseline to 372,000 in 2021/22. 24% total	X	Stay Length¹ 2% growth per year From 2.29 baseline to 2.81 in 2021/22. 23% total.
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Guest Nights¹ 5% growth per year From 680,000 baseline to 1,045,000 in 2021/22. 54% total.



Delivering increased spend Spend² 35% growth by 2021/22
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Notes:

1: 10 year goals measured through 1: Commercial Accommodation Monitor (CAM) and 2: Monthly Regional Tourism estimates (MRTE).

Target figures exclude visitors staying in non-commercial accommodation (eg: private/holiday houses).

Growth based on market forecast and historical performance (5 & 10 year averages). See detailed figures in 06 Appendices.

STEVEN Anne

Forest and Bird

Q.

F&B Submission on the 10 Year Plan Queenstown Lakes District Council 2018.pdf -
261 KB

**Submission on the 10 Year Plan - Queenstown Lakes District Council
2018-2028**

Royal Forest and Bird Protection Society (Forest and Bird)

Otago-Southland Region



Introduction

Formed in 1923, Forest & Bird (F&B) is New Zealand's largest non-governmental conservation organization. It has about 80,000 supporters in 50 branches that work voluntarily on a variety of conservation activities, from re-vegetation to advocacy and lobbying, species monitoring, predator control and weed-busting. The Central Otago-Lakes branch covers the Queenstown Lakes District and has around 250-270 members.

Originally established to protect our native forests and birds, F&B's role has been extended in recent years to include protection of all native species and wild places – on land and in our oceans, lakes and rivers. The organisational Kaupapa *Te Reo o Te Taiao – Giving Nature a Voice* underpins our concerns for the district and our submission.

Although the issues F&B has tackled have broadened over time, the same motivation - to protect New Zealand's native flora, fauna, habitats and natural landscapes – remains central to F & B today.

F&B made a submission on the previous 10 Year Plan 2015-2025.

BACKGROUND AND CONTEXT

Issues

There are a number of indigenous biodiversity and natural landscape issues that F & B identified previously which remain as significant issues today:

- Continued loss of basin floor indigenous dryland biodiversity - little remained in 2015, even less remains now with continued conversion to pasture under pivot irrigation. On the Inland Basin Floors, only 5% of the original indigenous vegetation cover remains, which is dominated (71% of the zone) by high producing exotic grassland, but also has significant areas (14% of the zone) of low producing grassland. There is practically no indigenous forest remaining in the Inland Basin Floors zone, and the non-forest indigenous cover on inland basin floors includes herbaceous freshwater wetland vegetation and lakes and ponds, grey and Kanuka shrublands, and depleted tussock grassland.
- There are a number of threatened species in our district vulnerable to loss through predation, loss and/or degradation of habitat, such as kea, mohua, rock wren, lizard species, and plants such as *Leonehebe cupressoides*, *Olearia hectorii* and the cushion pimelea and tiny *Myosotis* annuals on the dry outwash plains.

- Our lakes and rivers are in oligotrophic states but intensification of farming especially under extensive pivot irrigation carries the risk of degradation to freshwater bodies, which may not become apparent for some years into the future; and urban stormwater discharge to the lakes and rivers also is becoming an important issue carrying pollutants and contaminants into water bodies in increasing quantities as urban areas grow and get busier
- Aquatic weeds and algal infestations are current issues affecting the lakes and rivers, particularly “lake snow” and didymo remains prolific in the Clutha River
- Wilding conifers, pest broom, hawthorn, sweet brier and rabbits at plague proportions remain a serious problem in parts of the district
- An inevitable impact of climate change will be changes in our natural ecosystems (for example, a change in weed populations) which we will need to recognise and understand so we can adapt and respond

Things have not improved in a broad sense since 2015 but many positive things have happened in the last few years :

- Mahu Whenua conservation covenants over some 53,000ha of Mt Soho/Coronet Peak/Motatapu/Glencoe stations formally opened in March 2015;
- many relatively small scale native re-vegetation projects as an outcome of development for residential use (for example, Emerald Bluffs) and some larger native vegetation frameworks will become established over the next few years such as the Parkins Bay golf course plantings ;
- there have been numerous community-led re-vegetation projects on public land (such as Te Kakano and F&B plantings around Wanaka and Wakatipu Reafforestation Trust plantings);
- there are numerous predator trapping operations through community groups, some covering large areas, with results showing improved survival of native bird species;
- farms are now preparing Farm Environment Plans with measures for protecting water quality of our streams and rivers including establishment of wetlands and riparian planting.
- there is a growing resident population with more people interested in nature conservation willing to volunteer their time, their skills and expertise, and be active in tackling environmental issues

Statutory Frameworks

Central Government is in the process of preparing a draft National Policy Statement for indigenous biodiversity (NPSIB). A Biodiversity Collaborative Group is a stakeholder-led group that has been funded by the Minister for the Environment to develop national-level policy for indigenous biodiversity (native plants and animals and their ecosystems) in New Zealand. The group will work to develop the draft National Policy Statement and will report to the Government on complementary and supporting measures to maintain biodiversity. The group's process is anticipated to run over 18 months, from March 2017 until around August 2018. The draft NPSIB is expected to be released for public submissions in late 2018.

The Otago Regional Council is currently preparing a regional biodiversity strategy. The biodiversity strategy will be developed based on a report¹ prepared by ecological consultants Wildlands, which sets

¹ Strategic Analysis of Options to Improve Management of Ecosystems and Biodiversity for Otago Region - Wildlands Contract Report No. 4262 June 2017

out a wide range of recommended biodiversity actions over the Otago region. According to the ORC website, the Strategy will be adopted in February 2018 and projects will be developed and implemented through 2018 and onwards.

Both the NPSIB and the ORC Biodiversity Strategy will within the next two to ten years place statutory obligations on the QLDC to carry out a range of actions to give effect to these and will also give significant impetus to and generate an increasing level of enthusiasm for carrying out conservation work. This 10 Year Plan therefore needs to include provision for allocation of capital and resources to implement these.

Our 2015 Submission

We submitted on the 2015-2025 10 year plan 3 years ago. We brought to the Council's attention the November 2002 Indigenous Vegetation Policy: to fund ecological assessments related to consent applications for indigenous vegetation clearance, to provide educational material on the district's biodiversity, and to set up a contestable fund for biodiversity projects and to provide advice on other funding options. Ecological assessments are being carried out, although somewhat inconsistently, however we are not aware of any educational material and, 16 years later, there is no contestable fund .

We also drew the Council's attention to Part 4.1.4 of the operative district plan which sets out various activities that required targeted funding:

- to provide information about the district's biodiversity and ecosystems, so that the resident community and visitors understand and respect it
- to promote the regeneration and reinstatement of indigenous ecosystems around the margins of the lakes, rivers and wetlands and to encourage retention of corridors between habitat nodes/areas
- to work closely and collaboratively with other agencies with regard to best management practice for indigenous ecosystems, weed control, negotiating permanent protection of conservation values on private land, and appropriate land use practices particularly in relation to maintaining water quality in the Upper Clutha basin.
- monitoring of biodiversity condition and significance assessment

There has been increased council activity in some of these areas such as supporting the small scale community-led native re-vegetation projects, and developing a landscape vision for the Red Bridge council land near Luggate. Many (but not all) areas of significant indigenous vegetation and important habitat have been identified throughout the district and are included as Significant Natural Areas in the proposed district plan but there has been no baseline survey work in the district. We are not aware of any monitoring work although funding has been given to the Upper Clutha Lakes Trust (UCLT) for data collection, or the provision of any information about the district's biodiversity and ecosystems, and there is a lot more work needing to be done in the second point. Significant opportunities for lacustrine and riparian ecosystem enhancement will arise over the next three years under the UCLT, and community involvement is intended to be a keystone of this activity. We are not aware of the council advocating appropriate land use practices especially pertaining to water quality outside of earthworks controls during urban development. For example, there is no advocacy or advice at a district level we are aware of around use of pivot irrigators (there are examples of loss of dryland vegetation through

overwatering and severe gully erosion through excessive runoff); or for winter grazing practices; or fencing of waterways from stock.

We also asked for the following items to be included in the 10 Year Plan:

- enhanced resourcing for assessment, monitoring, compliance and enforcement relating to landscape and ecological matters (such as getting ecological assessments into the resource consenting process)
- ensure effect is given to the National Priorities for Protection of Indigenous Biodiversity on Private Land
- fund a district-wide biodiversity strategy
- establish a contestable fund for biodiversity protection and enhancement projects
- actively plan and implement indigenous biodiversity restoration and enhancement on council lands
- continue funding of the Wakatipu Wilding Trust

As stated earlier, there has been an increase in ecological assessments and the district's indigenous biodiversity has been surveyed (at a coarse level) to identify SNAs. No contestable fund has been established and there is no biodiversity strategy or even a plan for one. There has been some activity in enhancing biodiversity on council lands but there is no overall strategy and programme to do so; and wilding tree control continues to be funded but only in the Wakatipu Basin.

The Proposed 10 Year Plan 2018-2028

F & B submit that the draft 10 year plan is preoccupied with coping with growth (resident and visitor), urban redevelopment and infrastructure. In common with the 2010-2025 10 year plan, the Council appears to be distracted away from the big issues facing the district related to biodiversity, ecosystem health (including freshwater systems) and natural landscape. There is only one mention of a proposal in the proposed 10 year plan for action to address a landscape/ecosystem issue, namely the Coronet Peak forest management plan including early harvest and native re-vegetation project, to address wilding conifer spread (the main purpose) and promote indigenous ecosystems.

The council has a statutory role to ensure the long term protection of significant indigenous biodiversity, healthy ecosystems and natural landscapes; yet we are still losing significant indigenous vegetation and some of our ecosystems are severely degraded.

The proposed 10 year plan includes "ENDURING LANDSCAPES" as one of the three overarching parts of the Vision: "world-class landscapes that are protected" contrary to this, however, the focus is mainly on the built landscape, infrastructure and waste management; and under "VIBRANT COMMUNITIES", on "strong cultural landscape". There is no vision at all about the district's biodiversity, natural habitats and ecosystems, and natural landscapes – yet these are the very things that draw visitors to the area and on which a good proportion of the district's economic wellbeing depends.

Limits to growth and development

As noted above the thrust of the 10 year plan is based around a premise that growth is inevitable and uncontrollable and goes on to emphasise that increased infrastructure, urban development and increases in expenditure and borrowing are inevitable.

F & B submits that the planning process should introduce the widely accepted notions associated with limits. It seems that these will be inevitable and that it is prudent to introduce these into the 10 year planning process. The ongoing and exponential demands for tourism, residential accommodation and infrastructure are insatiable and rather than an unsustainable planning process that continually chases its tail we submit that the planning framework should introduce ideas and mechanisms associated with social, economic and environmental limits to growth.

Our Submission

We submit that the following items should be included in the 2018-2028 10 Year Plan:

Priority Items:

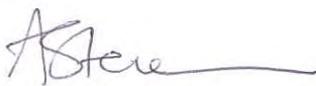
1. The 10 year planning framework needs to introduce concepts and include actions associated with recognising and enacting social, economic and environmental limits to growth.
2. Increase capacity and capability to carry out ecological assessments in resource consent processes, to ensure no further loss of indigenous biodiversity especially basin floor dryland biodiversity; to properly assess the value of protection, restoration and enhancement proposals promulgated as part of applications for development; and to adequately monitor implemented consents and ensure compliance
3. Develop a district wide indigenous biodiversity strategy giving effect to the regional strategy, within the next 2 years; as part of that carry out base-line monitoring to establish condition and plan a programme of regular state of environment monitoring thereafter (important for understanding the dynamics of climate change). The Strategy would also include a long term vision and aspirations for the ecosystems of the district.
4. Advocacy, Advice and Education – to private land holders, to raise awareness of values and promote good land management practices that protect and enhance values, and provide practical advice (this could be a part or full time position)
5. Establish a programme of active indigenous biodiversity restoration and enhancement on council lands, giving effect to the district biodiversity strategy, with key projects budgeted for. The Red Bridge (Luggate) landscape enhancement project for council-held lands developed 2 years ago needs to be funded, critically a substantial watering system, weed control and extensive native planting. This project is co-ordinated with provision of a serviced camping area. Similarly a visionary plan has been developed for the Albert Town Lagoon Reserve, much of which remains to be implemented.
6. Continue funding of wilding tree control including in the Upper Clutha, where removal is the most cost-effective, whilst wilding populations are small with some not yet at seeding age; and promote and educate landowners about removing existing wilding source trees (such as Douglas Fir and pine shelterbelts) and what species can be planted instead.
7. Develop policy around tree planting and wilding-source tree removal; around farming land use practices that impact on freshwater quality and indigenous flora and fauna; and monitor efficacy of rules related to these
8. Research and plan for changing urban stormwater systems to discharge into constructed wetlands instead of directly into lakes and rivers and establish a programme of implementation; and strictly enforce and regularly monitor adequacy of stormwater management systems associated with subdivisions

Other Items:

1. Provide public information about the district's biodiversity, ecosystems, and landscapes to engage people with the landscape, raise awareness and understanding, and increase the valuing of and respect for the landscape and its flora and fauna. This could involve contributing to or independently funding research projects and studies to increase our knowledge and understanding of the dynamics of our natural environment.
2. Set up a contestable fund for biodiversity protection, restoration and/or enhancement projects with priority given to threatened species, rare ecosystems and wetlands (this could be through a targeted rate and/or development contributions)
3. Make council owned land available to community groups to carry out biodiversity projects, and provide support especially at administrative and operational levels; provide a project coordination role
4. Support citizen science and community actioned monitoring especially through schools and youth groups

Many of the items listed above align with recommended biodiversity actions at a regional level.

Thank you for the opportunity to make this submission on the Council's activities over the next 10 years.

A handwritten signature in black ink that reads "Anne Steven". The signature is written in a cursive style with a long horizontal line extending to the right.

Anne Steven

Committee Member, Central Otago-Lakes branch, Otago-Southland Region

For the Royal Forest and Bird Protection Society Inc.

April 13 2018

STEVENS Victoria

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

Oppose

STEWARD Helen

Wanaka/Upper Clutha area

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

Neutral

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

Neutral

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

Neutral

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

Neutral

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

Neutral

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

Support

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

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?

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.

