

Upper Clutha hearing of submissions to the draft Queenstown Lakes Spatial Plan

Tuesday 4 May 2021

Upper Clutha hearing of submissions to the draft Queenstown Lakes Spatial Plan

Tuesday 4 May 2021 – To be held in the Armstrong Room, Lake Wānaka Centre, 89 Ardmore Street, Wānaka

Time	Speaker/s	Organisation Represented	Page #
10.00am	Rod Macleod		3
10.05am	Cherilyn Walthew	Lake Hawea Community Association	6
10.10am	John Coers		15
10.15am	Terry Drayton		17
10.20am	Keith Paterson		20
10.25am			
10.30am	Trevor Tattersfield		21
10.35am	Gilbert Van Reenen		23
10.40am	Tim Williams	Universal Developments Ltd	25
10.45am	Mike Garnham	Criffel Deer Ltd, Mt Acernus Holdings Ltd & Ballantyne Barker Holdings Ltd	29
10.50am	Mark Sinclair	Wanaka Stakeholders Group Inc	37
10.55am			
11.00am	Nick Page		49
11.05am			
11.10am	Brenda Jessup		55
11.15am	Nicole Malpass	Varina Pty Ltd	56
11.20am	Nicole Malpass	Medius Wanaka Ltd	60
11.25am	Zella Downing		64
11.30am			
11.35am	Peter Marshall		74
11.40am	Florence Micoud		84
11.45am			
11.50am			
11.55am	Rachael Moore		100
12.00pm			
12.05pm	Anna Simmonds	Extension Rebellion Queenstown Lakes	103
12.10pm	Anna Simmonds		106

Location: Wanaka

Date: 04/05/2021

Time: 10:00

MACLEOD Rod

Albert Town

Keywords: Urban Growth, District Plan



Q. I am aged:

60+

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

Neutral

Q. Please let us know your comments or feedback:

See appended



Q. Please describe the reasons for your position:

See appended

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

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

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

April 2021 Draft Queenstown Lakes Spatial Plan Submission.docx

Draft Queenstown Lakes Spatial Plan Submission

Submission by Rod Macleod, May 2021

1. The draft plan identifies a number of locations within the Upper Clutha where residential development has occurred and will be further encouraged.
2. The draft plan discusses the merits of public transport and passive transport within and between residential areas. Such outcomes would be beneficial to our living environment and in mitigating our carbon footprint. Lower density rural residential developments result in significantly higher per capita fuel consumption. The draft plan does not however identify how better transport outcomes will be achieved (either by incentives or regulations).
3. The draft plan discusses the present-day difficulty in funding potable water supply and waste water disposal. The issue is of particular concern where low density residential development has occurred or is permitted in future. Central government reforms (Three Waters) will require this Council to meet higher delivery standards. Locations such as Hawea Flat, Carbridge Estate, and along the true right bank of the Hawea River (north of Mangawera Hill) would be subject to very high per capita costs to meet those higher standards.
4. The draft identifies 'social infrastructure' needs of our communities. Development of these public and private infrastructure needs can best be met where urban boundaries are well defined and respected. Urban sprawl mitigates against good outcomes.
5. The draft plan has identified the need for well defined urban boundaries to ensure the economical delivery of public transport, potable water supply, wastewater disposal, and social infrastructure facilities. The draft plan has not however presented meaningful incentives for developers or individuals to achieve those outcomes now has it presented planning rules preventing rural residential sprawl across the Upper Clutha.
6. The draft spatial plan will achieve very little unless incentives and regulations are incorporated in the District Plan.

Location: Wanaka

Date: 04/05/2021

Time: 10:05

WALTHERW Cherilyn

Lake Hawea Community Association

Hawea & Hawea Flat

Keywords: Hawea, Wanaka Airport, Infrastructure, Urban Growth, Future Urban Areas

[Redacted content]

Q. Please let us know your comments or feedback:

PDF attached

[Redacted content]

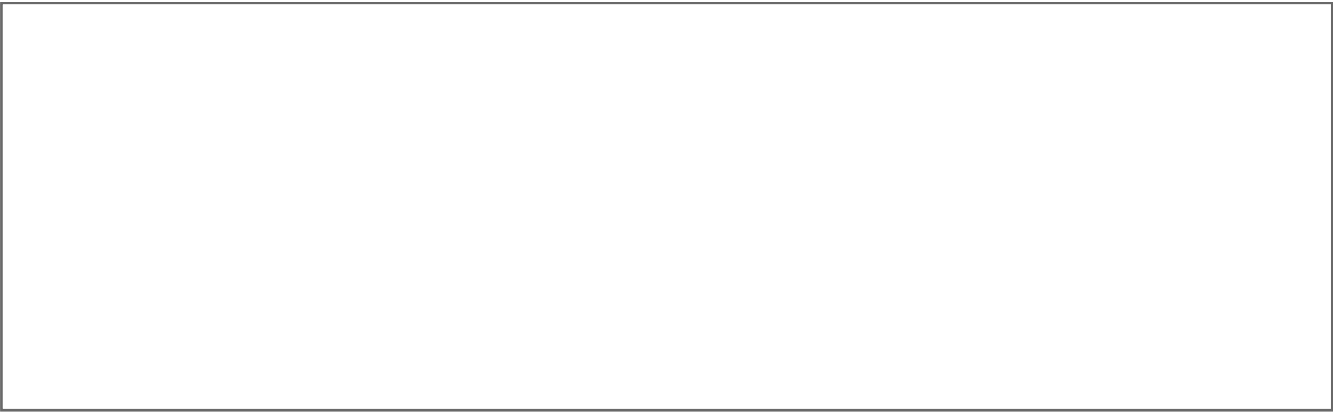
Q. Please describe the reasons for your position:

PDF attached

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

PDF attached

[Redacted content]



19th April 2021

On behalf of - Hāwea Community Association Inc

By Cherilyn Walthew – Chair

[REDACTED]

Submission to QLDC - 2021 – Spatial Plan

We would like to speak at the hearing regarding:

- The Spatial Plan

Overview of the Hāwea Community Association Inc. (HCA)

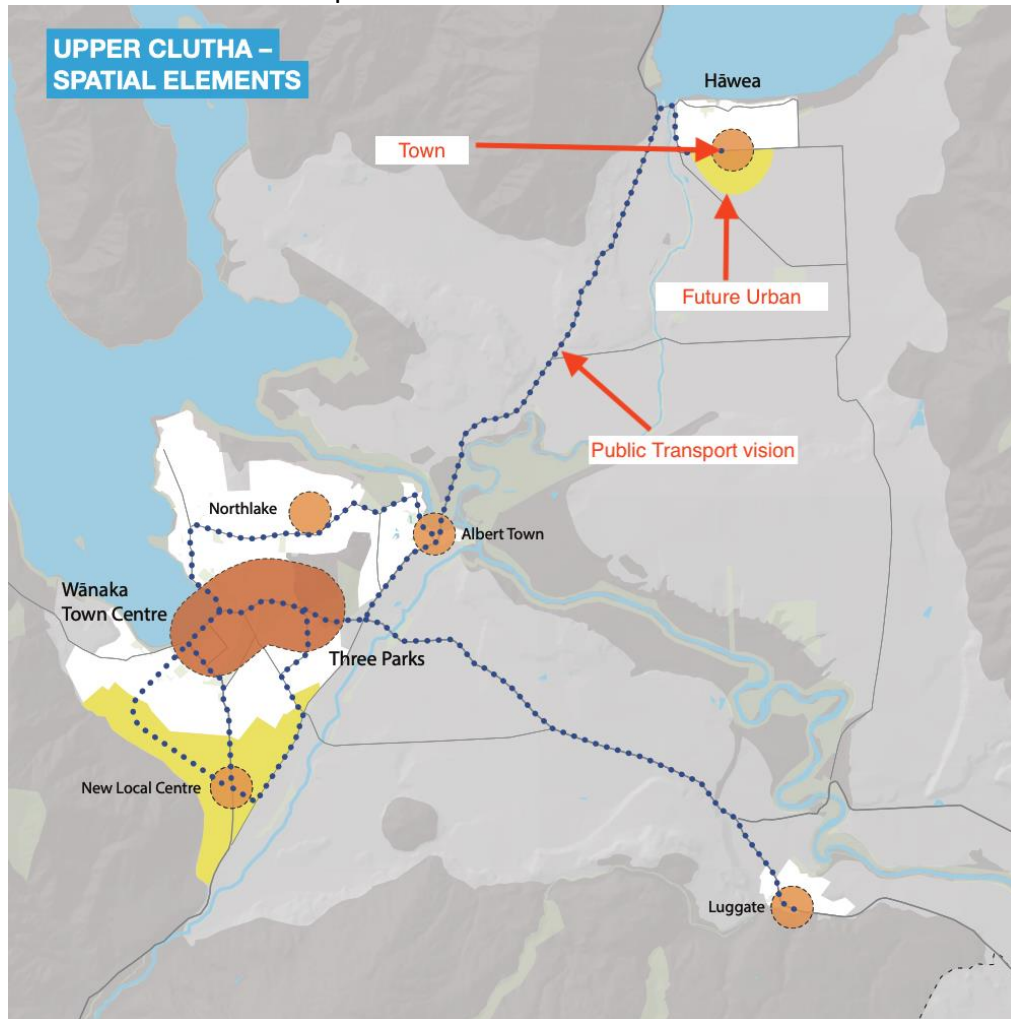
- The Hāwea Community Association represents the residents of the Hāwea District including the Lake Hāwea town settlement, residents through to The Neck (Manuhaea), John Creek, Hāwea Flat and Maungawera.
- The population is the second largest settlement in the Upper Clutha/Mata-au.
- The HCA holds regular Public Meetings to consult with the residents three times a year in January, May, and October.
- Executive committee meetings are consistently held on the third Tuesday of the Month and QLDC are well represented at these meetings with delegates including a QLDC elected member (Niamh Shaw), a WCB elected member (Jude Battson) and a Council Corporate representative (Jess Garrett).

1. Introduction

- 1.1. We commend the Council on the splendid read that is the “Draft Queenstown Lakes Spatial Plan” available on their website. Unfortunately, it is clear from reading the proposal for the Ten-Year Plan (TYP) that we are in no way planning for a future in line with the elements and aspirations the Spatial Plan proposal should include.
- 1.2. The outcome of the conversations around the development and future use of our Airports within our district are going to define how and where people will be moving to and from locations and, the level and type of infrastructure we will require to facilitate this. It is absolutely lunacy to suggest that we can prepare a realistic Spatial Plan until such time as the conversation around Airports is concluded.
- 1.3. The Goals, Principles, Outcomes and Strategies all appear to be fine aspirations, however, do not reflect the reality of current Council priorities or future planning.

2. Town Planning

- 2.1. Hāwea has been identified as a “priority development area” (p5). The map on page 7 shows lands south of Cemetery Rd earmarked for future urban growth. It also shows a “Town” centred around Cemetery road.
- 2.2. We attach the map below with annotations.



- 2.3. We have no doubt that the Developer who speculatively bought a piece of rural-zoned land and then managed to force through a development consent against the Community’s wishes, will be absolutely delighted with this map.
- 2.4. The current SHA development has no current solution to the existing sewage issue for their Longview development beyond temporarily trucking waste out.
- 2.5. The Spatial Plan Community Engagement summary document generated from the Spatial Plan workshop in Hāwea at the end of 2020, contains nothing to justify this assumption of further development around this area.
- 2.6. Hāwea has been consistent with its feedback to Council for the last 20 years about the way we would like to see our settlement develop and this appears to have fallen on deaf ears, once again.

3. Meeting the “Spatial Elements” of the Plan

- 3.1. Contrary to the Spatial Elements (Pg. 4) this proposal for Hāwea;
 - 3.1.1. Does not encourage “increasing density in appropriate locations” it is encouraging “urban sprawl”.
 - 3.1.2. It is not “ensuring land use is concentrated. Mixed and integrated with transport”.
 - 3.1.3. It is not “creating well connected neighbours for health communities”. It implies two town centres in Hāwea which is contrary to the principles of Whaiora/Grow Well: and,
 - 3.1.4. This proposal is not “sustainable”. For example, this will increase Hāwea’s carbon emissions in direct conflict with the Council’s own Climate Action Plan.