There needs to be an underpass to cross SH8 from Mt iron to Three Parks for walkers and cyclists and school kids

STEWART Duncan

Wanaka/Upper Clutha area

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Neutral

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

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

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Neutral

Q. 8A: Comment here.

Active Transport budget for Wanaka is wildly insufficient. The town is growing fast and with a primary school on either side of a state highway the council needs to be planning to allow safe transport options for kids. Those transport options should NOT be getting driven everywhere. Give the town cycleways and people will use them. A pedestrian tunnel under the main road into town will make commutes much safer and not interfere with traffic flow. Come on this is so clear to see. You cannot spend the vast majority of the budget on QT - there is no basis for doing so when Wanaka is growing fast too. We don't want the mistakes that have been made with QT. Please learn from past mistakes and put the infrastructure in here early as well as tidying up QT. Allocate it on permanent population as a baseline and adjust from there?

STEWART Michelle

Wanaka/Upper Clutha area

Q. 8A: Comment here.

I am beyond stunned at the lack of investment or planning to ensure safe active transport for myself as a commuter and my young son. Recently I invested in a commuter bike to alleviate the stress of driving around such a small town filled with tourists and very short on carparks - what a kick in the teeth to see our council do not value this in a rapidly growing town. It's also a complete joke the only safe way to move my child around will be to park up his bike and get the car out again! What mother in their right mind would leave a precious child to navigate crossing a SH filled with incompetent tourist drivers. THIS IS MADNESS! Support your community, build an infrastructure to work with your local and visitors, take care of our children and actually INVEST proportionately in WANAKA! Sort it out QLDC, it is NOT GOOD ENOUGH

STOKES Richard

Kingston

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

Support

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

Agree

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

Agree

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

Neutral

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

Agree

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Support

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Agree

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Support

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

Agree

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Support

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Agree

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Neutral

STRANG David

Wanaka/Upper Clutha area

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Neutral

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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. 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.

1/ Please give more attention to keeping Bullock Creek clean, tidy and unpolluted!
2/ Mother nature will do what she wants to do! Please take into consideration abnormally high lake levels when constructing buildings around the lake edge.

STREAT Chris

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

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

Support

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

Agree

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

Agree

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

Support

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

Disagree

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

Support

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

Disagree

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

Support

Q. 8A: Comment here.

As a concerned member of the Arthurs Point community I wish to make the following points that should be adopted and prioritised for Arthurs Point's water supply contained within the 10-year plan.

- Prioritise the programme for Arthur's Point water supply to comply with drinking water standards (2008) relative to option 2 as indicated on page 25 of the plan. By a significant margin the relative cost of \$1.2 million is considerably less than all but one of the other locations, so should be prioritised, to be completed by 2022/23 or sooner to meet these drinking water standards.

- Priority to be given to the amount of money indicated in the BECA report for the coming year for Arthurs Point remedial bores work, plus an allocation of \$25,000 towards research & examination (consultation) of alternative water treatment methods. As indicated the following commitments were made recently below by Mayor Jim Boulton.

As quoted at the end of the QLDC meeting on 23rd March in Wanaka "It is a work in progress and that we still need to look at alternatives and that might involve cost"

Also as noted in the Mirror from the Mayor (4th April 2018) "Your councillors all understand that many in the community would prefer an alternative to chlorination and we are resolved to keep this matter under review"

- I also wish to draw the attention that the 340+ Arthurs Point residents signed a letter presented to councillors on the 23rd of March relating to the plan to permanently chlorinate the Arthur's Point water supply and seeking opportunity to explore proven alternatives - <https://www.change.org/p/ashley-murphy-defer-decision-to-permanently-chlorinate-arthurs-point-s-water-supply/> (online additional to signatures received in person). This was also well documented in the three main local papers the same week of this meeting.

- I support the application of a tier two charge to the Arthurs Point Scheme (Water) to enable a fairer apportionment of costs to the user - Item 5B on page 27. Currently the hotels (Accommodation) are paying the same flat rate of \$600 as every other house in Arthurs Point, even though they have a lot more rooms/toilets. This change makes it fair to all the users and will be more on a user pays scheme instead of smaller properties funding the larger properties. If this new 2 tier system is approved, I would hope that this allows more resources of capital to be allocated to the above points in a shorter time frame than indicated on the plan.

The Arthurs Point system is unique in that it is a recently upgraded system, has a great source, great bore and excellent test monitoring results with no history of problems. In view of this I ask these points to be given thorough consideration in the protection of our most precious resource so that our infrastructure system can be brought fully up to par quicker and we can more readily be considered for an alternative system to chlorine.

I appreciate you taking the time to read this submission.

STREAT Elisabet

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. 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?

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?

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?

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?

Disagree

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

Support

Q. 8A: Comment here.

ARTHURS POINT WATER SUBMISSION FOR 10 YEAR PLAN

Following the QLDC meeting on the 23rd of March - the council acknowledged the levels of support to look at alternatives for water treatment and to soften their stance to not permanently chlorinate. A small win for our cause!

We now come to the next most significant step being submissions on the 10 year plan. We have prepared a draft submission which we wish to extend to all concerned residents to submit in the most simple way (copy and paste).

Here is the link to make your submission -

<https://queenstownlakesdc surveys.checkboxonline.com/ten-year-plan->

There is a comment section at the end of the process where you can add your written submission. DEADLINE 5pm Friday 13th April.

Please feel free to copy and paste the submission below

As a concerned member of the Arthurs Point community I wish to make the following points that should be adopted and prioritised for Arthurs Point's water supply contained within the 10-year plan.

- Prioritise the programme for Arthur's Point water supply to comply with drinking water standards (2008) relative to option 2 as indicated on page 25 of the plan. By a significant margin the relative cost of \$1.2 million is considerably less than all but one of the other locations, so should be prioritised, to be completed by 2022/23 or sooner to meet these drinking water standards.

- Priority to be given to the amount of money indicated in the BECA report for the coming year for Arthurs Point remedial bores work, plus an allocation of \$25,000 towards research & examination (consultation) of alternative water treatment methods. As indicated the following commitments were made recently below by Mayor Jim Boulton.

As quoted at the end of the QLDC meeting on 23rd March in Wanaka "It is a work in progress and that we still need to look at alternatives and that might involve cost"

Also as noted in the Mirror from the Mayor (4th April 2018) "Your councillors all understand that many in the community would prefer an alternative to chlorination and we are resolved to keep this matter under review"

- I also wish to draw the attention that the 340+ Arthurs Point residents signed a letter presented to councillors on the 23rd of March relating to the plan to permanently chlorinate the Arthur's Point water supply and seeking opportunity to explore proven alternatives - <https://www.change.org/p/ashley-murphy-defer-decision-to-permanently-chlorinate-arthurs-point-s-water-supply> (online additional to signatures received in person). This was also well documented in the three main local papers the same week of this meeting.

- I support the application of a tier two charge to the Arthurs Point Scheme (Water) to enable a fairer apportionment of costs to the user - Item 5B on page 27. Currently the hotels (Accommodation) are paying the same flat rate of \$600 as every other house in Arthurs Point, even though they have a lot more rooms/toilets. This change makes it fair to all the users and will be more on a user pays scheme instead of smaller properties funding the larger properties. If this new 2 tier system is approved, I would hope that this allows more resources of capital to be allocated to the above points in a shorter time frame than indicated on the plan.

The Arthurs Point system is unique in that it is a recently upgraded system, has a great source, great bore and excellent test monitoring results with no history of problems. In view of this I ask these points to be given thorough consideration in the protection of our most precious resource so that our infrastructure system can be brought fully up to par quicker and we can more readily be considered for an alternative system to chlorine.

I appreciate you taking the time to read this submission.

STRINGER Prue

Wanaka/Upper Clutha area

Q. 8A: Comment here.

I would like to support the Active Transport Wanaka plan, and funding to implement it starting this year.

STUBBS Keith

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?

Agree

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

Neutral

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

Neutral

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

Support

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

Disagree

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

Neutral

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

Support

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

Neutral

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

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

SUTHERLAND Anne

Wanaka/Upper Clutha area

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

Disagree

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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.

We are an engaged community, pleading with QLDC to prioritise active transport to make our town:

- safer and healthier
- more efficient and productive
- less polluting and more respectful of the environment

Biking and walking is key to our town's future. We require QLDC to meaningfully invest in active transport, now.

Wanaka is at risk of becoming 'another Queenstown'. All the data indicates that transport congestion will become rife in the town. Parents are consciously preventing their children from riding bikes due to safety concerns. As a town that trades on the beauty of its environment, Wanaka has a vested interest in minimising its carbon emissions.

Active travel/alternative transport funding for Wanaka be increased to \$10m for the period 2018-2027

We request proportional distribution of active transport funding between Queenstown and Wanaka. While we recognise Queenstown has pressures, this long term plan needs to service the resident populations fairly.

We request at least 90% of this funding be allocated for the specific building of cycleways as identified in Stage One of Wanaka's Active Transport Network Masterplan

Active travel/alternative transport funding for Wanaka to commence in 2019

Wanaka expects action now, not in four years time. A number of the cycleways outlined in Stage One of Wanaka's Active Transport Network Masterplan can be initiated immediately.

QLDC expressly recognises active transport as a means to addressing Wanaka's parking challenges.

An underpass be built to get residents across SH84 in to 3 Parks and the new primary school and pool

SUTHERLAND Megan

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?

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Agree

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Neutral

Q. 8A: Comment here.

see submission attached

Q.

active transport network.docx - 16 KB

RE: Submission for Queenstown lakes 10-year plan. Active transport network

I am concerned with the lack of funding and planning in the 10-year plan for alternative transport networks in Wanaka. More funding needs to be allocated to connect safe cycle routes and provide space for future bus stops and park and ride options.

Wanaka is experiencing rapid development and there is a need to connect safe cycle routes by providing safe crossing points on busy roads, now. We are fortunate that we do have some great cycle paths already however as traffic flow has and continues to increase safe crossing points are essential on busy roads.

Wanaka needs the following:

- Underpass under SH84 linking existing cycleways and the new primary school, swimming pool and sports centre.
- Anderson road cycleway with safe crossing points.
- Upgrade of the Aubrey road shared footpath/cycleway with safe crossing points (Gunn road) and clear signage as a shared cycle/walkway.
- Clear signage linking a cycle way from the Albert town bridge to town.
- Town centre cycle way separate from pedestrian traffic.
- Cycleways and provisions for bus stops in all new developments.
- A commitment to ongoing funding and development of an active transport.
- Provisions for a future bus route around Wanaka including space for suitable bus stops with parking.

Development brings us a unique opportunity in Wanaka to include provision within new developments at the time of development rather than fixing the traffic problems after they get out of control and much more expensive to fix. Cycle lanes, safe road crossing points and provisions for bus stops should be mandatory in all newly approved developments with the costs included in developer's costs.

A safe under pass for cyclists and walkers under SH 84 and cycle way allowing access to the facilities in the new Three Parks development should be a number one priority. This would be a great asset to our community. A new round about is to be built to access the Three Parks subdivision and an underpass needs to be included with it. Despite adding to the cost of the round about it would surely be cheaper to do now and a worthy investment for our community.

We need a safe route to the new swimming pool, primary school and sports facility for all our children and all members of the community. It is my understanding the new primary school will be zoned for Albert town. Our children need to have the option of biking to school. As well as the health benefits of keeping our kids active it is also great for their independence and would reduce future traffic congestion. If my children (age 4 & 6yrs) were to attend the new primary school it is unclear if they will be eligible for the ministry of education school bus service as due to the shorter distance from home to school. Without a safe underpass the only option would be to drive my children to school. As a responsible parent I could not allow my children to run the gauntlet through morning traffic across SH84 supervised or not. It is becoming increasingly difficult to cross SH84 safely now with my children and as traffic flow inevitably will increase will become near impossible.

An underpass under state highway 84 would also allow children and members of our community to access to the new swimming pool and sports facility from town and Mount Aspiring College. We are very fortunate to have a sealed cycle lane already in place from town to Puzzling World and a gravel

cycle way around Mt Iron. An underpass is required to connect these as increased traffic flow and made it very difficult and dangerous to cross the state highway especially.

Wanaka is a cyclist's paradise and requires better connectivity of existing cycle ways. This can be achieved by installing better signage, safe crossing points without a large a budget. Wanaka is a cycling destination for tourists. We are fortunate to have a great network of "off road tracks" such as Deans Bank, Glendu Bay, Hikawai, Upper Clutha river trail, Newcastle track, Hawea River track and some shared cycle ways such as Aubrey Road, town to Puzzling World, Mt Iron, Puzzling World to Racecourse Road. These could be much better utilised with better signage linking tracks and indicating shared use. Wanaka has a unique opportunity to pave the way with an active transport plan for the future.

It is therefore that I ask more fore thought and funding be dedicated to an active transport plan for the future of out town and the people in it.

Regards

Megan Sutherland,
Resident ratepayer and mother



SYME Jim

Queenstown/Wakatipu 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

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?

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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?

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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?

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

Support

Q. 8A: Comment here.

2A - Strongly oppose CBD, should be at Frankton.

2A council office - The facts are that professional, trade & services are moving to Frankton. Council should buy land at Frankton and build 4200 sq ft building and should have extra land for future expansion. Most council staff will be commuting from outside CBD so a Frankton base will save time and congestion buses and staff vehicles and more convenient for communication with professional and service organisations.

TALL Munro

Queenstown/Wakatipu area

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Oppose

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

Disagree

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Support

TATTERSFIELD Trevor

Wanaka/Upper Clutha area

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Support

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Disagree

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

Support

Q. 8A: Comment here.

Please refer to attached submissions

Q.

QLDC - 10 YR PLAN - Apr 18 .doc - 29 KB

Submission to QLDC Ten Year Plan – 2018-28

TRANSPORT ISSUES

Frankton Road

Your plan is silent on the key issue of Frankton Road – absolutely critical for access to the CBD masterplan,

While this is currently a NZTA responsibility, there will clearly be associated costs to QLDC. Council is a key stakeholder and should be a leader in the facilitation/development of this project.

Accordingly this project and associated costs must be included, for our Ten Year Plan to succeed.

Funding

As you have stated, the delivery of Arterial Routes Stage 1, 2, and 3, is dependent on NZTA funding, and for this reason has had to be shelved by previous Councils.

This always be the problem under the current funding regime, - making planning and progress impossible.

Clearly, this issue is too critical to be omitted from your plan.

What is required, - is for Council to take over the direct management of our urban state highways, to facilitate effective planning and progress, at our pace.

This will best be achieved by the formation of our own 'Transport Authority' - as recommended by our 'Shaping our Future Forum'.

Together with a direct approach to Govt for urgent targeted funding.

Please refer below to my previous submission in this regard – even more relevant and today.

Trevor Tattersfield
April 2018

Submission to QLDC ANNUAL PLAN 2017

TRANSPORT ISSUES

1. Management of QLDC TRANSPORT Issues

The current transport management regime does not work. We have three separate transport agencies (QLDC, ORC, and NZTA) - for 30k people ! - all doing their own thing.