4. Transport

- 4.1. The Vision of Public Transport is just that, a vision.
- 4.2. There is no provision for the National Policy Statement – Urban Development to remove all parking requirements from the District Plan. Whilst we do not expect the parking spaces to disappear overnight, we are expecting the number of central Wānaka workers based in Hāwea, to increase dramatically in the next 1-3 years. (Based on current development timescales for houses to be built in pre-consented areas of Hāwea, including outside the existing Urban Growth Boundary.)
- 4.3. It is argued in the detailed Spatial Plan that “confirming the ability to provide quality public transport is a prerequisite for Hāwea to expand” and yet no provision has been made by the TYP for public transport. It would appear that Council prefers the option of investing in roading projects in the Whakatipu because they can access Central Government money for the first stage. This project will tie us into a 3 Stage project that fails to give any insight into how that third stage will be funded, let alone considering it within the current TYP.
- 4.4. All the information that the HCA has received on the matter of Public Transport including the Council’s own TYP proposal, indicates that public transport to Albert Town and Wanaka will a long way in the future, if ever.
- 4.5. The HCA acknowledges there are cycle trails between the Flat and the Lake Township and along the Hāwea River through to Albert Town and beyond. We also note that Winter hours would impact on the suitability of these tracks along with a realistic travel time of 1.5 hours each way from Hāwea to Wānaka, versus a 15–20-minute drive.
- 4.6. Essentially, cycling from Hāwea to Wanaka is a leisure pursuit probably not suitable in most instances for work or, accessing essential services.
- 4.7. The HCA has been consistent in its requests to QLDC to provide local road traffic studies since December 2020. This was specifically requested so the HCA could review the expected increase of vehicles in relation to the large number of building consents the Council has already agreed and, how this might affect our roads. Currently the HCA is being asked to sign off on behalf

of the community on a half million-dollar roundabout that may not be suitable in 10 years' time and, a design from which nothing can be salvaged, in the event it requires upgrading.

- 4.8.** Requests for roading and traffic information has not been forthcoming from QLDC and indicates that no work has been undertaken by Council to look at the viability of such unrestrained expansion in a township that is removed from virtually every essential service outside of early childhood and primary education.
- 4.9.** We do note that in addition to early education services, there is access to a library in the Lake township. Thank you, we would like to keep it, please. This no doubt will help contribute to reducing unnecessary trips into town.
- 4.10.** Unless there is a concerted effort by Council to change public behaviour and provide convenient alternatives to driving, the number of vehicles on the road between Hāwea and Wanaka will undoubtedly increase and shows no sign of relenting, due to a lack of Council planning, initiatives, and priority for the Hāwea Community.
- 4.11.** In the absence of a Public Transport system, we recommend that the Council develop a Parking and Travel Demand Management Strategy for all new and current developments. Going forward, this should be included as a condition of consent.
- 4.12.** A Travel Management Strategy could include:
- 4.12.1.** Develop a Cycling/Active mode Strategy to support Business Cases – include active travel targets and detail the provision of cycling/active mode infrastructure across the district (including shower and storage facilities and secure parking)
 - 4.12.2.** Incentivise and promote carpooling (T3 lanes and cheaper or more centrally located parking) and work with Police to manage/enforce the system.
 - 4.12.3.** More and better education for the community and developers e.g.: promote car sharing; assist developers to develop Parking and Travel Demand Management Strategies for their developments; provide the 'know how' for new developments to operate ride share schemes i.e., make it easy so the wheel does not need to be reinvented.
 - 4.12.4.** Fund Community Associations to develop local solutions including Community Travel Plans including local ride share/car-pool groups and systems.
 - 4.12.5.** Develop a plan (including DP rule changes?) to assist businesses to maximise the use of, and return on, their existing parking facilities e.g., consider how to assist Visitor Activity facilities to rent some of their spaces during the day or in off peak periods.

5. Outcomes for Whaiora

5.1. Urban Development

- 5.1.1.** The Hāwea Community has been frequently told that we must do our bit for the community and district by providing space for housing our

population. The Spatial Plan requires us to plan for the next 30 years, and the Community has been very vocal with feedback to the Council on this matter.

- 5.1.2. The HCA advocated in the recent review of the District Plan, to rezone the Lake Hāwea Town settlement to Low Density which according to the Market Economics report commissioned by QLDC in August 2019, identified that by doing so would ensure there was more than sufficient growth to cater for the next 30 years, without expanding the Urban Growth Boundary.
- 5.1.3. Despite this, Council recommended a proposal to the then Associate Housing Minister, to proceed with a SHA, against the communities wishes and in spite of the huge infrastructure deficit.
- 5.1.4. To further indicate additional new development in Lake Hāwea on the Consultation map for this Spatial Plan proposal, is a further slap in the face to the very concept of “Whaiora” and needs to be urgently reviewed.
- 5.1.5. The immediate addition of another 470 properties to town services in addition to the rezoning of the current settlement further exacerbates the infrastructure deficit that Hāwea is already experiencing around three waters and roads.

5.2. Transport

- 5.2.1. In order to meet with the aspirations of the Climate Action Plan, Council will need to prioritise funding for active transport (now) – specifically, new, and better trails with excellent connectivity. To achieve a shift in behaviour, the connections need to be in place (piecemeal construction will not achieve results)
- 5.2.2. Provide attractive private car alternatives for both winter and summer (and all weather) conditions e.g., heated seats for bus shelters, end of trip facilities, covered bike parking, lockers for wet gear, trails that do not become slippery in icy conditions, bike racks on buses etc.
- 5.2.3. Identify and secure space now for Public Transport and active transport hubs.
- 5.2.4. Construct safe crossings of main roads and highways in the right places to make active transport safe and convenient for all people.
- 5.2.5. Bigger spaces for pedestrians and other active modes. N.B. trails should be built to cater for utility bikes and to ensure safe sharing of spaces.
- 5.2.6. Provide a variety of bike/scooter parking facilities in safe locations and including covered, lockable, under surveillance, well lit, adjacent to bus stops etc N.B. Also, via planning rules
- 5.2.7. Convert street side car parks into bike/scooter parks (see Waka Kotahi Guidance)
- 5.2.8. Provide drop-off zones adjacent to bus stops and in central locations to encourage car-pooling, vehicle share.
- 5.2.9. Review the location of yellow lines across the district in light of the NPS-UD and consider new locations where roadside parking might need to be prohibited to protect alternative transport modes (including the small communities) Protect Public Transport routes.

5.2.10. Provide centralised (paid) carparking with EV charging infrastructure - in commercial and residential areas.

5.2.11. Operate/enable/subsidise electric car share (booking) schemes.

5.3. Land Use

5.3.1. *“Over the past 30 years, the Queenstown Lakes has grown steadily from 15,000 to 42,000, alongside significant growth in the visitors to the area. This growth has been driven by the attractive scenery and climate, clean environment, outdoor lifestyle, strong economic opportunities and improved national and international connectivity.”* Pg. 3 Draft Queenstown Lakes Spatial Plan Summary.

5.3.2. This statement would indicate that the majority of our residents move to the area because of its outstanding natural beauty and active lifestyles. Therefore, it is imperative that any initiatives generated by the Spatial Plan, reflect these values.

5.3.3. Not enough work has been done by Council in relation to consulting with the community on a “Spatial” plan and land use. Until such time as the public discussion around Airports occurs and, is concluded one way or, the other, we cannot realistically or accurately predict the needs of our district. Until then, no one can be honest about what the vision for 2050 in the QLDC district will be and, how this will really look.

5.3.4. The QLDC Spatial Plan Workshop held in Hāwea in October 2020 indicated that the preference for Hāwea remained in line with previous consultations with our community; to densify existing urban areas rather than support developments that encouraged urban sprawl. This was driven by the desire to reduce rate increases by concentrating township infrastructure. This also reduces maintenance costs and is less at risk of failure thereby, helping to protect our environment from issues such as, discharges into the waterways.

5.3.5. It is imperative that Council take more responsibility for the overseeing of engineering projects for residential developments, to ensure that mistakes that allow urban pollution into the waterways, do not continue to occur. An example of a failure in this area is the new Alpha Series development in Wanaka adjacent to the Bullock Creek spring. Questions have been raised as to whether this land was indeed suitable for development in the first place, given the risks of stormwater runoff to the creek and the subsequent engineering failure to prevent this.

5.3.6. Hāwea also identified the need to ensure food producing land is protected whilst allowing good interconnectivity between settlements. The area currently identified for further urban growth around the SHA was one such area, however, according to the map above, has been earmarked for housing. Whilst there is an argument that the soil here is low-quality, we would argue that this is as a result of years of stripping out nutrients and can and should be regenerated for food production as part of the resilience programme for self-sustainability within our communities.

5.3.7. We can see no evidence of any connectivity routes from Hāwea through to Luggate as was identified at the Hāwea workshop. Many of our residents

regularly take this route to and from workplaces outside of Wanaka and this is only likely to increase with developments in the Luggate region where there is already a light industrial use of land and a township highlighted on your plan presumably, to support the expanding and continual urban growth in the settlement. The addition of a film studio at Corbridge is also likely to increase traffic in this direction.

- 5.3.8.** Industrial, Commercial and Retail land opportunities should also be clearly identified, outlined, and protected within the Spatial Plan, in line with the needs of our communities. These should be fit for the purposes of providing services and centralised work areas that can be effectively connected through some of the transport initiatives suggested above in point 5.2.
- 5.3.9.** It should be clear to residential property owners what type of activities will be allowed in their area, prior to their purchase of the property.

6. Summary

- 6.1.** The HCA recommends the current Spatial Plan process is halted until the answers to the developments around Airport services can be concluded. The alternative outcomes to this discussion will have a significant impact on how and what we plan for our future. By pursuing an outcome for the Spatial Plan process without addressing the issue of the Airports, the Council is simply wasting our money.
- 6.2.** Infrastructure is a vital component for the Spatial Plan yet the current QLDC's proposal for the Ten-Year Plan makes stunning assumptions around how this infrastructure will be implemented based on development policies that fly in the face of the Climate Action Plan and "thriving people" aspirations. Additionally, the outcome of the Airport discussion will provide an indication of likely future capacity needs and, locations. Something we should be planning for, now.
- 6.3.** Once we have established "how" and "what" our land will be used for, then we can look at our aspirations around transport and connectivity based on the need to ensure people have access to work and economic activity areas, depending on where exactly those locations will be.
- 6.4.** Land use reviews and risks will also help identify whether we need to diversify our economic industry and, what opportunities and resources are available in the district to drive job creation. Again, this is likely to be significantly affected by the outcome of the Airport discussions.

Location: Wanaka

Date: 04/05/2021

Time: 10:10

COERS John

Outer Wanaka (Includes Mt Barker & Dublin Bay)

Keywords: Housing Choice

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

The spatial plan is void of any commentary, concept or detail on potential development to provide dwellings in the rural environment. Due to this omission, the document assumes or strongly implies that housing choice will be constrained to urban or suburban environments. This lack of choice is contrary to the reality that the district has a long and strong history of people enjoying the areas spatial environment going back to its very beginnings. The document is headlined by the statement " AND MORE HOUSING CHOICE" , but this is not a reality in the spatial plan.

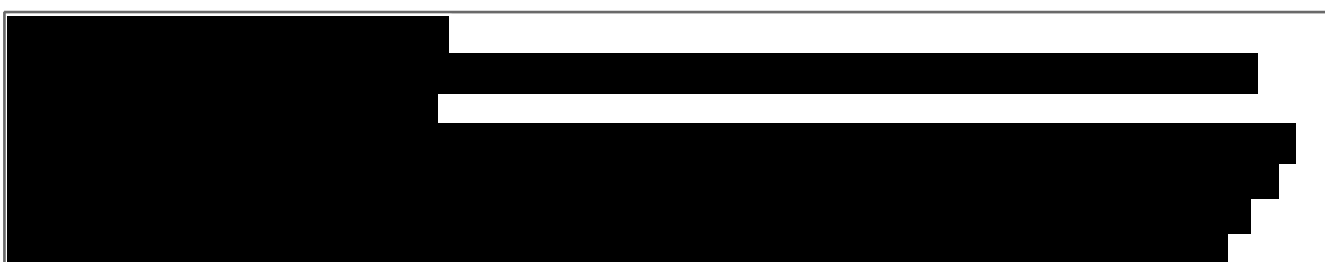
Q. Please describe the reasons for your position:

There is a general acceptance of the need to consolidate growth. However does this mean that despite the excess space in the district, and in the upper Clutha in particular, that growth is to be confined to the urban setting. Are people moving to Wanaka for an urban city lifestyle.