While they claim to be 'working together', this has not worked in the past, and will not work in the future, - unless there is a paradigm change.

Our transportation gridlock is growing exponentially before our eyes. All of the key pressure points are located on State Highways (BP roundabout, Stanley/Shotover St etc), which are currently managed by remote authorities. In reality this is largely by third level staff, based in Dunedin and Christchurch. These good people have other agendas/priorities, work at their own pace, and Queenstown is very literally at the end of the line. In addition, we have to compete at a regional level with other L/As such as Dunedin City, Invercargill etc. Our wider issues are too urgent, too critical and unique to be remotely managed, - we need to have direct control.

Your recent 'Governance Group' recognises the problem but does not go far enough.

What is required is a single, separate, stand alone 'Transport Authority', with power to act.

This should be set up by QLDC, and take over all the transport management and funding functions of the current agencies. (not a duplication)

It should be populated with experienced professionals, (not politicians) appointed by stakeholders. and be responsible for implementing Council strategies.

The current regime is a huge frustration to both Council and senior staff, and the new Authority would provide clear focus, and the opportunity to attract more competence.

2. Direct Approach to Govt for Targeted Funding

Similarly the current funding regime does not cope, - and can not respond quickly enough.

The current Regional Land Transport Committee is a huge barrier/frustration, is dominated by other politicians, and we are competing for funds.

A direct approach to govt for urgent targeted funding is required.

While QAC, DQ, and developers are crashing ahead with spectacular growth – our infrastructure funding is not aligned, and not keeping up.

We invest \$millions in attracting our tourist business – but leave them to fend for themselves – clearly this is not sustainable.

The PM recently acknowledged that, from such a small ratepayer base, the district simply cannot fund the infrastructure to match growth.

In addition, the Govt has previously decreed Queentown Airport to be “of National Significance” – it follows then that the supporting infrastructure is of national significance, - and the issues must be raised to a political level.

We need a direct approach to govt now.

Trevor Tattersfield
April 2017

(PS – note also that previously the Glenorchy Road, Crown Range, and Kawarua bridge, were only advanced with direct govt intervention.)

TAYLOR Andrew

Queenstown/Wakatipu 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

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Oppose

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Support

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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.

My family and I feel very strongly that we do not want our Arthur's Point water supply permanently disinfected with chlorine.

The quality and taste of our water have always been a real delight, & very important to us.

We would hate to see this compromised on a permanent basis. Apart from its superb taste & purity, the Arthur's Point system is unique in that it is a recently upgraded system, has a great source, great bore and excellent test monitoring results with no history of problems.

We respectfully urge that alternative options be explored & then submitted to Arthur's Point residents for evaluation.

TAYLOR Hugh

Queenstown/Wakatipu area

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Agree

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Support

TAYLOR Janet

Queenstown/Wakatipu area

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Support

Q. 8A: Comment here.

Q1a) Arterial routes through memorial centre.

Q2a) Not in CBD but it should be in Frankton.

Q6a) 2 libraries in the CBD is absurd - which is as I read it!

Q6c) This should be permanent not interim.

- St. Peters church is the only church within the CBD. Provisions should be made for parking for Sunday worship, weddings and funerals.

- The recent upgrade of the memorial centre should not be compromised by roading thru the building. Go around behind it.

- 2 libraries within central Qtown is outrageous! A new purpose built library should be in Frankton within council offices there too otherwise where will people park!!

This questionnaire is poorly put together! It is not specific enough. On the one hand you ask if people agree to various options (page 16) but you do not ask which option is preferred!

Also, in community investments one may agree with one project but not another i.e Page 33. You speak of a dedicated library in the CBD but you say nothing about retention or otherwise of the Gorge Road existing one. Why a temporary library (with \$260k spent on it!!) and outfitting. What a ridiculous sum to spend if it is not to be permanent and 6 staff to be trained! Librarians cant just be picked up off the street.

TAYLOR Jennie

Wanaka/Upper Clutha area

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Agree

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

Oppose

TAYLOR Kyla

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?

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?

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

Agree

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

Support

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

Agree

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

Agree

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

Support

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

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?

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Oppose

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Disagree

Q. 8A: Comment here.

In the Lakes District Council's ten-year plan, they have proposed a \$10M project to undergo an early harvest of the Coronet Forest. This proposal has both a lack of common sense and a lack of what actually occurs in the environment. If the QLDC was to follow through with this proposal, it would cause both economic and environmental implications for the region.

First of all, the growth of Douglas Fir trees is exponential, meaning that if the council were to do an early harvest of these trees before they reach maturity, they would only receive a small proportion of the return they would get if they waited another 10-15 years. To cut these trees down prematurely, would result in a loss of millions of dollars that was planned on return when the trees were originally planted between 1984-1996.

Of course, the reasoning behind this premature deforestation is to stop the spread of wilding seeding up the back of the forest, along Sawpit Gully and up Big Hill. The spread of these trees in the last few years can however, be contributed to the removal of sheep from this land. Sheep are notoriously good at eating wilding shoots, eliminating the chances of any tree growth.

I have been walking Sawpit Gully track for the past 20 years and until the land was retired from grazing there was not a wilding pine problem. It is very obvious that the wilding invasion only started after the sheep were taken off the land. Re-introduction of sheep should be the first step to initially contain the spread of Douglas Fir, which would be a much more financially effective and responsible approach - a little common sense should be applied here.

Deforestation will not stop the spread of Douglas Fir seeds to these areas because even if the trees have been chopped down, the seeds in the ground remain. The council wishes to replant native bush and shrubs, which is a splendid idea, just not a very practical one given that wilding seeds are likely to outcompete any native bush that is planted.

Is native bush restoration a possibility? It is possible, if the council had the right resources, funding and man labour to achieve it, which they might have if they let the forest grow to maturity and than harvest it.

Another problem is that the council is already at war with broom and gorse that is spreading like wild fire up the back of Arrowtown and in close proximity to the Coronet Forest plantation. It is likely that the newly deforested land would be the perfect environment for the broom and gorse to spread. This would be a landscape nightmare, especially for the tourism industry that rely on the landscape to attract business.

A much better solution to stop the spread of Douglas Fir would be to re-introduce sheep onto the land behind the forest, while removing the current trees that have already invaded this area.

As for re-forestation, it would be more sensible to be patient and wait to maximise the forest's economic potential, which is significant, while using the time to reduce the broom population in the area and prepare a full plan for reforestation.

I firmly believe that allocating \$10M to the proposed Coronet Forest harvest plan is fiscally irresponsible of the council and will not achieve the outcome that is desired in all of the present circumstances, as outlined above. A more considered, scientifically thought-out long-term solution is preferred.

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

Neutral

Q.

image.png - 69 KB

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TELFER Simon

Wanaka/Upper Clutha area

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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?

Oppose

Q. 8A: Comment here.

I request more funding for active transport in Wanaka. Specifically:

- a fairer spend between Queenstown and Wanaka
- spending on cycleways in Wanaka to start in 2018 not 2022
- the adoption of Active Transport Wanaka's draft urban cycle network
- priority funding for an underpass under SH84 in to 3 Parks

TELFER Simon

Active Transport Wanaka

Wanaka/Upper Clutha area

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. 8A: Comment here.

Please see our detailed submission on Active Transport in Wanaka attached.

Q.

Active Transport Wanaka Submission on QLDC 10 Year Plan(1).pdf - 2418 KB

QLDC 10 Year Plan

Submission from Active Transport Wanaka

1. Real Action Required in Wanaka, Now

Wanaka is at risk of becoming 'another Queenstown'. All the data indicates that transport congestion will become rife in the town. Parents are consciously preventing their children from riding bikes due to safety concerns. As a town that trades on the beauty of its environment, Wanaka has a vested interest in minimising its carbon emissions.

We are an engaged community, urging QLDC to prioritise active transport to make our town:

- safer and healthier
- more efficient and productive
- less polluting and more respectful of the environment

Biking and walking is key to our town's future. The recently released Draft Government Policy Statement on Land Transport for 2018/19 – 2027/28 (GPS2018) demonstrates national support for this shift.

We require QLDC to **meaningfully** invest in active transport, now.

2. Specific Response to the Draft 10 Year Plan

We SUPPORT the development of a Wanaka Masterplan in 2018 to enable a strategic and well connected approach to Wanaka planning including parking, active travel, transport and the Lake Front Upgrade.

HOWEVER, we strongly request that active transport be uncoupled and treated completely separately from the Wanaka Town Centre Plan. While the town centre may be the hub of an urban cycle network, the spokes of the network radiate further than the lakefront. Wanaka needs an active transport network that integrates with, but is not defined entirely by, the town centre.

We are concerned that the bulk of the funding available for the town centre plan will easily be consumed by stages 1a and 1b of the Lakefront Development Plan. This will leave little to advance a safe cycle network. With regard to the 'shared mode spaces' funding, we require a meaningful portion of this \$4.1m to be expressly allocated to the creation of cycleways. In the absence of such allocation, or even a definition of 'shared mode spaces', then no reference to the \$4.1m benefitting modal shift should be heralded. (*Reference: \$4.1m for 'shared mode spaces' at p23 of the [Ten Year Plan 2018-2028 Draft Consultation Document](#)*).

Active transport in Wanaka needs an unambiguous, well funded budget line in the 10 Year Plan, with implementation starting in 2018.

3. Specific Changes we Request to the 10 Year Plan

a) Active Transport Wanaka's Stage One of their Network Master Plan be adopted by QLDC formally within the 10 Year Plan

This includes the key routes: Schools to Pool, Aubrey Road, Anderson Road, Albert Town Bridge to town and the Town Centre Loop. It also identifies key underpasses and traffic calming measures.

Reference: See Stage One of Wanaka's Active Transport Network Masterplan (below)

b) Active travel/alternative transport funding for Wanaka be increased to \$10m for the period 2018-2027

We request proportional distribution of active transport funding between Queenstown and Wanaka. While we recognise Queenstown has pressures, this long term plan needs to service the resident populations fairly.

We request at least 90% of this funding be allocated for the specific building of cycleways as identified in Stage One of Wanaka's Active Transport Network Masterplan (below)

Reference: current funding in the [Ten Year Plan 2018-2028 Draft Consultation Document](#) sits at \$1.5m

c) QLDC fund active travel/transport in Wanaka irrespective of whether partner funding is received from other agencies such as NZTA

d) Active travel/alternative transport funding for Wanaka to commence in 2019

Wanaka expects action now, not in four years time. A number of the cycleways outlined in Stage One of Wanaka's Active Transport Network Masterplan can be initiated immediately - those that will have the biggest impact on children's safety.

Reference: current funding timeframes per the [Ten Year Plan 2018-2028 Volume 1](#) are 2021/22 through to 2027/28

e) QLDC specifically define and fund Wanaka's active transport business case (2018) in the 10 Year Plan documentation

Reference [Ten Year Plan 2018-2028 Draft Consultation Document](#) pg 23 "Wanaka is now subject to a business case around its alternative travel (community-led) innovation to commence in 2018".

f) QLDC expressly recognises active transport as a solution to addressing Wanaka's parking challenges

4. Bases for our Submission

Community Engagement

Investment in active transport by QLDC will be well rewarded given the community's already high level of engagement. This is evidenced by 2013's Census data showing 14% of Wanaka residents cycle, walk or jog to work^[1], well above the national average of 10%. There have been large turnouts and high engagement at the following events:

- 350 attendees - Wanaka Loves Bikes mass ride - March 2018
- 150 attendees - Active Transport Wanaka Forum, November 2017
- 450 attendees - Save Sticky Forest Forum, February 2017
- 80+ attendees - Shaping our Future - Transport Forum, March 2017
- 230+ active participants - Bike'venber, November 2016

Commuting by bike is currently happening instead of, rather than because of, QLDC support. Wanaka attracts active residents and the historically 'quiet town' feel has been conducive to cycling everywhere. This high biking participation is likely to wane as safety issues increase. Once we lose a generation of bikers we may never get them back.

Wanaka's residents are passionate about improving the town's active transport options and would love Wanaka to be seen as the country's active transport shining star.

Community Safety and Health

It is a matter of when, not if, a member of our community dies biking on our urban streets. The likelihood grows as the volume of traffic increases in Wanaka. It has been proven that slowing and calming traffic physically through improved street design is a key to addressing cycling and walking safety issues.

Of particular concern is the State Highway 84 that divides our town. As the new recreation center, pool and primary school become functional this problem will be exacerbated. How are children going to safely cross SH84, parts of which have an 80kph speed designation?

Lack of exercise as we go about our daily routines is burdening individuals and society with increasing illness, morbidity and public costs. Building the opportunity for physical exercise into place and movement, in the form of active transport, is vital to address this.

[Research by Sport New Zealand](#) shows that active recreation creates happier, healthier people, better connected communities and economic benefits. Wanaka has created strong community connections through the activity of biking. Safe cycle ways are the single biggest enabler to sustain and grow this special aspect within Wanaka.

Local councils can save lives and improve New Zealanders' health with less focus on cars and a greater emphasis on walking, biking and public transport, [researchers say](#).

Can QLDC stop its community getting heart disease and cancer? Research into the way people get around New Zealand towns [suggests it can](#).

Congestion and parking

Wanaka is growing faster than anywhere else in the region and gridlock is projected. This is evidenced by the following statements sourced directly from the Summary of Proposed variations to the Otago Southland Regional Land Transport Plans 2015 -2021:

At p35: “Tables 7 and 8 show the population growth forecast for urban areas in Otago and Southland,[...] Table 11 shows Wanaka is projected to grow fastest [...] This trend is already evident today.”

At p.43 “Wanaka could be the next town to experience gridlock, unless we make our systems more responsive to the growth in tourist travel occurring.”

At p.35 “Table 8 (96% population growth) highlights the need for forward planning of Wanaka’s transport system, so that this area, as it grows, does not experience the congestion issues faced by Queenstown in recent years.”

At p42: “...inadequate future-proofing can hinder us [...] providing for the different modes of travel sought by our communities (e.g. cycling)”

In urban areas, dependency on the private motor vehicle is at the centre of what needs to change. Moving from prioritising one mode to accommodating all modes, and in some cases reducing or restricting vehicles in order to prioritise the missing or suppressed ones (active transport), is required. And the spatial inefficiency of cars as the primary mobility tool is a poor fit with the growing urban services economy and is the single most expensive way of organising urban mobility. Wanaka’s prosperity depends on achieving greater efficiency and modal choice out of our streets.

Wanaka doesn’t have a parking problem. The problem is “how do we reduce the number of vehicles in the town centre?” How do we get people into town on their bikes, on foot, via park & ride facilities, and getting visitors to park on the outskirts and having a beautiful walk in to town. We don’t want to encourage more vehicles to enter town – providing a parking building is 1990s thinking. The next generation of our community don’t think in terms of parking buildings – they think in terms of cycleways.

Increasing active transport participation buys QLDC time in having to invest in parking infrastructure. It may also gain sufficient modal shift to avoid major parking infrastructure investment altogether.

Environment

Pervasive private car use is a massive contributor to both local and global pollution, and imposes increasing external costs on the region. At an individual or family level, car centric mobility is a considerable cost factor, and a shift to sustainable mobility is associated with significant cost savings, and social, environmental and health co-benefits.

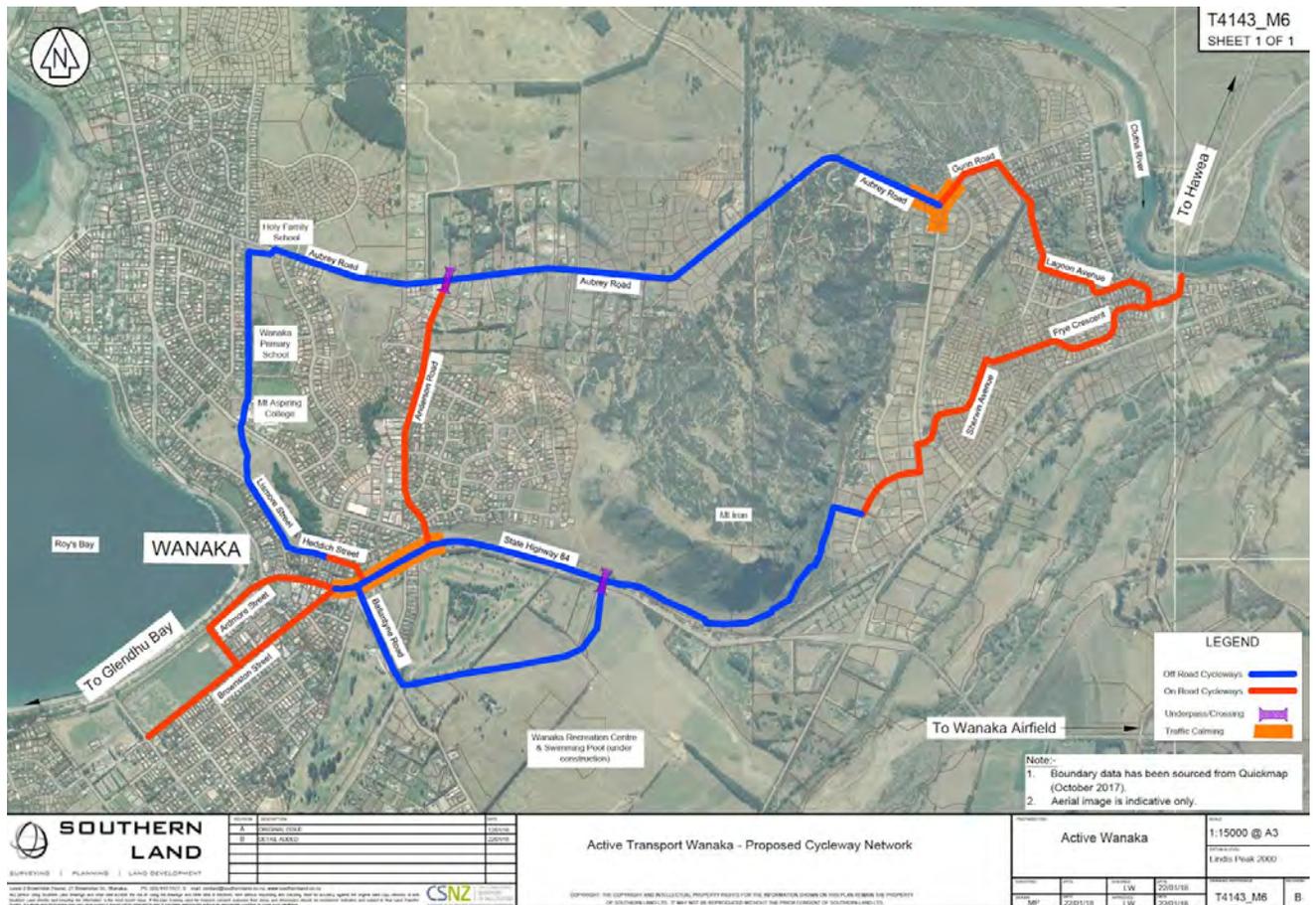
The Draft Government Policy Statement on Land Transport for 2018/19 – 2027/28 (GPS2018) notes:

At section 120: Transport has an important role to play in New Zealand’s efforts to reduce greenhouse gas emissions. And at section 125: GPS 2018 will support this result through encouraging increased uptake of active modes such as walking and cycling.

Enabling residents of Wanaka to make alternative choices for more journeys is key to improving environmental outcomes in the town, region and our country.

5. Priority Active Transport / Cycleways in Wanaka

In 2017 we developed and funded a comprehensive Active Transport Network Master Plan for Wanaka (see Maps in Appendix A). Based on community consultation, we have prioritised stage one of the network as shown in Plan A:



Plan A: Stage One of Wanaka's Active Transport Network Masterplan

Stage one of the network consists of the following key routes:

Schools to Pool - linking Holy Family Primary School, Wanaka Primary School and Mt Aspiring College with the (soon to be built) new primary school, swimming pool and recreation center. This is the network's center piece, focussed on school children cycle safety and behavioural change through riding and walking from an early age.

Aubrey Road - refining and sealing the existing gravel cycleway from Albert Town to the schools. This will allow for safer and higher usage of children cycling to school from Albert Town and the new Northlake subdivision.

Anderson Road - increasing safety for cyclists on this very important cross town link.

Albert Town Bridge to Town - providing a safe commuter and recreational route for zoned children to bike to the new primary school, residents to commute from Hawea and Albert Town in to the town centre and recreational riders to return to town from riding Deans Bank, Hawea River, Newcastle and Upper Clutha tracks.

Town Center Loop - creating a safe cycling environment for residents and tourists to access and circumnavigate the downtown area.

Stage one of the network also consists of two key underpasses and two key areas of traffic calming:

Underpass One: SH84 intersection with 3 Parks development. **Underpass Two:** Aubrey Rd and Anderson Rd intersection.

Traffic Calming One: SH84 between Anderson Road roundabout and Ardmore St (end of SH84) roundabout. This incorporates the crossing of children on the Schools to Pool route. **Traffic Calming Two:** Gunn Road and Aubrey Road roundabout.

6. Alignment to QLDC Performance Measures

Our submission positively supports five of the QLDC's KPIs as follows.

a) *QLDC Strategic Pillar - Community Services and Facilities - Parks and Recreation Facilities, Sport and Recreation Facilities*

Your level of service is to provide a well maintained green space, trails and **cycle ways** for the community to enjoy sports and leisure activities. Your mantra is, "more people, more active, more often." Your KPIs that are relevant to our submission include:

- Percentage of ratepayers who are satisfied with Community Services; pools, gyms, community halls, libraries and parks, as measured by a satisfaction vs. need for improvement index.
- Percentage of residents and ratepayers who rate their quality of life as average or better, based on a series of quality of life indicators.
- Active sport and recreation participants per capita (based on usual resident population).

Through Active Transport Wanaka the community has already voiced its concerns and desires regarding **dissatisfaction with safe cycleways (part of the stated level of service), particularly for school children**. These concerns are being formally raised by Active Transport Wanaka. Alternative transport options are an important consideration for quality of life. Without the key enabler of a safe cycle network, we will see a reduction in cycling as a means of alternative transport.

b) *QLDC Strategic Pillar - Infrastructure - Transport, Including Roothing, Parking and Footpaths*

Your level of service is to provide a road and footpath network that accommodates seasonal and future growth. Your KPIs that are relevant to our submission include:

- Annual change in number of fatalities and serious injury crashes on the local road network OR the number of deaths and serious injuries per million vehicle km travelled on local roads.
- **Increased use of alternative modes of transport.**

As we have stated in Community Safety and Health (section 4 of our submission), road safety for cyclists has dramatically decreased with the increase in vehicle movements. We think increased vehicle on bike accidents are inevitable. Improving cycle ways to keep pace with current and future growth (referencing the stated level of service) is imperative if we are to maintain our current levels of alternative transport use. **Evidence from our community shows this is already in decline, particularly for school children.** Cycle ways are the key enabler to achieving this KPI.

7. Wanaka Community's Desire for Better Cycle Infrastructure

Upper Clutha residents have been showing up, actively participating and contributing significant amounts of volunteer time to fill the gap by developing community-led plans and addressing the need for the appropriate budgets to meet our immediate active transport infrastructure needs.

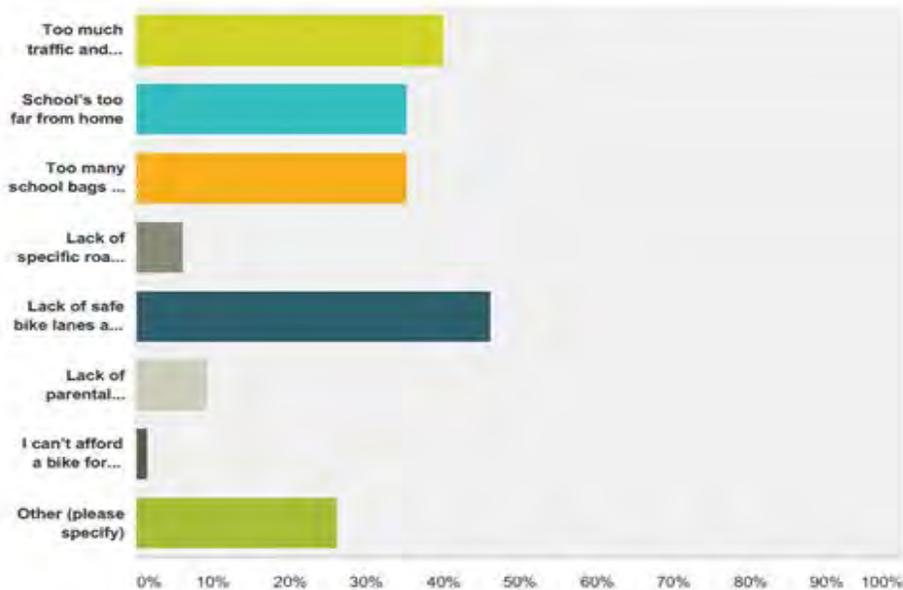
It must be noted that there are significant barriers to the continued growth in cycling for transport in Wanaka, with concern for safety and lack of appropriate infrastructure high on the list. According to Bike'vember's survey conducted in December 2016, 130 people responded to the survey, with 50% of respondents having children. School aged children are a rapidly growing segment of our population, currently numbering circa 2,000 (including Hawea) out of an approx 10,000 permanent resident population. Bike'vember parents cited "Lack of safe bike lanes and other bicycle infrastructure" and "Too much traffic and cars on the road" as the top 2 factors limiting children's participation in cycling ⁽⁴⁾.

These barriers have taken their toll nationally with the number of secondary school students that cycle to school dramatically declining from 20% in 1990 to just 3% in 2014 ⁽³⁾. Wanaka residents would like to put an end to this declining trend and get their kids out and riding safely to our schools and to the pool again. Our local school surveys show that over 20% of students currently get to school by Active Means (biking, walking or scootering) in 2016. Over 50% of students commute by car, despite biking being the preferred travel mode in all 7 surveys since 2010. ⁽⁵⁾

Our active community participation is backed by actual and increasing usage of Wanaka's existing (albeit fragmented) active transport network of paths and road verges. 2013's Census data shows approximately 14 percent of Wanaka residents cycle, walk or jog to work. ^[1] i.e. close to 1,000 residents, well above the national average of 10 percent, commuted by Active Transport Means in 2013. This is a trend we should be proud of and QLDC should seek to support with appropriate and safe commuting infrastructure.

Q23 What do you think limits your children's participation in cycling? (select main 3 reasons)

Answered: 55 Skipped: 64



Further Feedback from the Community - Active Transport Wanaka Forum

We had 120 residents attend the Active Transport Wanaka public meeting on 30 November 2017. Specific feedback to questions we posed include:

1. Which proposed cycleway/upgrade is your number one preference?

- **Schools to pool = 80%** (linking Holy Family with Kelly's Flat reserve, Wanaka Primary, Mt Aspiring College, Lismore Park, across SH84, through the new school to the pool & Rec Center)
- Anderson Road = 8%
- Aubrey Road = 2%
- Bridge to town = 2%
- Town centre = 8%

2. If all five upgrades were implemented, would you walk or ride in Wanaka:

- a lot more = 37%
- **a little more = 47%**
- no change = 16%* (* a majority of those who voted 'no change' already ride/walk most of the time)

3. If you have school aged children; would these five upgrades see them walk or ride to school:

- a lot more = 40%
- **a little more = 50%**
- no change = 10%

4. Reflecting on the challenges facing Wanaka over the next 10 years, do you see better, safer cycling as:

- the number one priority = 1%
- **in the top three priorities = 85%**
- in the top five priorities = 14%

5. If you are a ratepayer, would you be prepared to see an increase in rates to support the delivery of this plan?

- **yes = 95%**
- no = 5%

8. Cycling's Impact on Tourism in Wanaka

Cycling and cycleways creates economic benefit by attracting residents and tourists. It is well understood that attracting talented people is key to the economic success of a region. We also know that recreational facilities, such as ability to cycle, is an important decision factor for residents and visitors coming to the region.

In 2016 an independent visitor insights research company found that:

- **25%** of domestic visitors and
- **21%** of international visitors

associated mountain biking with the Wanaka region.

For the year ended October 2017 MBIE states that the visitor spend in the Wanaka region was **\$535 million**.

This gives an indication of the high value that bikers bring to our region. Our focus on an urban cycle network for Wanaka supports 'whole of family' cycling for tourists to Wanaka. It also provides a safe and efficient means for visitors to access local amenities and the off road trails in the surrounding area.

9. Active Transport Wanaka - the Submitter

Active Transport Wanaka was born out of this community groundswell. It is a collective of local organisations committed to developing a comprehensive cycling and walking network for the town. Organisations in the collective include Bike Wanaka (740 members), Upper Clutha Tracks Trust, Wanaka Community Board, Wanaka Primary School, Holy Family School, Mt Aspiring College and Bike'vember.