The plan assumes there is no demand nor to be provision for farm lets, small scale agricultural activities or life style blocks. The reality is different. If so it is a unique scenario in New Zealand.

The spatial growth plan expands out west of the Cardrona river and south of the Clutha River. This is very convenient for Council and very profitable for several dominant land developers. This is an artificial boundary which time has proven fails. Logic and urban growth theory suggests that growth follows transport and access routes. In this case developing east from Wanaka along SH 6 is logical particularly when considering existing transport and infrastructure routes.

The spatial plan talks about more housing choice, i think there is a substantial omission in that "choice".



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

Strategy 3: Improve housing diversity and choice; The spatial plan is a fail in the context of lack of commentary and potential provision of future farmlets, small scale farm / dwelling and life style land ownership choices.

Strategy 5: Ensure land use is concentrated, mixed and integrated with transport; the area to the the east of Wanaka along SH 6 is void of future planned development despite its obvious transport links and existing infrastructure resources with its link to the planned airports and Cromwell, the Provincial city, Dunedin and north.

A new Local Centre south up the Cardrona Valley appears very contrary to the stated strategy goal.



Location: Wanaka

Date: 04/05/2021

Time: 10:15

DRAYTON Terry

Outer Wanaka (Includes Mt Barker & Dublin Bay)

Keywords: Future Urban Areas, Climate Change, Urban Growth



Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

submission attached and emailed



Q. Please describe the reasons for your position:

submission attached

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

submission attached

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

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

Submission on draft Spatial Plan

Submitter: Terry Drayton. [REDACTED]

On reading the full report I refer specifically to page 54 –map8: Upper Clutha – Spatial Elements

(Please note: Spatial plan does not specifically identify location of “New Local Centre” but indicates by roading network to be as mentioned below)

It appears that the proposal is to extend future urban development south along the Cardrona Valley and on the southern side of Lake Hawea. I note no proposal to develop in Luggate. If we refer to the “ Grow Well”public consultations held in November 2019 there was a desire expressed for the Upper Clutha to preserve public spaces, to not continually extend urban sprawl and to encourage regional growth centres in Luggate, Lake Hawea, Hawea Flat and Cardrona with an efficient public transport system to link outlying centres to the Wanaka township.

The QLDC declared a climate emergency in 2019/20, to focus on sustainability and to form a cohesive dialogue with local communities. My main concern with the spatial plan proposal is that there is a massive “future Urban “ zone marked on the southern outskirts of Wanaka at the confluence of Cardrona Valley Rd/Orchard Rd and Studholme Rd. This is further earmarked as a “New Local Centre”. This is in no way supporting the communities wishes as mentioned above. The proposal is encouraging continued urban sprawl; once developed this cannot be turned back and is adding to urban intensification, increased traffic volumes and creating an outcome contrary to the alpine village atmosphere that Wanaka has been wishing to preserve. This is also counter intuitive to what is already zoned at Three Parks which has provision for additional housing, retail and light commercial development. This haphazard approach will form quite an uncohesive development which Wanaka has already gone through with past commercial development in the Anderson Rd area which has now had to reconfigure its development into the Three Parks zone.

A spatial plan by its own nature has to be quite long term in its conception, ideally be community driven and in this day and age, to be cognisant of climatic and sustainable practise. The vision held by the Wanaka community is to preserve its alpine village charm. Extending its urban boundary without creating green space is not supporting this ideal. In addition to this, it would be beneficial when making such a proposal on the southern boundary of Wanaka to dialogue directly with the current land owners to assess how this would impact them and to ascertain what vision they are able to contribute to support the outcomes from the public consultation findings.

To this end I appreciate the opportunity to at least submit on the spatial plan to offer an alternate vision which I believe will support both the community vision and the Council edicts to offer consideration for Climate change, their Climate Emergency declaration and sustainability. If there is indeed a need for a “new local centre” to the south of Wanaka then we should ensure that we preserve clean green zones so a proliferation of urban sprawl is not created. It can be noted that the QLDC is already supporting development of infra structure in the settlement of Cardrona. It would be far more cost effective to capitalise on this existing and proposed infra structure and ear mark this as our “New local Centre” and start to encourage urban development from Cardrona Village spreading in a northern direction back towards Wanaka. This would need to be supported by efficient public transport to Wanaka which once again has been a strongly supported vision from the

community in its "Grow Well" workshops. This then allows population and housing expansion to be accommodated without creating urban sprawl and all the fore mentioned problems that arise with this agenda.

It would be providential to start to preserve the southern town boundary of Wanaka alongside this proposal to protect this visionary conceptual plan. Urban development of southern Wanaka is presently verging on the rural lifestyle areas alongside Studholme Rd, Orchard Rd and Riverbank Rd. This is the time to institute a "green belt" along this natural provision of the roads specified above. This would then be well cemented in place by the time development creeping north from Cardrona Village that may be approaching Wanaka over the next 50 to 100 years. To this end a zone change from Studholme Rd and Orchard Rd, to the periphery of Mt Alpha where it meets the junction of Cardrona Valley Rd and Riverbank Rd, could have a rural status prohibiting any subdivision less than 10 acres. Obviously existing dwellings can be maintained at their current subdivided size.

What this will provide apart from a future buffer zone to urban sprawl is "the lungs of Wanaka", encouraging wild life, vegetation, possible public recreation spaces and food production. Studholme and Orchard Rd are flat fertile areas and there exists an opportunity for land owners and Council to form public/private enterprises; savings both to the Council and support and protection for the land owners. The vision I can foresee along Studholme and Orchard Rd is public park usage, community food gardens, orchards and commercial food production for the Upper Clutha. By maintaining private ownership for existing land owners this would be a great saving for the Council and this would have to be supported by Council rate relief and infra structure support if required. This would be a collaborative project with consultation with land owners to ascertain what provisions they may wish to support, and what relief they may need to allow public or commercial use of their land. I for one envisage a large part of my land becoming available as a public park, to be maintained under the agreement by myself or future title holders. We have little land put aside for community gardens so other land owners may wish to contribute part of their land to be available for this use. Other land owners may wish to offer their land to be used for commercial food production to support sustainability for organic food availability in the Upper Clutha as the outlying areas develop demand. This is essential for community resilience which underpins both the community and Council foundational visions. Even if land owners do not wish to participate at this level their land would still support a green belt as no sub division in this zone could take place under 10 acres as specified above.

I would be happy to elaborate on this proposal for Council members or public to gain a better understanding on what I have outlined above. We are planning for a long healthy sustainable future; facing an extreme situation of climate change. We need be brave, forward thinking but above all supporting a strong ground swell from the inhabitants of Wanaka to protect the life styles that attracted many to this area in the first place. Sustainability is the mantra in the present time we live in. Growth does need to be accommodated but not by continuing urban sprawl. My wish is for us all to extend our vision not just for the 5,10,20,30 years but for the next 50-100 years.

I'm sure there will be other like-minded residents in the outlying urban areas of Luggate, Hawea Flat and Lake Hawea who would be able to support this vision of ring fenced growth. Each area will have unique requirements which are best met by direct consultation with them about the proposed "future urban" zones specified in the Draft Spatial Plan.

Prepared by: Terry Drayton. 12.04.2021

Location: Wanaka

Date: 04/05/2021

Time: 10:20

PATERSON Keith

Wanaka

Keywords: Growth

Q. I am aged:

46-59

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

Neutral

Q. Please let us know your comments or feedback:

We participated in spatial plan work at Luggate where we also have an interest. At that time there was good support for urban growth of the town into the Luggate Triangle. I do not see this area identified as future urban growth area. The idea of intensification to achieve growth did not align with the Town aspirations of reasonable sized sections and areas for kids to roam around in true kiwi kid style.

Further, Luggate represents a better place for future growth than Hawea simply due to location and access to existing infrastructure. And we note Hawea has future urban areas identified. The logic is not consistent. Luggate has water, highways access to waste water treatment and plenty of opportunity to develop affordable land for housing with a supportive community (of which we are part).

Q. Please describe the reasons for your position:

We are supportive of Wanaka and Qtn plans as they seem logical but not on the Luggate/Hawea anomaly.

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

TATTERSFIELD Trevor

Wanaka

Keywords: Public Transport, Active Travel

Q. I am aged:

60+

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

Support

Q. Please let us know your comments or feedback:

There is a fundamental flaw with your planned Outcome #2;

"Public transport, walking and cycling, as everyones first travel choice " - is dreaming. It won't happen.

It is simply not achievable, and an unrealistic target.

This needs to be revised. See below.

Q. Please describe the reasons for your position:

1. Geography;

The distance between centre's/destinations is too great for walking or cycling, for the average person.

In many areas the topography is prohibitive, and dangerous.

e.g people are not going to walk or cycle regularly from Kelvin Heights or Arthurs Point.

2. Weather:

The extremes of our alpine climate (ice and snow) are prohibitive.

3. Demograph.

In reality, most cycling and walking in the district is recreational. Most residents do not have the physical capability or desire.

Most people are not cyclists.

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

I spent many hours (days) on the Council 'Shaping our Future" transport forum , which concluded and recommended to Council, that while your aspiration is laudable, there will in reality be little reduction traffic volumes.

Note since the introduction of the \$2 fare programme, there has been no visible reduction in traffic volumes.

Location: Wanaka

Date: 04/05/2021

Time: 10:35

VAN REENEN Gilbert

Wanaka

Keywords: Climate Change,Upper Clutha,Active Travel

Q. I am aged:

60+

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

Support

Q. Please let us know your comments or feedback:

I am very disappointed by the poor quality of design and communication in the booklet our council has produced at substantial cost. White text headings on light yellow green process colour. Incredibly busy layout of information, deplorable graphics and tables .. what were you thinking?? and who signed this off?? A consolidated approach to growth. What on earth does this mean in terms of the climate crisis???. Have you people not heard about the limits to growth and natural resources?? Are your planners not conversant with enlightened thinking on this topic?? Why cant you learn from similar towns and regions overseas (especially Europe) who have tackled similar issues to what QLDC is facing. There is no evidence of this in your documentation.

Q. Please describe the reasons for your position:

I agree however the stated outcomes are all stated in such waffly and vague and non specific terms that they are virtually meaningless. You say that Public Transport Walking and Cycling are Everyone's First Travel Choice. Yeah Right. Said the Tui. If I want to go to the Swimming Pool Recreation Centre from where I live I literally risk my life. We have no public transport in Wanaka. There are sections of Walkways but there are numerous dangerous road crossings en route. Not conducive for children. There are very short and poorly maintained sections of cycleways en route but long sections of very dangerous roadway to travel once again conducive for children and getting them into the habit of cycling. What are you thinking writing that?? And why are you not going to do anything of consequence about it for several years.

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

Separate Document with further comments to follow .

Location: Wanaka

Date: 04/05/2021

Time: 10:40

WILLIAMS Tim

Universal Developments Ltd

Wanaka

Keywords: Priority Development Area

[REDACTED]

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

Support

[REDACTED]

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

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

PDF attached

[REDACTED]

Queenstown Lakes District Council

19 April 2021

**UNIVERSAL DEVELOPMENTS - SUBMISSION ON
QUEENSTOWN LAKES SPATIAL PLAN**

Please find set out below a submission on behalf of Universal Developments Ltd (Universal Developments). Universal Developments is an active land development company with significant land holdings in Queenstown, Wanaka and Hawea.

Universal Developments wishes to speak at a hearing in relations to its submission.

QUEENSTOWN LAKES SPATIAL PLAN

Universal Developments supports the general direction and approach set out in the Spatial Plan.

In particular Universal Developments supports the identification of *Priority Development Areas* and the identification of Hawea as one of those areas.

Hawea is a logical place for future growth, as growth in this location can occur in a manner that positively contributes to the sustainability of the existing community. Growth of Hawea resulting in a greater number of residents can support the establishment of local services and therefore reduce dependency on and the need to travel to Wanaka.