We imagine Wanaka as the envy of the rest of New Zealand, where most residents walk or bike daily, school drop off zones are virtually empty at 8.50am and 3.00pm, the town centre, schools and public amenities are connected by a comprehensive biking and walking network and where commuting from outlying residential areas is safe and seamless.

Active Transport Wanaka supports the idea that a cycling town is a happy, liveable town with healthier people, quieter roads, stronger community, improved air quality and an all-round nicer environment to live in.

10. Hearing

Yes, we would like to be heard at the hearing.

Could we request to be heard **first** in Wanaka on 16 May 2018.

11. Submitter Details

Simon Telfer
Active Transport Wanaka



12. Sources

^[1] NZ Census 2013 - Main means of travel data

^[2] Shaping our Future Transport Report March 2017

^[3] Ministry of Transport, 25 Years of NZ Travel, 2014

www.transport.govt.nz/research/travelsurvey/25-years-of-nz-travel/

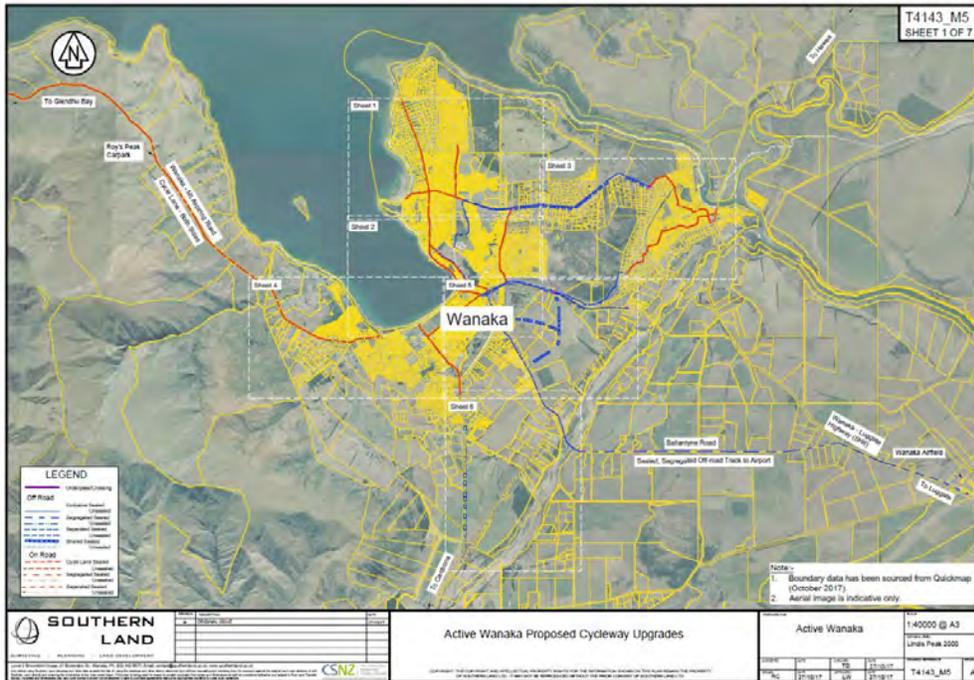
^[4] Bike'vember Public Survey Results 2016

^[5] Wanaka Primary School and Holy Family Catholic Schools annual Travel to School Surveys.

We have also leaned on some insights and passages from Greater Auckland's article [The Change Agency](#)

13. Appendices

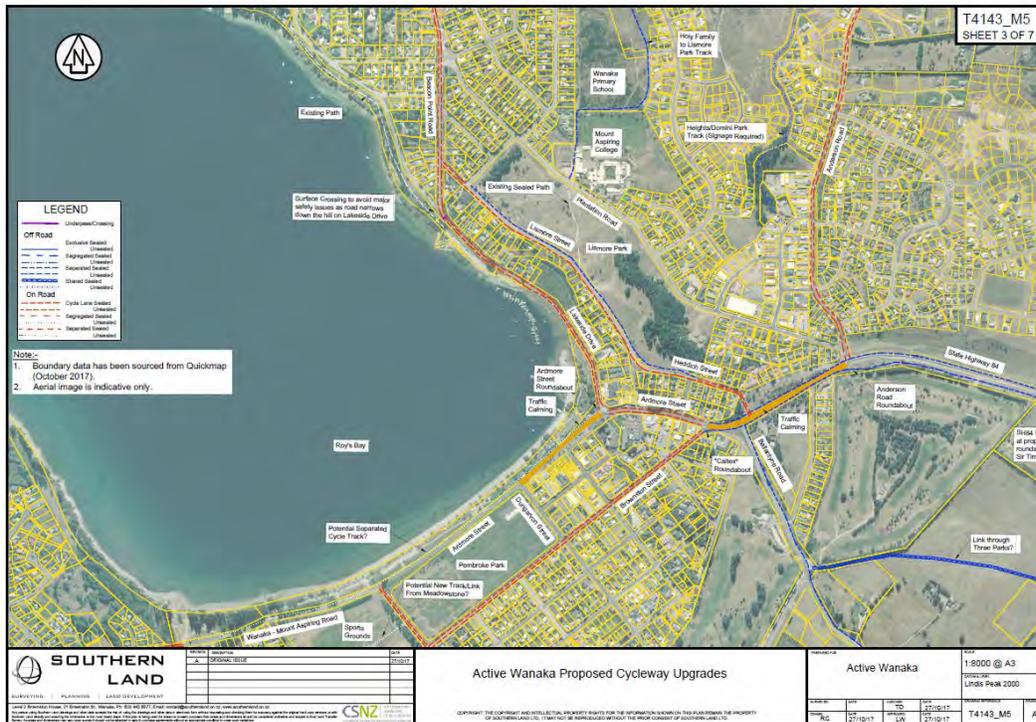
A. Active Transport Wanaka - Network Masterplan - November 2017.



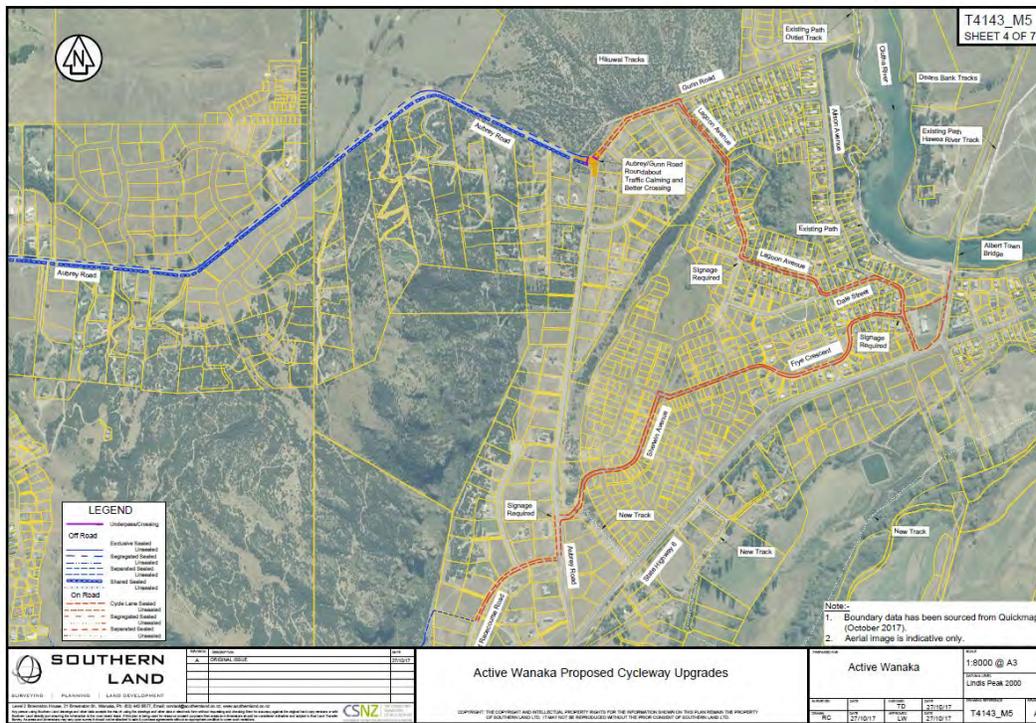
Map 1: Active Transport Wanaka Cycleway Upgrades - Network Overview



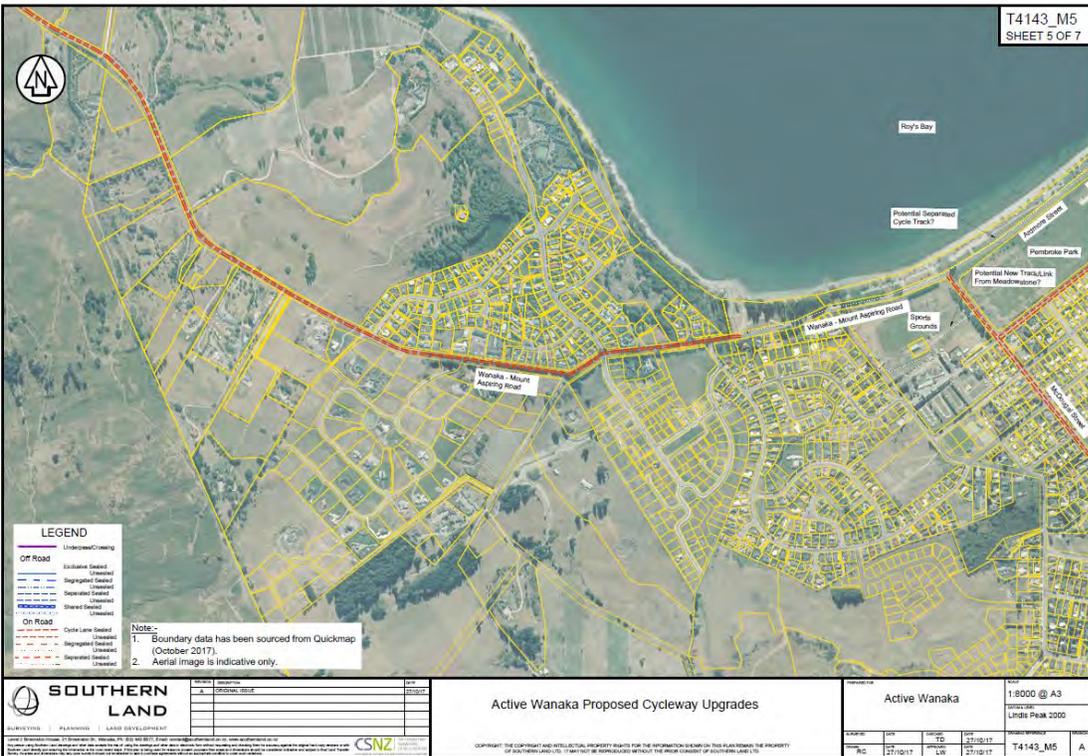
Map 2: Active Transport Wanaka Cycleway Upgrades - (Beacon Point Rd - Aubrey Rd)



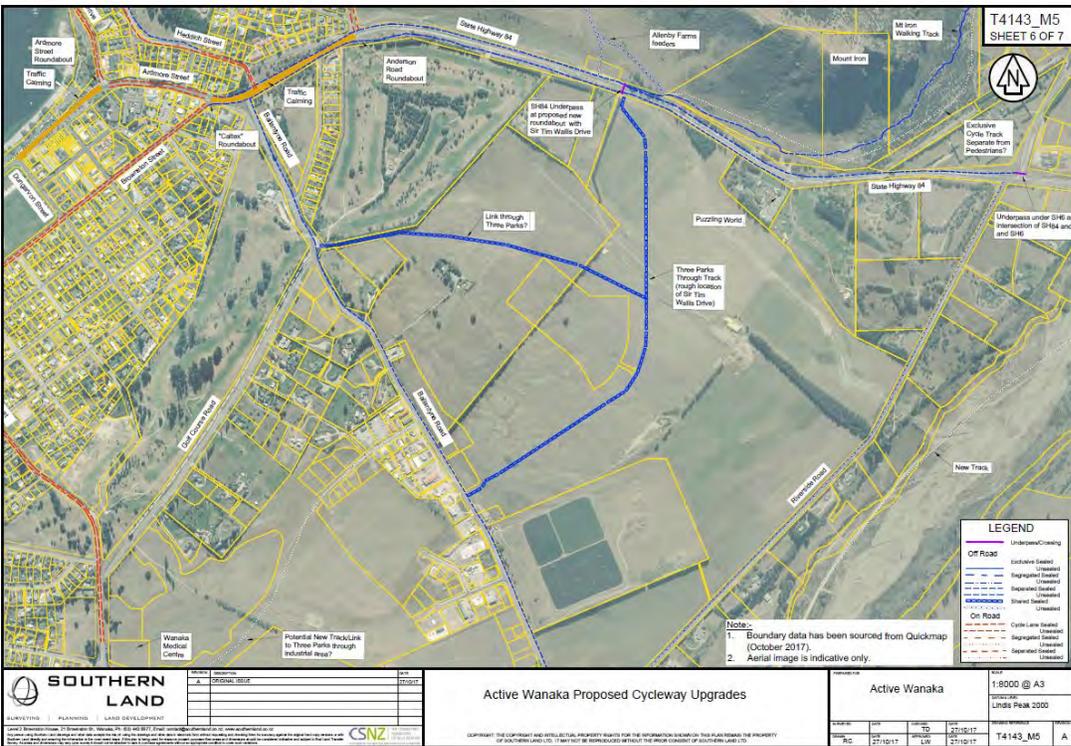
Map 3: Active Transport Wanaka Cycleway - (Schools to Pool - Town Centre - Anderson Rd - 3 Parks)