Accordingly, Universal Developments supports the identification of a local centre and future urban land use in Hawea in the location as identified on the maps. A copy of this map is reproduced below, Figure 1.

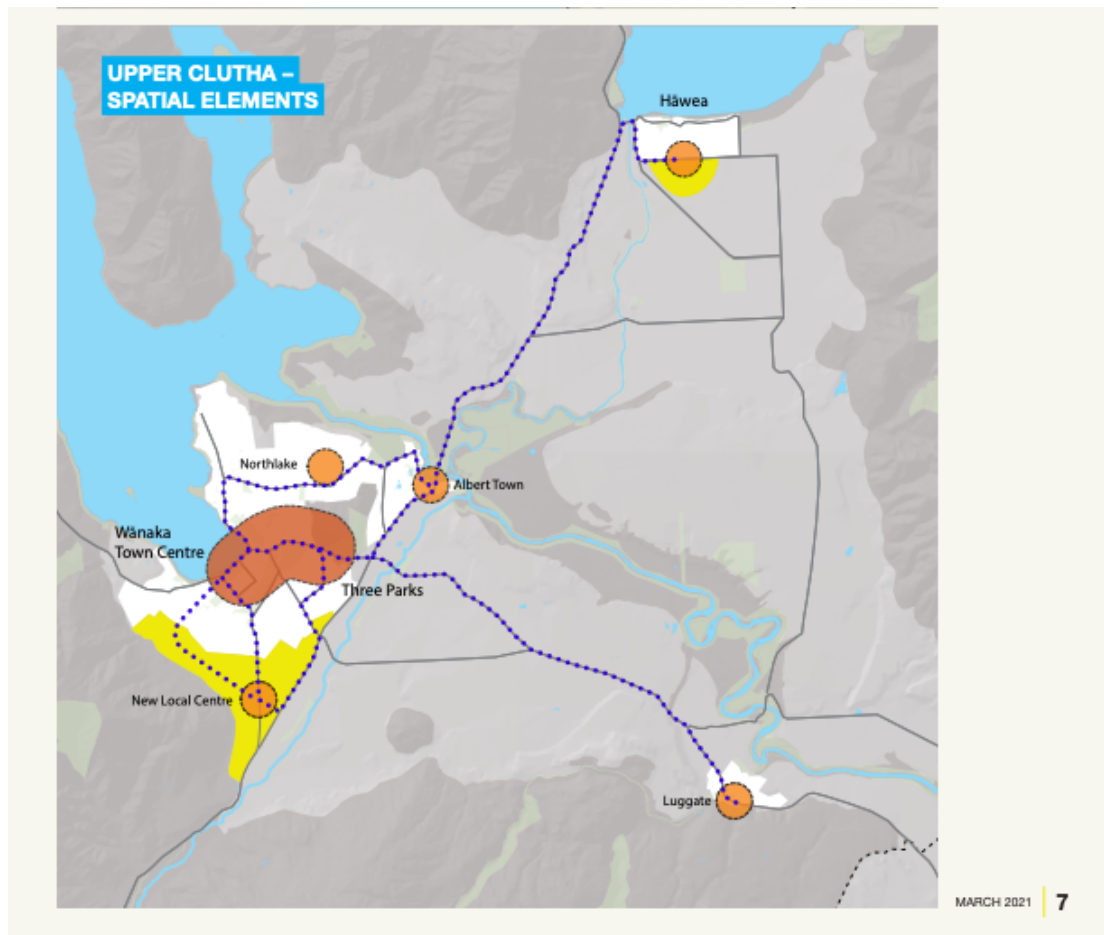


Figure 1: Identification of Future Urban Areas

Specifically, providing for a Local Centre near Cemetery Road as shown is logical as this is central and relative to where the new residential growth is already occurring. This location also allows for further change (in both built form character and land use type) to be absorbed without detracting from the more established residential area and lakefront at Hāwea. It will also support Council objectives around reducing greenhouse emissions and the recently adopted QLDC Climate Action Plan by providing opportunities for services in Hāwea and reduce car travel to Wanaka.

The identification of future urban land use south of Cemetery Road is also logical as it responds to the urban development already occurring south of Cemetery Road and the opportunities this land holds, being:

- flat and therefore cost effective to develop
- unproductive
- not sensitive in a landscape/visual sense
- located adjacent to Council’s reticulated networks making it easily serviced in an efficient manner
- being directly adjoining Cemetery Road which already accesses residential development allowing integration with existing roading and pedestrian pathways

It is also considered an important and supported element of the Spatial Plan that this growth at Hāwea is identified as a *Priority Development Area* – given the characteristics outlined

above it is agreed that growth in this location as a priority is important and necessary in order to achieve progress on wider District and National goals for housing and sustainability.

The Infrastructure planning found within the Spatial Plan in regard to Hawea wastewater disposal upgrade is supported, in particular that the wastewater upgrade is identified as an 'Existing' project (currently existing or a committed project to be completed in the next three years).

It is submitted that the timing for water supply works (Hawea Reservoir #2) should be brought forward in infrastructure planning, to enable this project to also be completed in the next three years


The above submissions are in recognition of the importance and priority that should be given to the future urban area of Hawea in the Spatial Plan.

In summary the identification of Hawea as a *Priority Development Area* and the identification of a *Future Urban Area* as proposed in the Spatial Plan will provide for much needed growth for the District, in a logical location that can positively contribute to an existing urban area.

As such the Spatial Plan as proposed is supported and it is also submitted that the Spatial Plan is referenced and acknowledged in order to inform decisions made by Council in other growth planning, in particular the 10 Year Plan and Parks Planning to ensure that the goals of the Spatial Plan are adequately supported by necessary factors in particular infrastructure.

Should you have any queries regarding this submission please do not hesitate to contact me.

Regards



Tim Williams



Location: Wanaka

Date: 04/05/2021

Time: 10:45

GARNHAM Mike

Criffel Deer Ltd, Mt Acernus Holdings Ltd & Ballantyne
Barker Holdings Ltd

Out of District

Keywords: Upper Clutha

[REDACTED]

Q. Please let us know your comments or feedback:

PDF attached

[REDACTED]

Q. Please describe the reasons for your position:

PDF attached

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

Email content:

I am a Director of three companies that have substantial landholdings on the immediate outskirts of Wanaka township. I am attaching a submission on their behalf in relation to your recently released Spatial Plan and the 2021/2031 Ten Year District Plan Review.

I have been involved in a number of Commissioner hearings, Environment Court hearings, and a High Court hearing in relation to matters pertaining to the current District Plan, specifically with respect to land use and rural living subdivision matters. Because of the particular interests of these companies who are submitting, and my particular knowledge of the matters in question, I have confined the submissions just to the rural general/rural living/zoning space - and some infrastructure comments related to it - on the basis that others will have a more particular interest and expertise in relation to matters such as Wanaka Township itself, the airport issue, and wider Queenstown or Central Otago matters.

Given the importance and community sensitivity surrounding the issue of zoning, particularly in the category of land use that I have referred to, I believe it would be helpful to Council, as well as in the best interests of the submitters, if I had the opportunity of submitting on a personal basis to Council officers at some point prior to Council making decisions on these matters.

Would you be kind enough to acknowledge receipt of these submissions, and in due course liaise with me as regards a suitable time to submit in person.

Queenstown Lakes Spatial Plan

Ten Year District Plan Review

16 April 2021

Submissions by:

1. Criffel Deer Limited (**CDL**)
2. Mt Acernus Holdings Limited (**MAHL**)
3. Ballantyne Barker Holdings Limited (**BBHL**)

Background

- A. Criffel Deer Limited (CDL), Mt Acernus Holdings Limited (MAHL), and Ballantyne Barker Holdings Limited (BBHL) own land comprising more than 2,000 acres, for the most part zoned rural general, on the outskirts of Wanaka township.
- B. CDL and BBHL have land holdings contiguous with the present Wanaka township boundary. Both companies have been involved in resource management applications with Queenstown Lakes District Council (QLDC) in relation to discretionary land use matters for subdivision on a rural living basis.
- C. CDL owns land in several titles on both the northern and southern sides of Mt Barker Road, from Mt Barker west to a boundary with the Larches station, through to the Cardrona River and town boundary, and on both sides of Faulks Road from a little past the Cardrona bridge crossing through to the T intersection with Mt Barker Road.
- D. BBHL owns land on the northern side of Ballantyne Road, a little past the Cardrona Bridge, through to the Cardrona River and town boundary. The property was in 2020 the subject to grant of a resource consent in part for the creation of a number of small rural living allotments.
- E. MAHL owns land on the southern side of Mt Barker Road to the West of the T junction with Faulks Road, and adjoining land owned by CDL. The property was the subject of a resource consent application some 20 years ago whereby ten rural living allotments were created among a much larger rural allotment – which remains zoned rural general.
- F. QLDC seeks to engage with the community and interested parties in relation to its 2021/2031 ten year District Plan Review, and also with respect to what it has described as the Queenstown Lakes Spatial Plan which has application in relation to Council's financial planning, infrastructure, as well as land use and zoning.

- G. CDL, MAHL and BBHL share a close relationship through farming and property related activities as a result of a level of common share ownership between them. They wish to make a number of submissions in relation to QLDC's District Plan Review and Spatial Plan.

Submissions

1. QLDC are aware that there has been very substantial growth in population, tourism, along with housing, property development, and infrastructure demand within the wider district, particularly over the past 20 years, but also forecast to continue at a rate higher than most district council authorities in New Zealand.

2. The QLDC Spatial Plan dated March 2021 released recently for public consultation identifies the "consolidated growth and more housing choice" as a desired outcome, with strategies to achieve that including:

- (a) An increase in density in appropriate locations, and
- (b) Improving housing diversity and choice.

3. In that report Council also refers (at page 14 in relation to Wanaka) to managed growth and zoning, at page 18 to the need to "avoid zoning by development", and finally at page 32, identifies in its summary of key themes from an Upper Clutha workshop, an indication that "growth be contained within the Cardrona and Clutha Rivers with the focus for Wanaka being southwards towards Cardrona".

4. To put those comments in perspective, it would appear that Council is principally referring to higher density urban development around the Wanaka town centre, Pembroke Park, and Three Parks rather than with much emphasis on the rural general or rural living space.

5. Clearly Council's comments regarding the containment of growth within the Cardrona and Clutha Rivers, seem in the colour plan referred to as map 8: Upper Clutha - Spatial Elements continues to ignore development pressure, currently inadequate zoning, and Government pressure to adjust currently fixed town boundary thinking. A copy of that map - marked with an additional black dotted line to show the general area of land that the submitters believe should contain further rural living zoning attention is **attached**.

6. Within the existing township boundary, as well as in small satellite urban centres such as with Albert Town, Lake Hawea, Luggate, and areas particularly to the east of Beacon Point, and to the southwest in the area of the Cardrona Valley Road and Orchard Road – along of course with the Three Parks development – QLDC has very substantially addressed, at least on an interim basis, much of the zoning and infrastructure requirement for inner urban housing and commercial development.

7. In doing so, substantial land areas previously zoned or progressively developed in a rural residential or rural lifestyle sense – more generally referred to as rural lifestyle – has now been lost to that type of development. QLDC has failed despite almost continuous

pressure from the community, local property owners including these submitters, and the Environment Court, to deal with the issue of rural living.

8. That is despite being directed by the Environment Court in 2017 to undertake a wide ranging and detailed land use study of the Wakatipu basin – which it subsequently did undertake – but which also recommended that the same level of study and analysis be undertaken for the Upper Clutha/Wanaka basin area. Pressure to advance such a study has been largely ignored by QLDC, despite repeated applications to the Environment Court by landowners, interested parties such as the Upper Clutha Environment Society (UCES) and members of the community.

9. Studies of the nature directed or recommended are expensive of course, and time consuming to undertake. But as the Environment Court has said, how can a local authority plan its land use and infrastructure requirements on a ten year advance projected basis as required by the Act if it has not undertaken a review of its land and zoning requirements, and likely development and infrastructure expected to be associated with that.

10. Council has recently embarked on a review of what it terms “Priority Areas” in relation to the Upper Clutha/Wanaka basin area, but it is submitted that is a less than comprehensive way of dealing with a full land use study, and whilst it is likely to assist, it is more likely to provide an informed view of a modest nature only, and quite likely more limited to issues of environmental impact rather than the more urgent analysis of what future development planning for land use and infrastructure is needed.