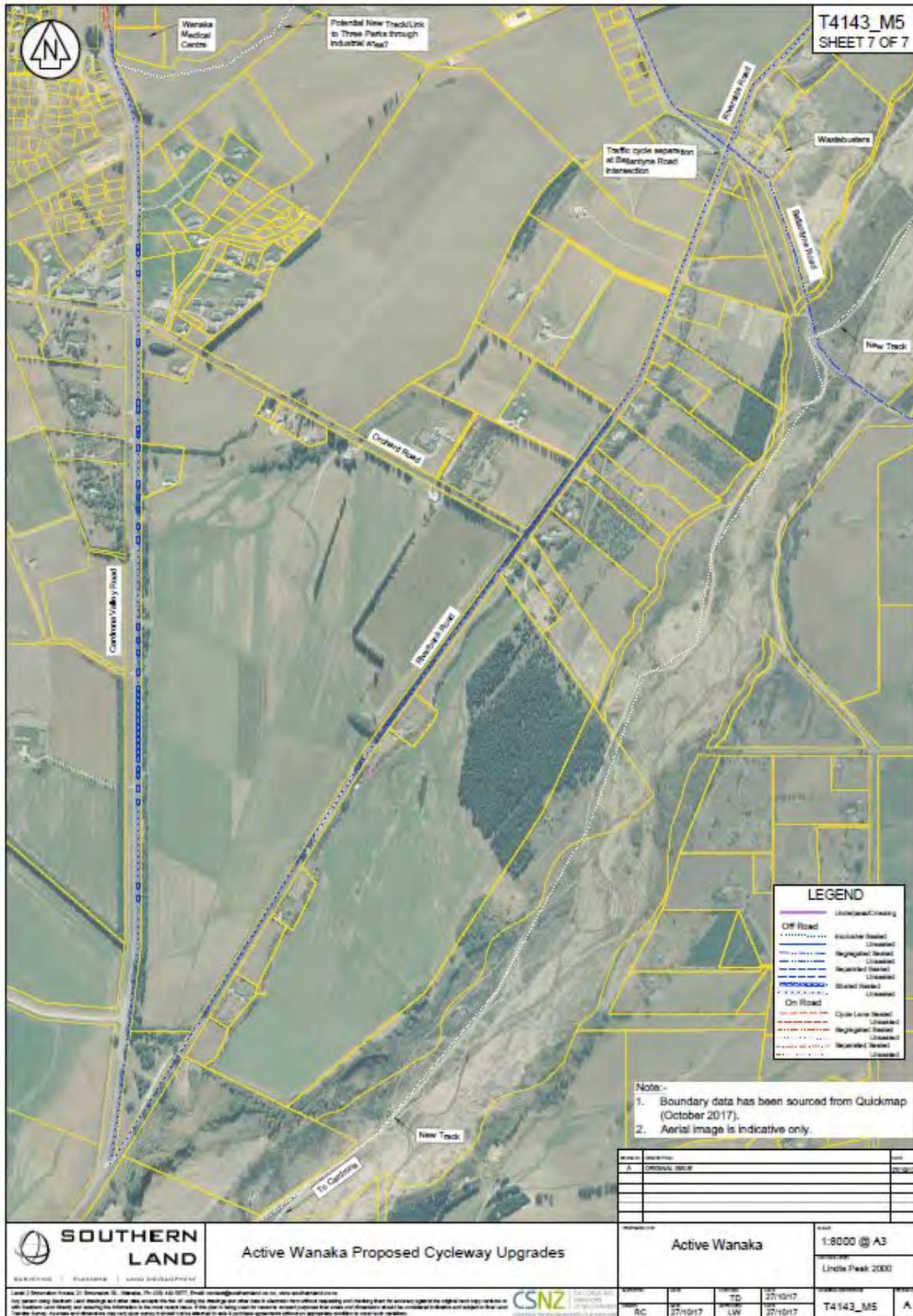
Map 4: Active Transport Wanaka Cycleway - (Aubrey Rd - Albert Town Bridge + Albert Town Network)



Map 5: Active Transport Wanaka Cycleway - (Wanaka - Mt Aspiring Road)



Map 6: Active Transport Wanaka Cycleway - (Wanaka Township - State Highway 84 - Three Parks Development being recreation centre, swimming pool and new primary school)



Map 7: Active Transport Wanaka Cycleway - (Cardrona Valley Road + Riverbank Road + Ballantyne Rd + Airport)

The Secretary

Gibbston Community Association

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?

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?

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?

Agree

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

Neutral

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

Neutral

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

Neutral

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

Neutral

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

Neutral

Q. 8A: Comment here.

Correct us if we are wrong, but we note there is basically no investment in Gibbston in this 10 year plan. We would like QLDC to engage with the ratepayers and community of Gibbston to include in the 2018 LTP some level of investment in our community. We have some ideas set out below:

1. We support more investment in cycle trails and note the biggest issue with better cycle connection to Cromwell is passing the Nevis Bluff. Our home owners generally do not want the cycles past their front door, but the wineries and businesses do. We actively encourage QTT and QLDC to engage with GCA about the preparing or development of any and all plans for cycleways and tracks through Gibbston.
2. We encourage QLDC to work with NZTA and Police to keep investigating and responding to the increasing traffic numbers and speeding drivers using the Gibbston highway to ensure safety of all users – those passing through and local residents and visitors. In short - better promotion of safer journeys through Gibbston.
3. Drinking Water. We encourage QLDC to engage with the private water supply owners in Gibbston to support our water supply owners in providing secure supplies of safe, clean water to residents and the thousands of visitors to Gibbston annually.
4. Promotion of wine: We request support and funding and perhaps a dedicated resource (full or part time) for promoting Gibbston and its wine tourism and the benefits they brings to the Queenstown Districts broader tourism offering.
5. We strongly encourage QLDC to ensure the Gibbston Character Zone is protected, as set out in the wording of the District Plan, during the implementation of the 2018 LTP.

THEW Judythe

St Peter's Anglican Church

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

I have noticed that you are thinking about making the roads around St Peter's Church (Church St, Earle St, Camp St) Queenstown , into pedestrian only areas. I should like to ask that the Church is notified at any stage if these proposals are being considered. If there were to be no vehicle access to the church, I doubt it would be a good look for a tourist town to have coffins carried through the area to where a hearse is parked. The church also has more weddings than any in the district, and is very popular with overseas couples for both weddings and blessings, as well as with New Zealanders from all over the country. I also don't think the hotels would find it conducive to business with no access for service vehicles, buses or deliveries. Thank you for your consideration of this submission.

THOMPSON Greg

Wakatipu Reforestation Trust

Queenstown/Wakatipu area

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

Support

Q. 8A: Comment here.

The submission of the Wakatipu Reforestation Trust is attached to this form

Q.

WRT 10year Submission.pdf - 376 KB

Submission

WAKATIPU
REFORESTATION TRUST



P O Box 478, Queenstown, New Zealand, 9348.

2018/28 Ten Year Plan

History

Last year during the 2017/18 Annual Plan submission round the Wakatipu Reforestation Trust applied for an annual grant of \$5000 for the purchase of consumables required for the ongoing maintenance of the plants and the planting sites the Trust has established.

This request was successful. A copy of the letter from the mayor advising us of the grant is attached.

Commentary

The Trust would like to take this opportunity to thank the Council very much for that grant. As stated in the original application the funds were used to provide consumables to maintain the planting sites that the Trust is planting out. Simply planting young trees on these sites is not enough. The young plants need care and maintenance for several years afterwards to keep competing weeds at bay and to stop them being overwhelmed by grasses. The Council's grant allows the Trust to buy herbicide, fuel (for line trimmers), rabbit protection, potting mix and minor consumables.

This year the Trust has completed an extension of the nursery and we are on target to increase our production to 12,000 plants annually. All these plants will go onto public land in the Wakatipu Basin.

In order to ensure that the funds are ongoing we are therefore taking this opportunity to apply for the amount of \$5000 per year to be included each year in the 2018/2028 Ten Year Plan for the QLDC

In all other respects our original submission from last year is still valid. If a copy is required please advise.

The Wakatipu Reforestation Trust does not wish to speak in support of our submission

Greg Thompson



Chair – WRT Management Group



July 2017

Greg Thompson
Wakatipu Reforestation Trust
Via email: greg@queenstown.co.nz

Dear Greg,

RE: YOUR SUBMISSION TO THE ANNUAL PLAN 2017-18

My sincere thanks for making a submission to our most recent Annual Plan process. Hearing the voice of our community is an integral part of our planning process and this year has provided some particularly valuable insights. We took each submission into account when making decisions for the final Annual Plan, which was adopted by full council on 23 June.

Your submission was reviewed by the team here at QLDC and we wanted to provide some specific feedback. I am pleased to inform you that we have included a grant of \$5,000 to the Trust for the purchase of consumables to help you maintain your native plantings on public land in the Wakatipu Basin. We have also decided to grant these funds to the Trust annually on-going. Thank you for your valuable work in the district.

We highlighted several other key issues in the plan this year and you can view a summary of our position on these, as well as a summary of the grants and funds allocated, on our website at www.qldc.govt.nz.

On behalf of everyone at QLDC, thank you for taking part in this important process. It's inspiring to see such energy and pride in our District. We look forward to continuing these conversations over the forthcoming year and working together to deliver some great results for this wonderful part of the world.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Jim Boulton".

Jim Boulton
Mayor
Queenstown Lakes District Council

THOMSON Chris

Hawea

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. 8A: Comment here.

I strongly disagree with the allocation of funding for the cycle network in Wanaka. Why is it that Wanaka is only being allocated \$1.5 million (and not to be started until 2022) yet Queenstown is being allocated \$23.5 million and starting immediately? Wanaka needs the funding now not in 4 years time. Wanaka is growing fast with many residents commuting on foot or by bike and we need to know our children will be safe walking or riding their bikes to and from school.

THOMSON Sarah

Queenstown/Wakatipu area

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

Support

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

Agree

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

Agree

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

Support

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

Agree

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

Support

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

Agree

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

Agree

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

Support

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

Agree

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

Neutral

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

Agree

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

Support

THOMSSON Lars

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?

Agree

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

Neutral

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

Neutral

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

Support

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

Agree

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

Neutral

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

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?

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.

We would like to see safe bike tracks in wanaka so that children can bike safely to school without having to cross larger roads.

TOEPFER Mike

Chamber of Commerce

Wanaka/Upper Clutha area

- As part of the CUBE plan for business growth and development a group was formed to look at the development of the CBD. Growth needed for office space, retail, hospitality and accommodation. Any growth needs a co-ordinated approach to make the most of the space available and to keep vibrancy, appeal and important integration with the lake front. The Lake Front is the “jewel in the crown” of the CBD.
- Commissions Garth Faulkner at Urban Reset design to assist in forming ideas and compiling an aspirational plan
- Choose an aspirational plan because we wanted to take a very high ‘helicopter’ view of what the CBD could look like in terms of zoning and layout
- Also formed a vision for the CBD project
- Final draft of plan presented to the CUBE board 10th October 2016
- Sent to council planners for commentary
- Informal discussions held with Wanaka landlords
- Presented to Wanaka Chamber of Commerce executive
- When CUBE integrated into the Wanaka Chamber of Commerce, Aspirational plan became the property of the Chamber
- Chamber executive have endorsed the plan at a board level only. Board have requested Alistair King be engaged to help take the project forward (Alistair Chaired the CUBE group who developed the plan).
- Chamber has yet to discuss with members and gauge their feedback. However Chamber executive conscious the CBD development needs to be taken forward as the town has out grown the current CBD
- Indications are there is a strong need for CBD development for businesses wishing to enter the Wanaka market
- Any Town Centre master plan needs to be commercially viable and attractive to property developers and investors.
- Current planning in place allows for development to proceed, however needs a co-ordinated approach, thus the aspirational plan.
- Request funding of \$50,000 plus GST to take the plan to the next stage, which is refinement, consultation with development companies and consultation with broader Wanaka business community. Then refine the plan again based on feedback. Present to WCB and QLDC. To be completed by December 2018.
- The Chamber also asks the Council to take the concepts contained in the aspirational plan into consideration when deciding on the zoning changes and funding to be included as part of the 10 year plan

TOOLEY Teresa

1981

Wanaka/Upper Clutha area

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

Oppose

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

Neutral

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

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?

Agree

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

Neutral

Q. 8A: Comment here.

In an small town with an active community it is important that infrastructure is put in place to protect those biking/walking around town. My 6 & 9 year old daughters have to cross Anderson Road (Mt Iron Drive to Mataraki Place) on bikes to get to and from school. Cars travel well above the speed limit on this road. They are taking their lives into their hands each day. Sitting back and waiting as the town continues to grow will create a host of problems from pollution to congestion and accidents. The freedom to walk and bike safety in the town should be addressed sooner rather than later. Don't we want to be a progressive region protecting our beautiful environment and the safety of the community? I'm very disappointed to hear of the very small portion of funds allocated to Wanaka in proportion to Queenstown and that we are going to have to wait until 2022 until we see any of that funding. As a rate payer of two properties in Wanaka I feel we are getting a raw deal. The council is being very short sighted if they believe the Wanaka community is going to be happy with this proposal. Come on, you can do better than this. Please go back to the drawing board, have some vision and be a part of making our incredible environment an even better place to live.

TOOMEY Jocelyn

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?

Agree

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

Support

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

Agree

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

Support

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

Agree

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

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?

Agree

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

Support

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

Neutral

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

Neutral

Q. 8A: Comment here.

I would like an underpass built under State Highway 84 leading into Wanaka from the Mt Iron side to the Puzzling World side away from the proposed roundabout leading into 3Parks for the safety of all Wanaka residents and tourists. An injury or death due to not providing the safest option here would be negligent on the council and I'm sure would weigh heavily on the council members for the rest of their lives. I believe each council member has a duty of care for all residents within their jurisdiction as far as safety with roading, crossings and signage is concerned. We couldn't imagine a railway crossing without signage, safety arms and bells where children have to cross. This crossing will be in a 80km area, and even if it were 50km there should still be a failsafe underpass rather than a zebra crossing. Would you like it to be your child, grandchild, niece or nephew to be first to be injured, maimed or killed???

TREGIDGA Rachel

Queenstown Airport Corporation

Q.

01 QAC LTP Submission 13 4 18.pdf - 193 KB



13 April 2018

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

To whom it may concern

RE: Queenstown Lakes District Council Ten Year Plan 2018 - 2028

Queenstown Airport Corporation (QAC) would like to thank the Queenstown Lakes District Council (the Council) for the opportunity to comment on the Proposed Ten Year Plan 2018 – 2028 (the Plan). It is appropriate that the Council continues to plan for the ongoing development and growth of the District over the next ten years.

Overview of Queenstown Airport

Queenstown Airport is the main airport in the Queenstown Lakes District and is the primary take-off and landing point for much of the aircraft activity in the District. The Airport acts as an essential gateway to the Queenstown Lakes District and facilitates access to and economic activity in the local and regional economies.

For the 12 month period ending 28 February 2018, Queenstown Airport accommodated a record 2,054,515 passengers. Comprised of over 1.47 million domestic passengers and 577,000 international passengers, the Airport observed growth of over 13% when compared to the previous 12 month period. Such growth has been occurring for a number of years, and is forecast to continue into the future, with recent forecasts suggesting that the Airport will reach 3.2 million passengers per annum by 2025 and up to 5.1 million passengers by 2045. The Airport also makes a direct financial contribution to the Queenstown Lakes community through its annual dividends.

As the facilitator of significant tourism growth in the Queenstown Lakes District and beyond, QAC considers that it has an important role in the growth and development of the District and region. The Airport is also a significant contributor to the financial wellbeing of the District.