11. A review of Council’s proposed ten year budget indicates, if the submitter’s analysis of Council’s figures are correct, the following:

- (a) Community services and facility capital works as to \$268 million - \$204 million allocated to the Wakatipu basin, \$64 million to Upper Clutha/Wanaka basin, and \$6.4 million for other district wide areas.
- (b) Transport capital works as to \$500 million - \$389 million attributed to the Wakatipu basin, and just \$99 million for Upper Clutha/Wanaka basin.
- (c) There appears to be very little allocation within those budgets, particularly for Upper Clutha/Wanaka basin, for the development of essential infrastructure outside of roading and cycle networks – for example the development or enhancement of sewage, water, or electrical infrastructure barely scores a mention.
- (d) The assumption can only be that apart from some roading upgrades outside of the existing town boundary such as the Ballantyne Road upgrade project currently being undertaken in conjunction with NZTA, QLDC has no plans to provide further infrastructure beyond the current town boundary.

12. Clearly Council is flagging an intent to sidestep the question of both rural living development and development beyond the existing town boundary yet again, and for another ten years. That ignores current development pressures and demand in that space, the progressive and significant loss of similarly zoned land being upgraded to

more intensive urban and commercial uses, and the fact that QLDC has been forced to address these issues already in the Wakatipu basin.

13. There are some observations that can immediately be made in relation to the foregoing submissions:

- (a) The present roading upgrades in relation to Ballantyne Road are a very positive step for Wanaka. It recognises a need for improved and supplementary roading access to Wanaka, around Wanaka, and to the airport and state highway.
- (b) It provides better and safer access from Wanaka township to the many rural living properties now located along the road, being an area on the periphery of the Wanaka town boundary still zoned rural general, but now for the most part characterised by rural living and lifestyle development.
- (c) The Ballantyne Roding development did provide an opportunity to Council to incorporate the provision of town water supply, sewage, and storm water facilities to anticipate the continuing intensification of development in a rural living sense in that area - albeit no doubt at some additional and substantial cost - but it appears that Council has not availed itself of the efficiencies that were available to do that.
- (d) It must also be said that much of the presently zoned rural general land from the Cardrona River to the north through Faulks Road and Mt Barker Road as between Mt Barker to the east and the Larches Station/Cardrona valley to the west now contains a significant population of rural living/lifestyle residents, and the nature of the majority of that land as currently rural general is clearly inadequate and inappropriate.

14. Currently QLDC deals with demand in the rural living space and within the rural general zone on what it refers to as a discretionary application basis, which the present submitters can confirm from experience is woefully inadequate, managed on an arbitrary and capricious basis by Council and its staff, is time consuming and expensive, does not meet the needs of the community, and is likely the greatest contributor to legal expense of any aspect of Council's business operations.

15. The submitters have been approached with monotonous regularity to provide rural living property by private individuals. So too a number of retirement village operators, and a private hospital operator. Invariably those parties leave disappointed when they are apprised of the cost and time frames involved in dealing with zoning and Resource Management Act considerations that ought properly to have been already considered and implemented by QLDC. That is what the spatial plan and the ten year District Plan Review should be doing now with those parties that have an obvious need or financial interest in these matters, such as land owners.

16. Government is so incensed at the lack of energy and application by a small number of local authorities – of which QLDC probably rates either a number 1 or number 2 spot – in addressing these matters that:

- (a) It recently announced that it would look to scrap the Resource Management Act all together to avoid the previous level of prevarication,
- (b) Implement some of the District planning requirements directly at government level so as to remove some of that decision making from local authorities, and
- (c) On a number of occasions has threatened to either remove or relocate fixed town boundaries in growth areas where local authorities prove reluctant to do so on their own account.

17. The fact that Council has noted the potential as has been referred at paragraph ?? above to the “need to avoid zoning by development” is a positive step in its thinking. But to avoid that Council needs to properly accommodate the development pressures, need, and desirability of expanding its stock of rural living zoning - and do so now as part of its Ten Year District Plan Review - rather than leave that to occur by judicial decision. It should do so with the support of interested stakeholders - recognising that the landowners involved will be numerically much smaller than in town residential populations, but for obvious reasons much more significantly impacted by Council’s decision-making.

18. It is submitted that front footing these issues, making decisions, dealing with zoning and development pressure, and providing clear planning and guidelines for future growth in this area in particular voluntarily and with the support of interested stakeholders would be preferable to having some of these things simply imposed on QLDC and the community by Government through a failure of the local authority to address these issues.

19. These submissions are limited in their focus to matters within the submitters’ sphere of knowledge and expertise, and where they are genuinely interested stakeholders, namely in relation to the rural general and rural living space close to Wanaka township. That is not to say that the submitters are not aware of wider community issues or issues that affect both Wanaka township directly or surrounding areas such as Queenstown and Cromwell. Neither is it to suggest that the submitters are not sensitive to the views of others on matters such as the application of Council’s budget spend, airport issues, or issues affecting matters such as the Central Otago environment, growth in tourism, and climate change. No doubt others will submit on those points.

Summary

- A.** There is an urgent need for QLDC to invest in the comprehensive land use capability study that was recommended to it in 2017 by the Environment Court, and of a similar nature to that undertaken so helpfully and effectively in relation to the Wakatipu basin. Wanaka should not be marginalised for Council’s failure to commission that study.
- B.** It is inappropriate and entirely against good town planning practice and Government directives to be suggesting that the present town boundary as loosely delineated by the Cardrona and Clutha Rivers should remain fixed, as it has for some 25 years. If Council does not accept and adopt a need for more flexibility with town boundaries

and thus land use implications arising therefrom, it is likely that Government will step in and do that for Council as part of its revised legislation to replace the Resource Management Act and that may well lead to a result that neither the Council nor the community wishes to see.

- C.** The **attached** Google satellite map details areas which the submitters believe need to be fully or substantially re-zoned to a rural living/rural lifestyle use to allow for the development pressures, growth and community needs that are already evident, and where land use is already a dominant feature. Land within those areas that is owned by one or more of the submitters is also identified with hard black lines on approximate ownership boundaries, a wider area covering land owned by others within which further rural living zone application is appropriate is marked with hard dotted black lines.
- D.** It is submitted that some of those areas will also be suitable for more intensive future urban or specialised development, both in a more intensive urban development sense than would be the case for rural living but allowing for larger land footprints as required for uses such as retirement villages or hospitals that cannot easily be accommodated within current township areas.

Mike Garnham

Director

Location: Wanaka

Date: 04/05/2021

Time: 10:50

SINCLAIR Mark

Wanaka Stakeholders Group Inc

Wanaka

Keywords: Wanaka Airport, Growth, Tourism, Climate Change



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

Oppose

Q. Please let us know your comments or feedback:


Submission attached - PDF

Q. Please describe the reasons for your position:

Submission attached - PDF

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

Submission attached - PDF

The content of this form is entirely redacted with black boxes. It appears to be a text input field divided into three horizontal sections. The first section is the largest, followed by a medium-sized section, and a smaller section at the bottom. No text is visible within these sections.



Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

Submission emailed to letstalk@qldc.govt.nz (subject: Queenstown Lakes Spatial Plan submission)

QLDC Spatial Plan Submission from Wanaka Stakeholders Group Inc. 15 April 2021

Submitter's details

Wanaka Stakeholders Group Inc. ("WSG")

Email: [REDACTED]

Postal: [REDACTED]

"Do you wish to be heard?": Yes, we do please.

Introduction

WSG is a community based organisation focused on challenging Council's plans for the redevelopment of Wanaka Airport as a jet capable airport. The group has grown to a current membership of some 3500 members - equivalent to almost 49% of the adult population of the Upper Clutha. We work closely with the various Residents Associations in the area as well as other community groups.

In preparing to make this submission on the Spatial Plan ("SP") we read the documents and spoke with our local elected representatives. We have also listened to our members and our communities including via surveys we have conducted to be sure that we understand and are representing their views. We have studied Council's own surveys e.g. Quality of Life Surveys since 2018 - which clearly outline what the views of our communities are. These surveys also reflect the results of third party surveys (including those commissioned by government agencies and independent media outlets) which have been widely published.

As you know, we are awaiting the release from the High Court of the judicial review decision focussing on the legality of decisions to grant the QAC lease over Wanaka Airport. We are therefore participating in this submission process on a without-prejudice basis.

Summary

In the limited time available to us, members of WSG have closely and carefully reviewed hundreds of pages of documentation from Council, and make our submissions and recommendations in five key areas. These are outlined in detail below, but in summary they are: To complete

1. **Listen to your communities.** QLDC must start putting its people first: the views and wishes of the community you serve are paramount, and you must engage in active listening (including real consultation) and act on it in good faith.
2. **Revise your population growth projections to reflect realistic population growth rates.** Council should commission realistic figures and sources produced separately for each of residential population growth and visitor population growth across the district, with figures separated out for the Upper Clutha community. These figures should be clear, easy to understand and well referenced.
3. **Plan for a reset for sustainable tourism. Recognise that Council has a part to play in managing tourism growth and** that your planning documents need to genuinely address issues of over-tourism and how to achieve sustainable destinations both for visitors and residents.
4. **Show real commitment to your climate emergency declaration and the urgent need for climate action.** Council's declaration of a Climate Emergency and the well documented and unequivocal concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration of all planning and budgeting.
5. **Specific recommendations relating to pages 88-89 of the SP.** We make specific recommendations in the the final section of this document.

Listen to your communities

One of the most important and overriding statements we need to make is this: **It's time the Council started to put its people first.**

We, the communities of ratepayers and residents who live, work and play here are the people you are here to serve. The views and wishes of our communities are paramount and as a local government organisation you have a duty to engage in active listening: this includes real and effective consultation and a willingness to take feedback from the community and act on it in good faith.

So our first message is this: **when you do engage - make sure that you listen.**

As you know, our communities have a range of concerns - and a key theme underlying each of these concerns is that they feel that are simply not being listened to. We, along with many other community organisations representing the Upper Clutha community, are deeply frustrated by this. The Council appears to be squandering the opportunity for any re-set, ignoring advice from both our Minister of Tourism and the Parliamentary Commissioner for the Environment, the single minded focus is to return to pre-Covid levels of tourism activity.

Tomorrow's tourism cannot be business as usual. This is not what our communities want.

We frequently hear it's "what's best for the overall district" or "**Wanaka needs to share the load**". The later statement made by a number of Queenstown Councillors is a staggering admission of failure. We certainly don't accept that we need to build another airport in Wanaka because Queenstowners don't like the current immediate impacts on ZQN. That sort of broad stroke planning is not the way to build first class communities or first class tourist destinations. We are individual communities with individual goals and values. Council must listen to and respect that diversity. That is part charm of places like Wanaka or Glenorchy or Hawea or Makarora or Kingston.

WSG Recommendations:

1. Council should review its consultation methods and how it treats community input and input from community organisations into planning, especially strategic planning vehicles such as the SP. This will be absolutely necessary for QLDC to move from 48% of respondents in 2020 who "are satisfied with the opportunities to have their say" to their target of 80% in all following years.

Establish and plan for realistic population growth rates

There is a fundamental disconnect between the QLDC's much lower projected residential growth figures and the growth rate we would expect on the basis of historical growth over the last 10-30 years. The SP significantly underestimates growth in resident numbers as the basis for future planning while assuming that tourism will grow massively throughout the 30 year period. In fact visitors are projected to outnumber residents by 2 to 1 by 2031. This has major ramifications for future planning for our district which must be addressed by QLDC.

Both the TYP and the Draft Spatial Plan mention a variety of growth rates as their basis for planning. The TYP offers 5.4% per annum as the combined growth in both visitor and resident numbers for the district, predicting an average day population of 85,372 by 2031. By 2031 the TYP predicts a peak day population of 144,782 visitors and residents, representing a combined growth rate of 3.5% per annum.

The TYP Consultation Document (page 13) states "Over the past 30 years, the Queenstown Lakes has grown steadily from 15,000 residents to its current population of approximately 42,000". In fact it is not quite 30 years that StatsNZ has the figures for, from 14,800 residents in 1996 to 47,400 in 2020. But this represents an average growth rate of 5% per annum. Yet again QLDC don't accept the figure of 47,400 - choosing DataVentures 43,377 instead, which makes historical bench-marking difficult.

The community needs clearly defined figures and sources, produced separately for resident and visitor populations, as well as separate and clearly defined population data for the Upper Clutha.

Any comparison we can see between StatsNZ published growth rates since 1996 and the future population and tourism numbers assumed in the both the draft plans suggests that the figures used for both the Draft TYP and the Draft Spatial Plan are unrealistically low, - unless there is a fundamental shift by council in how it facilitates growth. Serious underestimation and under-provisioning for growth have been a historic feature of QLDC long term plans for decades and are a key underlying reason for the wide range of well documented problems that the region now faces with infrastructure, housing, debt etc.

Our Council should be doing one of two things; either

1 - amend your plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred), or

2 - outline how you intend to manage growth and limit visitor numbers to what we as a community can cope with and fund.

Instead - unrestrained growth remains the default setting for our Council.

The Draft Spatial Plan presents a completely false impression of the likely growth of the region, including Wanaka, over the next 30 years. It is vastly over conservative while giving no indication of any actions council will take to limit growth. In no way does it support our district to "Grow Well" as set out in its goals. On the contrary it is in fact a recipe for the district to "Grow Badly".

Council needs to start again on the numbers, provide its communities with realistic growth scenarios and tell us how those could be planned for; and what actions the council propose to take to limit and manage growth. A genuine debate on this "growth" topic across the QLDC is well overdue!

WSG Recommendations:

2. Council should publish clearly defined population data and sources, produced separately for resident and visitor populations across the district, as well as separate and clearly defined population data for the Wanaka Ward.. These should include sources.
3. Projected future growth rates, both for residents and visitors, should include sources and reflect published historical figures and growth rates for the district, and should also be broken out to show Wanaka Ward numbers in all cases.
4. Growth projections for QLDC strategy, planning and budgeting are critical and therefore their basis should be fully transparent.

A re-set for sustainable tourism and air services

"Sustainable tourism needs to balance environmental protection, social equity, quality of life, emission reduction, cultural diversity and a viable economy. Focusing on sustainable tourism ensures that community wellbeing and environmental sustainability are integral to the success of the industry. Achieving a model for sustainable tourism in the Queenstown Lakes would have a significant impact on the national stage and demonstrate leadership within the industry." **Draft Spatial Plan (page 84)**

"The rapid increase in visitors has stretched infrastructure networks and is putting pressure on the environment and the community. Better coordination is needed to ensure visitors tread lightly and are a welcome contributor to the social, economic, cultural and environmental story of the Queenstown Lakes." **Draft Spatial Plan (page 83)**

The above statements purport to represent the guiding principles of the Draft Spatial Plan, **Outcome 3: A sustainable tourism system**. But they also represent a fundamental disconnect in both the Draft Spatial Plan and the Ten Year Plan between aspiration and actual policy. We fully support the sentiments contained above but this is a classic example of supposedly foundational principles not being reflected in projects or actions across either of the Draft Plans. Is the vision to develop a second much larger scale Wanaka Airport treading lightly?

There has yet to be any genuine consultation on the community's vision for the potential redevelopment of Wanaka Airport for regional, national and international flights. There have been a number of related surveys (such as the QAC consultation on expansion of noise boundaries at Queenstown Airport, the Quality of Life Surveys and the Martin Jenkins report). All of these have clearly shown resident discomfort with further expansion of airport activity and visitor numbers in the region.

A recent survey by WSG generated 1200 responses from both members and Upper Clutha residents and businesses. It clearly highlighted that the majority of respondents were opposed to the development of jet capable airports at either Tarras or Wanaka.

- More than 87% of respondents expressed concerns at the impact on the environment and quality of life of our residents and ratepayers should such developments at either location proceed.
- 83% were concerned about the negative impacts of airport development on the unique character of the Upper Clutha.
- 68.7% were concerned about road safety issues as a consequence.

Surely our Upper Clutha Community has made itself clear? Priority must be given to the needs of local residents.

A destination which strongly reflects the interests of its local community and invests infrastructure **for its residents** is far more likely to be an attractive destination to visitors in the long term. This has been Wanaka's strength since Covid, its attractiveness to locals and New Zealanders alike. Council needs to listen and then act on the concerns of our community rather than pandering to the very limited interests of developers, big business and outside corporates who simply want to drive the growth agenda with no regard to our community or the environment.

We also need to listen to the strategic goals of our national policy makers. This includes our Minister of Tourism's three imperatives: protecting and restoring the natural environment, ensuring the industry delivers high-quality tourism experiences, and striving to enhance the social licence, the public goodwill for tourism to continue operating in our communities."

We challenge the SP's assumption that we are remote. While attracting businesses "that diversify the economy depends on reliable air and land transport, communications and power." (SP 103) surely that air transport does not need to be 10 minutes away, especially in the case of the predominantly IT or film industries that are currently being promoted, and the existence of a jet capable airport less than 60 kilometers away in Queenstown.

As far as tourism is concerned, we are not remote and access is simply not an issue. Tourists have already decided to fly half-way around the world to get here and to drive for 2-3-5 hours through

diverse and scenic landscapes along well maintained roads from Christchurch or Invercargill or Dunedin to reach Queenstown and Wanaka is an integral part of their trip. This is exactly what Tourism NZ advocates, encouraging greater regional distribution.

Ski tourists, whether from Australia or the USA, are used to driving 2-3 hours to access their winter resorts. Our relative “remoteness” is in fact one of our attractions and clearly has not hindered the extraordinarily high rates of both residential and visitor growth in our towns over our recent past.

Since Covid and prior to borders re-opening, existing airport structure has proved more than adequate to cope with domestic demand.

The dual airport vision is for the dual benefit of business and international visitors - not local residents.

WSG Recommendations:

5. The draft Spatial Plan and other planning documents including the Ten Year Plan must be updated to reflect the guiding statements from the Spatial Plan quoted at the beginning of this section of the document.
6. QLDC needs to develop a genuinely sustainable tourism strategy, one which manages growth for the benefit of residents as well as tourists. **Airport strategy is a key method by which Council can manage tourism numbers into the district and influence levels of growth. A sustainable policy for air services is therefore vital to the economic and social wellbeing of the Queenstown Lakes.**
7. The dual airport vision should be abandoned in favour of a new vision for Wanaka Airport which truly reflects the wishes of the community.

Climate change and investment strategy for the Upper Clutha

Long term strategic planning for both Queenstown and Wānaka must take climate costs and community desire to manage visitor numbers into consideration. Until the Emissions Road Map and Climate Change Action are finalised, the Spatial Plan cannot inform and guide input to strategic decisions on future air services investment in the Queenstown Lakes District.

Specifically we see inadequate investment to reduce carbon emissions in the Upper Clutha and no commitment or planned mechanism to measure carbon emissions properly across projects and activities in the district. The work of the Climate Reference Group which has been in place since August 2020 should be feeding into the TYP and SP process. The TYP refers to an “emissions roadmap prepared to achieve net zero 2050,” yet there are absolutely no references to any compliances with it and it remains unpublished.

The community needs to see a copy of the road map referenced, and for this to inform all planned activities. Similarly, we understand that the Climate Action plan will not be finished until well after the adoption of either the TYP or Draft Spatial Plan, when it should be driver of strategy for both of these.

We would like to see the QLDC setting a leading example in mitigation of climate emissions. Just make a start, set some deadlines and achieve some real gains. There is currently no holistic plan to develop active transport in the Upper Clutha, a network operating plan is clearly needed. There are also no proposals for food waste collection and no measures envisioned for building waste and landfill reduction.

In addition to the submissions we have made in this document, we fully support the submission made by Wao Charitable Trust on the Draft SP.

WSG Recommendations:

8. Council’s declaration of a Climate Emergency and the concerns of the community around climate change should be built into the TYP as a **core underlying principal** and key consideration in all planning and budgeting.
9. There should be far greater investment (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.
10. There should be clear and objective evaluation and reporting on the carbon emissions profile of all planned infrastructure projects and activities flowing from those projects.
11. Assuming it has been finalised, as suggested, the emissions road map should be published and should be fully referenced in both the TYP and Draft Spatial Plan.
12. The Climate Action Plan needs to be brought forward and given priority.

Recommendations - Pages 88-89 Air Services

Page	Spatial Plan	Recommended Change
88	<p>Air Services Across Queenstown Lakes</p> <p>Due to the relatively remote location of the Queenstown Lakes, our residents and visitors are dependent on air services for connections to wider New Zealand and beyond. Currently approximately 30-40% of people access the region by air and the remainder by road. Air connectivity is therefore a key component of the transport system, and vital to the economic and social wellbeing of the Queenstown Lakes.</p> <p>Prior to the COVID-19 pandemic, the potential demand for air travel to the Southern Lakes Region was projected to reach 1.6 million residents/visitors by 2025 and 3.5 million residents / visitors by 2045. Growth in demand for commercial air services will continue as Queenstown Lakes and the wider region continues to develop, and it is important that the level of service continues to support this.</p>	<p>Air Services Across Queenstown Lakes</p> <p><i>As in many parts of New Zealand, Queenstown Lakes residents and visitors rely on air services for fast connection to wider New Zealand and beyond.</i> Currently approximately 30-40% of people access the region by air and the remainder by road. Air connectivity is a key component of the transport system.</p> <p><i>However it needs to be recognised that airports also influence and facilitate growth. They can be accelerators. Airport strategy is a key method by which Council can manage tourism numbers into the district and influence levels of growth. A sustainable policy for air services is therefore vital to the economic and social wellbeing of the Queenstown Lakes.</i></p> <p>Prior to the COVID-19 pandemic, the potential demand for air travel to the Southern Lakes Region was projected to reach 1.6 million residents/visitors by 2025 and 3.5 million residents / visitors by 2045.</p> <p><i>Note: Previously QAC reported passenger activity in terms of passenger movements (PAX movements). In this document the activity refers simply to passengers thus halving the number of PAX movements. In the interests of consistency and to reflect the actual level of activity we suggest that this report, like others previously, should talk in terms of PAX movements.</i></p> <p><i>This is our opportunity to press re-set. Instead of rushing to facilitate further visitor growth, let's allow natural capacity limits to slow the growth for us and allow tourism value to be spread across the southern region, thus aligning more closely both with the aspirations of the local community and the national tourism conversation.</i></p>
88	The Spatial Plan will be used to inform and	<i>Note: Who is undertaking the strategic planning</i>



	<p>guide input to strategic decisions on air service investment for the future. As strategic planning is progressed for both Queenstown and Wanaka airports, the outputs can be incorporated into future updates of the Spatial Plan.</p> <p>Queenstown Airport Corporation have a dual airport vision, which contemplates the provision of capacity for connectivity into the region via both Wanaka and Queenstown Airports. Long term planning for this proposition is at a conceptual level, with further work and community consultation required. Recent proposals to develop a new airport at Tarras, while not in the district, highlights the commercial interest in the development and delivery of capacity to serve the wider region."</p>	<p>of Queenstown and Wanaka airports and whose "outputs" are to be incorporated into the Spatial Plan? Council cannot assume an arms-length approach to QAC's dual airport development vision and QAC should not be driving the Spatial Plan.</p> <p>The Spatial Plan will be used to inform and guide input to strategic decisions on air service investment for the future.</p> <p>Strategic planning for both Queenstown and Wanaka airports must take climate costs and community desire to manage visitor numbers into consideration.</p> <p>Until the Emissions Road Map and Climate Change Action are finalised, the Spatial Plan cannot inform and guide input to strategic decisions on future air services investment in the Queenstown Lakes District.</p>
<p>89</p>	<p>Partnership's joint work program</p> <p>11. Develop and implement a Destination Management Strategy to align decision making and development with sustainable development principles</p> <p>12. Implement a levy on visitor accommodation across the Queenstown Lakes</p> <p>13. Develop and implement a Tourism Travel Demand Strategy to encourage the use of public and active modes by visitors</p> <p>14. Investigate establishing a sub-regional public transport network that provides for both local residents and visitor needs</p>	<p>Partnership's joint work program</p> <p>15. Key studies such as the emissions roadmap and Climate Change Action report need to inform any Destination Management Strategy.</p> <p>16. A Destination Management Strategy must include a commitment to protect the outstanding environment and vibrant local community that has brought tourists to this region over the last 50 years.</p> <p>17. A Plan B for air services and QAC strategy that puts residents before tourism growth, recognising that airport strategy has a direct effect on visitor numbers, infrastructure demand, environmental conservation, community well being and carbon emissions, and aims to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports.</p>

Updated 15/04/21

* WSG membership as at 22:00 Thursday 15th April 2021 stands at 3,488 people.