QAC has therefore reviewed the Council's Ten Year Plan 2018 – 2028 in this context, and welcomes the opportunity to comment on the initiatives and proposals set out in the Plan.

Overview of QAC's Master Plan Options

QAC has recently released the Master Plan Options report for Queenstown Airport. This Master Plan discusses the forecast passenger growth at Queenstown Airport over the next 30 years and presents three potential options for accommodating forecast growth. These include:

- Option 1: Expanding the existing terminal to accommodate up to 3.2 million passenger movements per annum;
- Option 2: Building a new terminal to the south of the existing runway to accommodate up to 5.1 million passenger movements per annum; and
- Option 3: building a new terminal to the north of the existing runway to accommodate up to 5.1 million passenger movements per annum.

Late last year, QAC sought feedback from the community around each of the above options and what is a sustainable level of growth at Queenstown Airport. QAC has also sought the community's feedback on whether Wanaka Airport could provide a complementary service to Queenstown Airport. The results of this work are being considered by QAC and will be reported in due course.

Regardless of the final Master Plan option pursued, it is clear that significant passenger growth is forecast, and QAC submits that this needs to be considered and accommodated appropriately in planning for the growth of the District over the next ten years.

Big Issues 1 – Queenstown Town Centre Masterplan – Traffic and Transportation Network

Referring to the 'Big Issues' identified in the Plan, QAC is generally supportive of the Council's initiatives with regard to the Queenstown Town Centre Masterplan (Big Issue 1). In particular QAC is supportive of the planned investment in arterial routes, parking, public transport, alternative transport options and the Wakatipu Ferry. The Plan appropriately recognises that improved linkages and options to the Airport are critical as the Airport is a key destination in the region. QAC submits that an effective transportation network, particularly into and out of the Queenstown CBD is critical to the efficient and effective functioning of the town. QAC supports the Council's initiatives to work collaboratively with other transport providers in developing this further including the NZTA, itself and the Otago Regional Council.

Big Issue 4 – Wanaka Masterplan

Big Issue 4 identifies that Wanaka requires its own strategic town centre masterplan to address predicted growth. In developing this masterplan it will need to be recognised that the Wanaka Airport may provide a complementary service to Queenstown Airport. This could contribute to further growth in visitor numbers in the Wanaka area in particular, and this needs to be appropriately considered when developing the masterplan. As such QAC

submits that as a key stakeholder in the Wanaka community, it is appropriately consulted with and involved in the preparation of the Wanaka town masterplan.

Big Issue 6 – Funding New Wastewater and Water Supply Schemes for Small Communities

In supporting further development of the Wanaka surrounds the Plan identifies:

- that a sewer pump station and pipeline is proposed to convey sewage from Hawea to the QLDC Project Pure wastewater treatment plan located adjacent to Wanaka airport.
- That in order to provide a secure and safe water supply for Luggate, investment in water supply infrastructure located at Wanaka Airport will be required. This includes:
 - A new bore pump station;
 - A new reservoir;
 - A new pipeline between Wanaka Airport and Luggate.

As the lessee of Wanaka Airport, QAC considers that it needs to continue to be actively involved in the identification of the location of these facilities, in assessing their nature and scale and resulting effects on the surrounding environment, and also ensuring that adequate consideration of alternative options and locations has been undertaken to ensure the right solution is developed for the community, QLDC and the airport.

Storm water

The Plan identifies that an integrated storm water solution for Frankton is necessary. QAC considers that it is an affected party with regards to the development and construction of such a system as ponding of water could potentially attract birds to the airport environs and could also impede QAC's ability to develop each of the Master Plan options. QAC wishes to remain involved in the development of this system to ensure it is an effective and efficient system for all of those residing in Frankton, including the Airport.

Other Projects

Other projects identified within the Plan include a Frankton Library. Much of the Frankton area is affected by the Queenstown Airport noise contours. Activities that are sensitive to aircraft noise are appropriately limited in these contours in order to avoid adverse effects on noise sensitive receivers and to manage any actual or potential adverse reverse sensitivity effects on the Airport. A library facility could be defined as comprising an activity that is sensitive to aircraft noise. On this basis QAC has an interest in the location of the proposed library, its facilities and intended usage (i.e. education classes etc), and potentially its construction and ventilation requirements in order to achieve suitable sound reducing measures.



The Consultation Document also identifies that the Council is proposing to develop a master plan for the Frankton Flats area. QAC wishes to be involved in development of this master plan as a key stakeholder in the Frankton area.

Potential New District Wide Master Plan

QAC supports the Council's proposed master planning initiatives within Queenstown, Frankton and Wanaka (Big Issues 1 and 4 and the proposal to develop a master plan for Frankton). QAC is however, keen to ensure that these master plans will not be treated in isolation but rather, they take into account the broader interaction of these areas with the wider Queenstown Lakes District.

In order to manage growth and development in a coordinated and integrated manner, QAC considers it would be appropriate to develop a District Wide master plan. This master plan should consider the interaction of the District's main town centres, key destinations and other key developed (or developing) areas. The District Wide master plan could set the broad framework for the District, with the Queenstown and Wanaka town centre master plans and the Frankton and Airport master plans providing a finer level of detail. In order to complete the picture, master plans may also be required for the Wakatipu and the Upper Clutha Basins.

Hearing

QAC does not intend to speak in support of its submission on the Long Term Plan. QAC is happy attend the hearing to answer questions and/or provide clarification to the Committee if that would assist with their deliberations.

A handwritten signature in black ink, appearing to read "R. Tregidga".

Rachel Tregidga

General Manager Property & Planning – Queenstown Airport Corporation

cc

Kirsty O'Sullivan / Lisa Miers

Mitchell Daysh Limited

TRUEMAN Eleanor

Queenstown/Wakatipu area

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

Support

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

Neutral

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

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?

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?

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

TUCK Wayne

Arrowtown

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

Support

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

Agree

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

Agree

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

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?

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?

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?

Support

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

Neutral

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

Oppose

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

Disagree

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

Support

TURNER Sukhi

Wanaka Community House Charitable Trust

Q.

WCHCT Annual Plan Submission 2018[Final].doc - 205 KB



QUEENSTOWN LAKES DISTRICT COUNCIL

SUBMISSION ON THE DRAFT TEN YEAR PLAN, 2018 -2028

To: The Chief Executive Officer
Queenstown Lakes District Council
Freepost 191078
Private Bag 50072
QUEENSTOWN

Name: Wanaka Community House Charitable Trust

The Trust wishes to make the following submission on the Council's draft Ten Year Plan 2028.

Firstly, it is wonderful to see the introduction of the Local Government (Community Well-being) Amendment Bill which restores the four aspects of community well-being.

“Local government around New Zealand has been seeking reinstatement of the four well-beings in legislation to once again recognise the work to deliver **social, economic, environmental and cultural outcomes for communities**. These importantly acknowledge that **local authorities have a broader role in fostering liveable communities**, than simply providing “core services”.

The trust has worked long and hard to get this **community facility** for the Upper Clutha underway:

- Land was secured at peppercorn rental
 - Community facility designed
 - Resource consent gained
 - Environment court appeal mediated
 - building consent obtained
 - offices in building fully tenanted (*ACDT, Community Networks and the associated agencies that work with them currently, Jigsaw Central Lakes, Presbyterian Support Otago, Alzheimers Otago, Budget Advice, Cancer Society, Southern DhB, Anglican Family Care and many more casuals. Please see list attached*)
 - Total cost of construction and fit out *estimates at \$3.8M, tenders due in end of May*
 - fundraised \$2.15 million to date
-

Since the focus of the proposed Community House facility is to provide support for community service organisations in the Upper Clutha, it is appropriate that the facility receives financial support from the Queenstown Lakes District Council – now more than ever, given the rapid growth of population in our region.

To date, we have received only \$25,000 from council. Now that the broader role of local government in fostering liveable and sustainable communities, is re-instated and with the growth rates our community is experiencing, we need more support from our Council, to allow our community to thrive and develop.

Relief sought

- (1) A provision of \$75,000 toward the capital construction of the Wanaka Community House
- (2) Consider rates relief for the facility once its commissioned

We also support the Alpine Community Development Trust submission as they will be a key tenant within the facility.

The Wanaka Community House Charitable Trust does wish to be heard in respect of this submission.

DATED this 13th April 2018



Signed

Sukhi Turner
Chairperson
The Wanaka Community House Charitable Trust

BACKGROUND.

A study initiated by the QLDC back in 2004¹ identified over 65 community support type organisations and agencies servicing Wanaka and the Upper Clutha, and the burgeoning demand for an integrated community house facility in this locality. Initially, the idea did not garner further traction, but during 2006-10 the Anglican Church championed the construction of such a facility. They proposed to donate a portion of their land on MacDougal Street to the project, on a long-term lease-back basis. Their work included: commissioning a detailed Feasibility Study², arranging for a preliminary report on the concept³, preparing plans for a Community House⁴, and seeking comment on the relevant planning/rule framework⁵. Recognising the need for the facility to be a secular, community asset the Church decided to transfer the management and ownership of the project to an independent group. The Wanaka Community House Charitable Trust (WCHCT) was formed in December 2011⁶, with the specific objective to:

“provide rental accommodation for non-profit community organisations and any charitable, non-government or government organisation which provides community services for the people of Wanaka and surrounding Districts”

On 4 March 2013, the CLT granted the Trust \$25,000 for detailed and robust feasibility study. Arrow Strategy Ltd. was engaged to undertake this work, and completed their study in September 2013⁷. This report confirmed three important matters:

- There is strong potential demand for the facility from 65 potential user groups, and this demand is seen to be strong and enduring;
- The financial analysis demonstrates that with debt free capital funding, the facility can operate on a financially self-sustaining basis; and
- The preferred site is the area offered by the Anglican parish adjacent to their church on McDougal Street.

On this basis, the Trust applied to the CLT for support for all pre-construction activities, and on 2 December 2013 the CLT agreed to funding of \$195,970 for this work. Sarah Scott Architects have been engaged to undertake the necessary design work, and concept designs were generated early in April 2014 and were discussed with key stakeholder groups. After a robust decision making process the WCHCT was granted consent for the facility in December 2016.

Alongside this, MSD granted Capability funding to the trust in 2011 and again in 2015 to ensure that the WCHCT has policies and procedures in place to serve it well.

¹ Brown, N. 2004. Wanaka Community Facilities. Needs Analysis. Report prepared for QLDC. December, 2004

² Williams, M. 2009. Feasibility Study. St Columba's Anglican Church and Wanaka Community House. October, 2009.

³ Octa 2010. Wanaka Community House. Preliminary Report. 14 December 2010.

⁴ Concept plans were prepared by Salmond Architecture of Wanaka. See St Columba. Community Hall Development. November 2009.

⁵ Email from Bell Gully 2 February 2012.

⁶ See the Wanaka Community House Charitable Trust Deed dated 14 December 2011. The Trust was certified for Incorporation on 5 January 2012 (2556279) and was registered as a charitable entity under the Charities Act 2005 on 10 January 2012. (CC47826).

⁷ Arrow Strategy Ltd. 2013. Wanaka Community House. Detailed Feasibility Study. Christchurch

Operational policies and budgets, strategic and business planning has also been undertaken for the Community House.

We have received building consent and currently the plans are out for tender. It is expected that construction will commence during the third quarter of 2018. Fundraising for the facility is also underway.

Funding Granted

Central lakes Trust	\$1,400,000
Otago Community Trust	\$700,000
Sargood Bequest (+\$100k pre-construction)	\$50,000
QLDC	\$25,000
Sundry other fundraising	\$30,000

TOTAL **\$2,205,000**

Submitted:

Alexander McMillan Trust	\$100,000
Lotteries Community Facilities Fund	\$750,000

To be submitted:

Other trusts	\$200,000
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Upcoming community Fundraising

House build and Auction (land secured at discount)	\$150,000
Black Tie event with Auction	\$50,000
Other sundry	\$50,000
Community pledges	\$100,000

This community facility will be:

- A centrally located one-stop shop for providing services for our community – as our region grows and develops there will be greater need for integrated social services in a centralised community hub.
- A cooperative and supportive environment where everyone is welcome
- It will support and promote social wellbeing for all who live in the Upper Clutha region
- A centre for local services and organisations, government services, plus referral and advice for the whole community
- Provide office spaces for social support agencies to run other community services
- Strengthen relationships between social service providers

Organisation	offices on a full time basis	Definite	Casual	General Support
Presbyterian Support	Want an office and a shared client room with Jigsaw (2)			
Central Otago Budget Advice			If and when needed, possibly one day per week	
Volunteering Central			Renting a room for one day a week	
Cancer Society	Possibly?		Access to run support groups	
Upper Clutha Senior Citizens Club – Prime Timers			Activity meetings, office and storage space, drop in centre	
YAMI – Soundz incorporated			Music classes, workshops, once or twice per week	
Wanaka Community Board			Have expressed a desire to have community board meetings in the hall	General support
Kati Huirapa Runaka ki Puketeraki				General Support
Jigsaw	Interested in 1 office space and will share the combined meeting room with PSO (1)			
LINK Upper Clutha		Will have a space under ACDT		General support
Alpine Community Development Trust – Community Networks -Community Law - Department of Corrections - IRD - ACC - Jacqui Dean - Work and Income - Community Food Bank - Heartlands - Immigration -JP services		Front of House, 2 offices (2)		
Anglican Church		1 office		
Southern DHB – Public Health South, Public Health nurse and Brief Intervention Service		Want room 8 (1)		
Wanaka Community House .5 Manager		Office off reception (shared with ACDT Manager) (1)		

Creative Fibre			Meeting room 1-2 times per week	
Anglican Family Care	Part time use of an office			
Cancer Society				
Alzheimers Otago				
Stroke Foundation				
Adventure Development				
Central Otago REAP				
Art classes				

UREN Kerie

Wanaka/Upper Clutha area

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

Oppose

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

Disagree

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

Agree

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

Neutral

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

Neutral

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

Support

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

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?

Neutral

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

Agree

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

Neutral

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

Neutral

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

Support

VARGHESE Jenson

MRCagney

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

Oppose

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

Agree

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

Neutral

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

Neutral

Q. 8A: Comment here.

Please refer to attachment.

Q.

MRCagney - Ten Year Plan Submission - Final.pdf - 164 KB

13 April 2018

Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Dear Sir or Madam,

Re: Queenstown Lakes District Council Ten Year Plan 2018-2028

MRCagney was established in 2001 and has since grown to employ about 50 staff from our offices in New Zealand and Australia. The company is wholly owned by its New Zealand and Australian employees and is committed to making a positive, long term contribution to the communities in which we operate. We are a social enterprise whose primary focus is to create well-connected, vibrant and liveable places and to give people sustainable transport choices.