PAGE Nick

Wanaka

Keywords: Population Projections



Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

I have prepared a written submission and will email it to lets talk as per the instructions below.

Q. Please describe the reasons for your position:

See written submission

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

Submission from Nick Page

Please let us know your comments or feedback

The QLDC Draft Spatial Plan is fatally flawed as it grossly underestimates likely future population growth.

The Spatial Plan may read nicely as an aspirational document but as a Plan it is almost useless as it is entirely based on assumptions of future population growth that defy historic reality and any reasonable assessment of what the future might hold under present council policies.

For reasons that are not made clear in the documents the growth options considered in the Draft Spatial Plan are only for historically low or very low growth rates, of the order of a third of average annual population growth levels over the last 25 years and less than 20% of the annual growth that has occurred in recent high growth periods. Notably the documents contain no information on measures that the council is proposing to take to somehow try and ensure that its projected low to very low growth rates actually occur.

A core requirement of any valid Spatial Plan process is that it consider a full and realistic range of growth options. This is not the case for the published draft of the QLDC Spatial Plan, which is completely based on unrealistically low growth options.

Queenstown itself over recent years is of course a perfect example of what happens when this process does not work. With growth that has not been properly planned for we have ended up with congestion, housing issues, labour force issues etc and seemingly endless catch up. These problems are in a significant measure due to QLDC's own poor long term planning. For example, the 2012 QLDC 10 year plan predicted annual population growth over the next 10 years would be 2.2% per year. This was in spite of average growth over the preceding 10 years (2001 to 2011) being at a rate of 5.2% per year. What actually happened between 2011 and 2020? Instead of slowing as QLDC planned for, average growth in the regions residential population accelerated to 5.5% per annum. The resident population of QLDC grew not by around 7500, as predicted by QLDC in their 10 year plan, but actually by around 19,000, contributing to the range of problems we are faced with today.

So now QLDC is unbelievably trying to tell us in the Draft Spatial Plan that future growth will only average between 1.6% and 2.2% per annum. They present no explanation of why they assume such low future growth or critically what measures they are going to introduce to ensure the growth is so severely limited. Such a massive reduction in future growth rates from those of the immediate past simply make no sense. Once we pass any population growth disruption from Covid in 2021/22, and at this point that looks minimal, it is completely unrealistic to expect long term growth rates at a small fraction of historic levels when none of the drivers that have been behind the growth over the last 25 years have changed.

I have done some specific analysis, as shown in the spreadsheet attached below, but in summary some population facts and projections are as follows;

Historic Data

Actual QLDC population 2020 according to QLDC's Spatial Planning document :

41,000 (this figure is not supported by published Stats NZ figures)

Actual QLDC population 2020 according to Statistic NZ info share published data :

47,000

Average actual annual QLDC population growth rate 1996 - 2020 (Stats NZ data) :

5%

Average actual annual QLDC population growth rate 2016 - 2020 (Stats NZ data) :

7.05%

Growth Projections (From Page 12 of the Spatial Plan report & my spreadsheet analysis)

QLDC spatial plan "low" growth option for QLDC population 2050 (1.6% average growth rate)

66,000

QLDC spatial plan "high" growth option for QLDC population 2050 (2.1% average growth rate)

76,000

A more realistic range of growth scenarios (see spreadsheet NP1) based on historic facts:

Low growth option for QLDC population 2050 (3.2% average growth rate)

120,000

Medium growth option(s) for QLDC population 2050 (4.5% average growth rate)

170,000

High growth rate option for QLDC population 2050 (6% average growth rate)

270,000

The range of the growth rates I have chosen relate directly to the historic growth rate figures. As an interesting comparison Tauranga City (population now about 150,000) has had an annual growth rate of about 4% for the last few years. So as a minimum I believe that QLDC's figures underestimate resident population growth by almost 100% and this could easily be a 300% underestimate if the strong growth rate of the area experienced in recent years continues. It could of course be even higher, as it has been in the last few years.

The consequences of QLDC's current underestimates are that instead of 30 year planning needing to cater for a maximum of 30,000 extra people, as projected in the Draft Spatial Plan, QLDC should have in mind the possibility of an extra 230,000 people, clearly a vastly different prospect.

Now I stress that I am not promoting growth, only asking that planning is done on reasonable projections. From my analysis the QLDC Spatial plan DOES NOT do that. I realise that the "aspirations" of many residents are for lower growth but aspirations do not deliver outcomes unless specific measures are taken, and nowhere in the Spatial Plan do I see any indication of these. In lieu of measures of this type, planning for realistic, even if problematic, growth rates must be part of the Spatial Plan process.

Wanaka Area Specifics

So now lets look at Wanaka township specifically (excluding Hawea and Luggage for the purpose of my analysis), which has a current population of about 10,500.

Over the last 25 years the population of the Wanaka area has grown, on average, by 6.3% per annum (spreadsheet NP 2). Over the last 5 years (2015 to 2020) Wanaka's growth has averaged over 8% pa. If anything Wanaka may be better placed in terms of land availability to handle growth than Queenstown so it is possible that, contrary to another assumption made in the spatial plan (equal growth of all areas within QLDC) , Wanaka could see a greater proportion of the areas growth than Queenstown, so this may tend to further accelerate future growth in the Wanaka area.

So what do different growth rates mean to the population of Wanaka township in 2050.

QLDC spatial plan (implied) population (table 2, approx 2% growth pa) - 2050 population : 19,000

NP Scenario 1 population (see spreadsheet) - annual growth 4.5% (still less than historic average) - 2050 population : 45,000

NP Scenario 3 population (see spreadsheet) - annual growth 6% (less than the last 5 year average) - 2050 population : 70,000

What might this mean to the physical growth of Wanaka?

The Draft Spatial Plan envisages Wanaka townships growth being constrained by the Cardrona River for the next 30 years, with some intensification in the main town area and higher density development in Three parks etc.

It is worth noting here that the "Priority Development Area" for Wanaka (map Page 61 of the Spatial Plan) includes both the existing golf course and Lismore Park. I do not believe that either of these should be considered as available for development, let alone part of the "Priority Development Area".

I have analysed the approximate area required for the higher growth scenarios (see spreadsheet NP3), including consideration of greater average density being achieved in future development (see attached markup). I fully accept that these are indicative only, ignore issues such as flood planes, productive soil protection, protection areas of natural landscapes etc but they do indicate the gross shortcomings of the Draft Spatial Plan. Clearly however, for environmental and practical reasons, future growth in Wanaka is going to tend to follow the Hawea/Clutha valley towards, and eventually past, the existing airport and Luggage and under no realistic growth scenario can it be expected to be constrained by the Cardrona river.

A proper, comprehensive, realistic spatial planning exercise is ABSOLUTELY CRITICAL for the region and for Wanaka (as opposed to the current Draft Spatial Plan document) but I trust that my markup highlights the significance of the issues to be considered, many of which are listed as aspirations in the Spatial Plan document but not at all appropriately considered due to the unrealistically constrained population growth assumed.

Please describe the reasons for your position:

So in summary, I believe that the Draft Spatial Plan presents a completely false impression of the likely growth of the region, including Wanaka, over the next 30 years. It is vastly over conservative while giving no indication of any actions council will take to limit growth. It in no way supports our district to "Grow Well" as set out in its goals. On the contrary it is in fact a recipe for the the district to "Grow Badly". The actual spatial planning work presented in the document is invalid because of grossly deficient assumptions and make the draft as presented of virtually no use in planning for the future or ensuring that the region can be realistically prepared for the future. Council need to start again on the numbers, provide its communities with realistic growth scenarios and tell us how those could be planned for and what actions council propose to take to limit growth while catering for the inevitable growth. The community should then be give a further opportunity to comment in detail on a realistic document, as the gross overall inadequacies of the current Draft Spatial Plan make detailed comments virtually redundant.

[Redacted content]

Location: Wanaka

Date: 04/05/2021

Time: 11:05

HOWARD Andrew

Ignite Wanaka

Wanaka

Keywords: Population Projections

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

Oppose

Q. Please let us know your comments or feedback:

Via email:

Ignite Wanaka supports the submission of Nick Page. Continuous underestimation of growth in the Upper Clutha presents a real risk to businesses here. Good infrastructure investment will be critical over coming years and this plan will not support that. We understand that predicting future growth is challenging but using historical growth as a minimum would be the safer option as everything we see points to accelerating growth over the coming 10 years.

Q. Please describe the reasons for your position:

As above

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

As above



Location: Wanaka

Date: 04/05/2021

Time: 11:10

JESSUP Brenda

Albert Town

Keywords: Wanaka Airport



Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

Lots of well meaning words not backed up with good information or well thought out planning.

Q. Please describe the reasons for your position:

The plan is for further growth with no specific need to consult with local communities. Concern for the environment has never been higher and this needs to be at the forefront of all decisions by our council. Since moving here in 2001 I have seen the growth in the area drastically affected the environment.

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

We do not want airport development in Wanaka, or Tarras.

Location: Wanaka

Date: 04/05/2021

Time: 11:15

MALPASS Nicole

Varina Pty Ltd

Wanaka

Keywords: Growth,Population Projections,Upper Clutha



Q. Please let us know your comments or feedback:

PDF attached



Q. Please describe the reasons for your position:

PDF attached

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

PDF attached



Submission on Queenstown Lakes Draft Spatial Plan

To: Queenstown Lakes District Council

Submitter: Varina Pty Limited

Address for Service: IP Solutions Ltd

[REDACTED]
[REDACTED]

Attn: Nicole Malpass

[REDACTED]
[REDACTED]

Executive Summary

The submitter agrees in the value of undertaking a longer-term spatial planning exercise. However, it is submitted that there are fundamental faults which need to be addressed before moving forward.

Submission

Varina Pty Limited is company that has a large portfolio of urban land holdings and is a significant stakeholder in the visitor accommodation industry. The submitter therefore has an interest in the future spatial development vision of Wanaka and specifically within proximity of the existing Town Centre and adjacent residential zoning.

With respect, the submitter believes Council have adopted a restrictive approach by constraining the opportunities to accommodate Wanaka's growth and development to a finite area of land that has been defined by natural features such as the Cardrona River. As growth projections and associated demand has no relationship to natural feature location, it appears somewhat short-sighted to constrain the available land resource as indicated by the draft spatial plan.

If urban development is to be binarily defined in this manner, it is required to be appropriately dealt to with more intense development provided for through an urban zoning regime. This urban zoning regime is to be appropriately envisioned with realistic growth projections in mind.

Priority development areas for urban growth appear to include the Golf Course as well as Lismore Park. Arguably, neither of these should be considered for urban development purposes and so the volume of predicted yield/supply at these locations should be discounted from envisaged capacities.

There appears to be no accounting for Wanaka Airport within the spatial development projection and/or the main transportation routes between Wanaka, Wanaka Airport and Luggate. These are logical areas to be included, as they will inevitably develop further.

In regard to Map 15: Upper Clutha Public Transport and Active Travel Networks. There appears to be no 'Planned' public transport networks only 'Vision'. It is submitted that this is carbon inefficient, discouraging for visitors and potentially isolating to residents when considering the predicted growth rates alongside parking provisions moving away from Local Government.

Lastly, this submission supports Mr. Nick Page's submission and is in agreement that the growth projections have been grossly underestimated. This is a point which

requires serious consideration by Council and which will, as a consequence, require comprehensive re-modelling.

Summary of Submission

Overall, Varina Propriety Ltd agrees in the value of undertaking a longer-term spatial planning exercise. However, it is submitted that there are fundamental oversights and errors which need to be addressed before moving forward.

The submitter wishes to be heard in support of their submission.



.....