In the last 15 years, MRCagney has gained a reputation for delivering innovative solutions to urban challenges. Our employees are now engaged by public and private sector clients on a diverse range of planning, transportation and city shaping projects. MRCagney provides clients with a range of professional planning consulting services, covering a broad spectrum from economics to strategic planning throughout New Zealand and Australia.

Our relationship with the Queenstown Lakes District ('the district') stems from our previous involvement with the provision of a series of technical notes on parking policy and management, public transport, active transport and high trip generating activities to support the Section 32 report for the proposed Transport Chapter of the Proposed District Plan – Stage 2. Steven Burgess who specialises in town centre revitalisation through transport projects has recently conducted workshops and presentations in Queenstown. These were titled *Sustainable Transport in Regional Towns and Cities* and *Prosperous Regional Cities*. Several staff from MRCagney were also in attendance at the Transportation Group New Zealand conference which was held in Queenstown at the end of March 2018.

This document constitutes our company's submission on Queenstown Lakes District Council's ('QLDC') Ten Year Plan 2018-2028 ('Ten Year Plan'). We have decided to prepare a submission because having actively participated in projects relating to the land use and transport planning of the district, we feel we have ideas that will improve the way people move around and within the district and enhance the urban amenity of Queenstown. We also have some concerns about the proposed Ten Year Plan which we think need to be raised. In this regard, our submission relates to the following matters of the Ten Year Plan, and the subsequent headings in this submission will address each of these matters.

- Parking component of the Queenstown Master Plan:
 - Rationale for investing in new parking buildings;
 - How to pay for the new parking buildings;
 - Impacts of parking to consider; and
 - Clarity on performance indicators related to the new parking buildings

Rationale for investing in new parking buildings

The Ten Year Plan proposes to construct two parking buildings within the Queenstown Town Centre, comprising one 242-space building at the existing Boundary Street surface car park for \$18.3 m to be completed by June 2020, and one 350-space building at the existing Ballarat Street surface car park for \$25.8 m to be completed by June 2021. An additional \$3.9 m will be spent on parking management systems for these buildings, for a total cost of \$48 m.

Page 16 of the consultation document explains that these parking buildings are a response to the fact that “pressure on parking in the Queenstown CBD has increased in recent years”, although QLDC has increased parking tariffs, limited free parking in the Town Centre, and removed long-term commuter parking since December 2017¹, as a form of parking management response.

In our view, to decide to build two new parking buildings at a cost of \$48 m, which adds up to 592 net new parking spaces (\$81,000 per space) in the Town Centre, as part of the Ten Year Plan is premature. It is our position that QLDC should continue to actively monitor the outcomes of its new parking management measures introduced since December 2017. We do not believe the case has been put that with better management of the existing resources, there would be any factual shortfall in supply.

The vision for Queenstown is not a car dominated place, but a place for people. The strategy to build these car parks can contribute to this vision, but only if there is no real increase in parking long term, and that people use these car parks to leave their car for the day and walk around the centre. It will potentially stop people driving around looking for parking spaces. The other issue discussed in detail later is that these car parks must pay for themselves. Car parking is not a demand led service, it is a supply led commodity and should be treated as such. In terms of economic benefit, driving is the least productive mode for Queenstown so we have to manage it and not encourage it with parking, so any additional parking must at least pay for itself.

The parking management measures recently adopted by QLDC, in conjunction with the implementation of the new Orbus bus network and associated \$2 fares, provide viable options to driving a car into the Town Centre, however continually increasing supply of parking is an indication that Council would prefer people to drive. In fact, Council is prepared to spend \$48M to discourage people from using an alternative to the private car by subsidising parking. This is despite the fact that the private car is the least space-efficient and the least cost-effective way for people to access the town centre.

Even if the QLDC’s recently adopted parking management measures do not give rise to the desired travel demand and parking outcomes, QLDC continues to have at its disposal further parking management techniques that could improve such outcomes. These comprise, *inter alia*, further adjustments in parking tariffs, and the removal of maximum time limits in conjunction with graduated parking tariffs (e.g. the longer you park, the higher the hourly tariff).

In our opinion, it is more financially prudent for QLDC to continue to explore some of the parking management techniques cited above, to continue to monitor their efficacy, and to adjust the management response according to the monitoring’s outcomes, than to embark on an ambitious programme of parking building construction from the outset. This view is especially salient in light of the potential significant rates impact the Ten Year Plan would have on Wakatipu Ward ratepayers if the option for the two new parking buildings proceeded, which involves a rates increase of 3.4 per cent on average per annum, and a 6.95% increase for 2018/19, including a targeted rate of \$146-777 per annum for the wider CBD, and \$34-179 per annum outside of wider CBD.

Not building the two new parking buildings for \$48 m, or to at least exploring, exhausting and monitoring all parking management options before deciding to invest in more parking, will save money for ratepayers within the

¹ <https://www.qldc.govt.nz/assets/Uploads/News/QLDC-Parking-changes.pdf>

Wakatipu Ward and the district at-large. This will also lessen the rates impact on ratepayers, especially in light of the relatively small ratings base within the district², compared to other high-growth areas in New Zealand.

How to pay for the new parking buildings?

The discussion around the parking component of the Ten Year Plan's impact on ratepayers has prompted us to explore alternatives to how these parking buildings will be paid for, as expressed in the Ten Year Plan's consultation document.

Page 19 of the consultation document, under the heading 'Big Issue 2', assumes QLDC will pay for \$157.4 m of the \$327.7 m total (48%) for the preferred option of the Queenstown Master Plan development, which includes the two new parking buildings, with the rest paid by NZTA. While it is not clear whether the NZTA contribution will be bulk funded for the Master Plan development at-large, or for individual components of the Master Plan that total its 52% contribution, we are doubtful whether NZTA would co-fund the development of new parking buildings as parking is typically beyond NZTA's purview. Our view is also informed by the recent release of the central government's Draft Government Policy Statement on Land Transport ('GPS'), which explicitly affords greater priority and funding to public transport, rapid transit and active transport solutions, rather than conventional roading solutions as experienced in the past.

The same page of the consultation document also claims that the parking buildings will be cost recoverable via parking revenue, but other elements of the Master Plan will need to be paid for via rates increases and NZTA co-funding. With respect, we are of the view that the cost recovery of the parking buildings is unlikely to occur, given the experiences observed in other regional cities in New Zealand and Australia and the inherent tension that exists between the QLDC's objectives of recovering costs and to attract high occupancy of the parking buildings. For example, in Christchurch, the opening of a new Council-owned parking building is already incurring financial losses and experiencing low occupancy, despite offering one hour's free parking³. The experience in Christchurch shows that in order to attract more cars to park at the building, Christchurch City Council would need to continue to lower prices or offer more free parking to increase parking occupancy, but this would be in contravention of that council's goals of recovering the costs of building and operating the car park building. We refer to this point later in the submission.

Impacts of parking to consider

Regarding the potential significant negative impacts of QLDC's transport activities in its Ten Year Plan, as outlined in page 91 of Volume 1 of the Ten Year Plan we offer the following.

While the negative impacts cited on this page are valid, we are concerned there is no mention of the potential negative impacts that the two new parking buildings may have on the Queenstown Town Centre, given the significance of the proposed parking buildings among the projects of the Queenstown Master Plan. The potential negative impacts that should be explained to readers include:

- Adverse traffic generation effects – the new parking buildings may run counter to the goals of reducing vehicular traffic in the CBD and of creating a pedestrian-friendly environment by attracting more cars into the city centre
- Adverse financial impacts – there is no information on proposed parking tariffs and the anticipated utilisation of the parking buildings. What will happen if parking utilisation is below expectations and parking revenue is below anticipated revenues? This would negatively impact on Council's balance

² According to Stats NZ High Growth Projections (not within the consultation document), the District's population will grow from 39,400 to 51,200, or only around 12k people over 10 years.

³ <https://www.stuff.co.nz/business/better-business/102701466/christchurch-city-councils-flash-new-lichfield-st-car-park-building-loses-18k-in-a-month>

sheets and ratepayers, which has happened in other cities with new parking buildings, e.g. Christchurch⁴, Auckland⁵

- Adverse land use economic impacts – there is no information on the opportunity costs of developing the two parking buildings, and such costs are not reflected in typical LTP cost tables. E.g. what else could Council or the private sector develop on the existing surface parking sites that may generate a greater net benefit to the community? What is the opportunity cost of using this money for parking and not for other public investments such as housing, CBD works, sustainable transport options or other strategic investment incentives?
- There is a risk of investing in transport infrastructure that is not aligned with transport trends. In addition to the improvements of various public transport solutions, the growth of ride-sharing (Savy, Uber, etc.) and car share will undoubtedly change the way people travel and lead to decline in car ownership. This will limit the amount people are willing to pay for parking and disrupt any business model for investing in off-street parking.

Performance Indicators

Regarding the performance indicators proposed by QLDC on pages 92 and 93 of this document to measure the success or otherwise of the implementation of the Master Plan via the funding proposed in the Ten Year Plan, we offer the following points of discussion.

In a similar vein to the preceding section of this submission, we are concerned that no performance indicators have been listed in relation to the proposed two new parking buildings to measure their success, notwithstanding they make up a significant cost portion (\$48 m) of the overall \$327.7 m budget for the Master Plan. QLDC residents and ratepayers need to know how the parking buildings they are being asked to pay for are expected to perform, and what constitutes success or poor performance. In this regard, we are of the view that the following performance indicators need to be included:

- Parking utilisation (e.g. average peak occupancy of 85% should be targeted);
- Parking turnover (e.g. how many unique vehicles parked at the buildings per day);
- Parking revenue/profit (e.g. a target daily/monthly/annual revenue/profit from parking tariffs), especially as parking buildings are assumed to be cost recoverable via parking revenue.
- Traffic reduction – the buildings need to reduce the amount of traffic circulating around the CBD looking for parking;
- Increase Pedestrian Activity – the amount of people walking around the CBD needs to increase dramatically to justify this level of investment;
- Increased Retail activity – if the additional car parking does not increase town centre retail activity, it has certainly failed.
- Place Quality – The Master Plan should increase the value of the Queenstown Town Centre as a place. The car parks are a key part, and one of the most expensive components of the Master Plan, so Council should measure the before and after measurement of how people perceive the place has improved.

Alternative mechanism

If there is a true demand for more parking, the private sector will have no trouble providing the right amount of parking. If Council is deliberately under-pricing parking to encourage car traffic to the CBD, this is the first element that must be examined as a part of the Master Plan. Discouraging walking around the CBD by encouraging car traffic is a key element of CBD decline. Supplying more parking will exacerbate this issue. If, however parking is

⁴ *Ibid* at 3

⁵ http://www.nzherald.co.nz/auckland/news/article.cfm?c_id=1503378&objectid=11081409

priced correctly and people are choosing driving as a last resort, and there is still an excessive demand, the private sector will have no trouble making up the shortfall with no need for NZTA or the Council be an investor. They may need to be a facilitator in land security etc., but there will be no need to use ratepayer money, as should rightly be the case if the town is to be sustainable.

The correct mechanism to deliver the additional car parking if it is genuinely required is to invite submissions from the private sector to build, own and operate 500+ car parks in the Queenstown CBD. If there is a limited response, Council will then know for certain that its parking is either under-priced, or oversupplied. Neither of these conditions is sustainable for Queenstown, so they must be addressed before any consideration can be given to providing additional parking.

Conclusion

As outlined in this submission, we express reservations as to the rationale behind investing in two new parking buildings, the ways in which the parking buildings could be cost-recoverable, and the lack of clarity around the parking buildings' negative impacts and performance indicators. We understand that the public will have a perception that additional parking will be critical for the CBD, however in our experience this is not the case and is likely to have negative long-term consequences.

We invite QLDC to reconsider its plans for the new parking buildings, including the option to further explore parking management measures as it already has done since December 2017, and to monitor their efficacy, before deciding to invest in new parking. We also draw your attention to the *Parking Advice* Technical Note we provided to QLDC to support its Section 32 report on the Proposed District Plan – Stage 2's Transport Chapter, in which we stress the importance of assessing the commercial viability of new parking facilities before deciding on the subsequent options that we highlighted that are available to QLDC in regard to subsidising or working with the private sector to fund public parking facilities.

Please do not hesitate to contact us if you have any queries about this submission.

Yours sincerely,



Jenson Varghese
Regional Manager, New Zealand
MRCagney Pty Ltd



Steven Burgess
Principal Urban Strategy
MRCagney Pty Ltd

VENZ Michael

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?

Support

Q. 8A: Comment here.

The council should be proactive in identifying problems relating to growth and plan now for effective, long term solutions eg to roading, parking, protecting the environment. The environment is what makes this district special for residents/ratepayers who have chosen to make it their home. It is similarly attractive to visitors. Consequently, any changes must be consistent with enhancing the environment eg increased accessibility for cyclists, walkers. Possibly; one way streets around the Wanaka CBD, traffic free streets/malls as in larger cities, more public transport (park & ride? as used overseas). Tourism businesses should add significant value as low value added (high turnover, low margin) imposes high costs on the district (roading, sewerage, congestion, etc) which may not necessarily be recovered.

VIALE Rebecca

Queenstown/Wakatipu area

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Support

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Neutral

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

Support

Q. 8A: Comment here.

Parking specifically for business owners. I am pleased that parking is being addressed in the CBD masterplan and agree that we need to reduce the numbers of vehicles, but I would like QLDC to bear in mind business owners need to be allowed more freedom for servicing their premises. Please don't put too much pressure on business owners. Potential solution would be to provide businesses with special permits for parking in the CBD (for longer than 5 minutes) - 15 minutes would be reasonable. Bollards are common in Europe that can be electronically raised and lowered.

VICKERS Emma

Wanaka/Upper Clutha area

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

Support

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Agree

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Agree

Q. 8A: Comment here.

I would like to add to voice of concern growing throughout Wanaka and Albert Town regarding appropriate crossing from the towns to Three Parks where we have the Rec Centre, the new pool and particularly the new primary school. Terrifying to imagine kids running across an 80kph highway to a traffic island and then dashing across the other half of the road. A game of 'Crossy Road' we won't play with our children's lives. Safe cycleways and walkways leading to a tunnel or overbridge to the area, must be seen as essential for these facilities, and for consent to be granted for South Wanaka Primary School to be built in the first place.

VON RANDOW Louise

Queenstown/Wakatipu area

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Support

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

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?

Neutral

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

Support