Nicole Malpass (on behalf of Varina Pty Limited)

19 April 2021

Location: Wanaka

Date: 04/05/2021

Time: 11:20

MALPASS Nicole

Medius Wanaka Ltd

Wanaka

Keywords: Upper Clutha,Population Projections,Urban Growth



Q. Please let us know your comments or feedback:

PDF attached



Q. Please describe the reasons for your position:

PDF attached

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

PDF attached



Submission on Queenstown Lakes Draft Spatial Plan

To: Queenstown Lakes District Council

Submitter: Medius Wanaka Ltd

Address for Service: IP Solutions Ltd

[Redacted]
[Redacted]

Attn: Nicole Malpass

[Redacted]
[Redacted]

Executive Summary

The submitter supports the *intent* of the draft spatial plan 2021 however, believes there are inherent faults which need to be addressed before moving forward.

Submission

Medius Wanaka Ltd is a Wanaka based company which has interest in multiple land holdings within an outside of the existing urban growth boundaries. As a Wanaka based company, the submitter has a personal interest in the future spatial development vision of the town.

Respectfully, the submitter believes that Council have adopted a somewhat short-sighted approach by constraining the opportunity to accommodate Wanaka's growth and development to a finite area of land that has been defined by natural features such

as (for example) the Cardrona River. Growth projections and associated demand has no relationship to natural feature locations, and therefore it is short-sighted to constrain the available land resource as indicated by the spatial plan.

Future demands are dynamic and relate to a demand wider than 'urbanisation'. Spatial planning requires to identify in more detail the nature of demand, prescribing a more detailed response to demand types that extend beyond what can be provided within 'urban' environments.

There appears to be no accounting for Wanaka Airport within the spatial development projection and/or the main transportation routes between Wanaka, Wanaka Airport and Luggate. These are the areas which will inevitably develop further, and so spatial planning requires to consider the likely and viable solutions to growth associated with the ongoing development of such service activities at their current location.

Priority development areas for urban growth appear to include the Golf Course as well as Lismore Park. Arguably, neither of these should be considered for urban development purposes for standard of living reasons and so the volume of predicted yield/supply at these locations should be discounted from envisaged capacities.

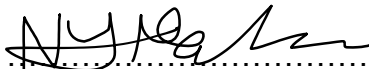
In regard to Map 15: Upper Clutha Public Transport and Active Travel Networks. There appears to be no 'Planned' public transport networks only 'Vision'. It is submitted that this is carbon inefficient and potentially isolating given the predicted growth rates alongside parking provisions moving away from Local Government.

Lastly, this submission supports Mr. Nick Page's submission and is in agreement that the growth projections have been grossly underestimated. This is a point which requires serious consideration by Council and which will, as a consequence, require comprehensive re-modelling.

Summary of Submission

Overall, Medius Wanaka Ltd agrees with the intent of the draft spatial plan put forward however believes the concerns raised above need to be addressed.

The submitter wishes to be heard in support of their submission.



.....

Nicole Malpass (on behalf of Medius Wanaka Ltd)

16 April 2021

DOWNING Zella

Hawea & Hawea Flat

Keywords: Economic Development, Climate Change, Growth

[Redacted]

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

Oppose

[Redacted]

Q. Please let us know your comments or feedback:

PDF attached

[Redacted]

Q. Please describe the reasons for your position:

PDF attached

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

PDF attached

QLDC Spatial Plan Submission

Zella Downing
[REDACTED]
[REDACTED]
[REDACTED]

April 16, 2021

I wish to be heard.

Key Point Summary:

1. **Wellbeing**

QLDC must start putting its people first. The views and wishes of the community you serve are paramount, and you must engage in active listening (including real consultation) and act on it in good faith. "Consultating" and then doing as you please shows a worrying lack of respect for the community.

2. **Growth**

Because growth is such a vital component to the Spatial Plan, council must revise population growth projections to reflect realistic population growth rates. Council should commission realistic figures and sources produced separately for each of residential population growth and visitor population growth across the district, with figures separated out for the Upper Clutha community. These figures should be clear, easy to understand and well referenced. Whaiora, to grow well, acknowledges the physical, geographic, natural limits of the earth.

3. **Economic Diversification**

Planning documents need to genuinely address issues of *over-tourism*. Council has a part to play in managing (or promoting) tourism growth. Saturation points are easily reached when the market is intensified through overly optimistic economic forecasting (greed in some cases) and weak, or non-existent, regulation.

4. **Climate**

Council's declaration of a Climate Emergency has not resulted in any significant action. Long term strategic planning for both Queenstown and Wānaka must take climate costs and community desire to manage visitor numbers into consideration. Until the Emissions Road Map and Climate Change Action are finalised, the Spatial Plan cannot inform and guide input to strategic decisions on future air services investment in the Queenstown Lakes District.

Wellbeing

The hauora principle of the Spatial Plan states that decisions about growth recognise social, economic, environmental and cultural considerations. Council literature about the Plan states that it has been influenced by Vision Beyond 2050 ideals and community 'consultation'. The Plan itself is a reflection of Business-As-Usual.

Breathtaking Creativity is an awe-inspiring concept, and IF it truly were embedded in this Plan, residents could be assured of our wellbeing. But the Spatial Plan is an elaborate guise for continuing to do what we've always done, and there's not much creativity in that.

The people at the top, the power-brokers, want growth because growth fuels the economy and growth is what they understand. Land developers buy up farmland and turn it into housing developments. There is no Council direction for renewable energy (solar panels) to be a required. There is no Council initiative to reduce or recycle the enormous (and somewhat shameful) amount of waste produced from each new house build. Council appear to be making it difficult for Tiny Home villages to be established, or, at the very least, have not made them welcome.

There is not Opportunity For All when the real estate market prices families out of the housing market. Building more houses isn't really the issue, being able to afford them is.

Tourism does provide opportunities for job growth, but most of those jobs are in the service industry and are minimum wage jobs. Employment opportunities that come with a six-figure salary are rare indeed.

The Spatial Element Maps and Spatial Plan Capacity identify relatively flat areas where development can escalate, but I can't see that Council has balanced this growth with extended medical facilities--can the Government afford another hospital? Or do all the sick people have to leave town?

Can the existing infrastructure cope with tens of thousands of more dwellings? Is Council absolutely confident that there will always be enough clean water? Or must our standards on what is clean drop to accommodate the growth? Council is in a position to start limiting or slowing down growth, but that would take courage...and vision!

Can the narrow roads that wind through gorges, over a mountain range, along rivers or beside a lake cope with the possible 20,000 vehicles that might accompany 10,000 additional dwellings?

All of the above issues have been raised by the public. In order to "Grow Well", we might just have to slow down the rate of growth.

There are numerous ways that Wellbeing is being ignored or overlooked in the Spatial Plan and in Council dealings with the public. It is imperative that the Council start putting its people first.

Recommendations:

- Council should review its consultation methods and how it treats community input and input from community organisations into planning, especially strategic planning vehicles such as the Spatial Plan.

Growth

There is a fundamental disconnect between the QLDC's much lower projected residential growth figures and the growth rate expected on the basis of historical growth over the last 10-30 years. The Spatial Plan significantly underestimates growth in resident numbers as the basis for future planning while assuming that tourism will grow massively throughout the 30 year period.

Unrestrained growth remains Council's default setting. The Draft Spatial Plan presents a completely false impression of the likely growth of the region, including Wānaka, over the next 30 years. It is vastly over conservative while giving no indication of any actions council will take to limit growth. In no way does it support our district to "Grow Well" as set out in its goals. On the contrary, it is a recipe for the district to "Grow Badly".

Council needs to start again on the numbers, provide its communities with realistic growth scenarios and tell us how those could be planned for; and what actions the council propose to take to limit and manage growth. A genuine debate on this "growth" topic across the QLDC is well overdue!

Recommendations:

- Growth projections for QLDC strategy, planning and budgeting are critical and therefore their basis should be fully transparent.
- Amend plans to reflect realistic levels of growth and peak demand and take responsibility with the infrastructural costs that will be incurred.
- Outline how you intend to manage growth and limit visitor numbers to what we as a community can cope with and fund.
- Publish clearly defined population data and sources, produced separately for resident and visitor populations across the district, as well as separate and clearly defined population data for the Wānaka Ward. These should include sources.
- Projected future growth rates, both for residents and visitors, should include sources and reflect published historical figures and growth rates for the district; data should be broken down to identify Wanaka Ward numbers in all cases.

Economic Diversification

A recent survey by WSG generated 1200 responses from members and Upper Clutha residents and businesses. It clearly highlighted that the majority of respondents were opposed to the development of jet capable airports at either Tarras or Wānaka.

- More than 87% of respondents expressed concerns at the impact on the environment and quality of life of our residents and ratepayers should such developments at either location proceed.
 - 83% were concerned about the negative impacts of airport development on the unique character of the Upper Clutha.
 - 68.7% were concerned about road safety issues as a consequence.
- Surely our Upper Clutha Community has made itself clear? Priority must be given to the needs of local residents.

Airport Expansion is a driver of growth and intensifies the tourist industry to such an extent that it risks becoming cancerous and eating away at itself. Airport developers will demand a return on their investment and that will come by selling flights, so there's little chance of controlling growth once the airport is built.

Intensive dairy farming put too many cows in a paddock, resulting in too much nitrogen for the soil to absorb which in turn polluted our waterways. (*The Government has spent more than [\\$70 million on a massive clean-up of Rotorua lakes](#). Much of that pollution could have been prevented through more intelligent planning--planning that is not influenced by the economic darling of the day; in Rotorua it was dairying; here it's tourism.*) Dairy farming, and perhaps farming in general, is on the cusp of losing its social license. The circumstances causing that high level of degradation to the water would have been better prevented than mitigated. Intensive tourism growth puts too many people in the Queenstown Lakes region, and the outcome will also require rescuing one day. So much for resilience.

Horticulture, alternative education models, recycling & up-cycling schemes, cottage industries and development of renewable energy are also pathways into the future. Tourism is not the only one. Very little Breathtaking Creativity is being shown in this document.

The strategic goals of our national policy makers, which includes our Minister of Tourism, identify three imperatives:

1. protecting and restoring the natural environment
2. ensuring the industry delivers high-quality tourism experiences
3. striving to enhance the social licence, the public goodwill for tourism to continue operating in our communities

The Spatial Plan does little to address these three goals.

The Queenstown Lakes region is not remote. The Australian Outback and the Yukon Territory in Canada are remote. Those who have already decided to fly half-way around the world to get here couldn't possibly object to driving through diverse, scenic landscape to reach this area from Christchurch, Dunedin or Invercargill. "Seeing New Zealand" is the

purpose of their trip, and encouraging greater regional distribution of visitors is advocated by Tourism NZ.

There is no international airport at sister-city Aspen, Colorado. The nearest airports to that alpine resort is Grand Junction - 2 hours away by car, or Denver - 3 1/2 hours by car. We have existing airports within those proximities to Queenstown. It is sheer madness to force more airport growth onto the people of the Queenstown Lakes and Upper Clutha.

The dual airport vision benefits business and international visitors, not local residents. An over-reliance on tourism creates an economic imbalance. There is temporary gain, but when the basket drops - there go all the eggs.

Recommendations:

- The draft Spatial Plan and other planning documents including the 10-Year Plan must be updated to reflect the guiding statements on pages 83 - 84:
 - *“Sustainable tourism needs to balance environmental protection, social equity, quality of life, emission reduction, cultural diversity and a viable economy. Focusing on sustainable tourism ensures that community wellbeing and environmental sustainability are integral to the success of the industry. Achieving a model for sustainable tourism in the Queenstown Lakes would have a significant impact on the national stage and demonstrate leadership within the industry.” page 84*
 - *“The rapid increase in visitors has stretched infrastructure networks and is putting pressure on the environment and the community. Better coordination is needed to ensure visitors tread lightly and are a welcome contributor to the social, economic, cultural and environmental story of the Queenstown Lakes.” page 83*
- QLDC needs to develop a genuinely sustainable tourism strategy, one which manages growth for the benefit of residents as well as tourists. **Airport strategy is a key method by which Council can manage tourism numbers into the district and influence levels of growth. A sustainable policy for air services is therefore vital to the economic and social wellbeing of the Queenstown Lakes.**
- The dual airport vision should be abandoned in favour of a new vision for Wānaka Airport which truly reflects the wishes of the community.

Climate

The lack of action around climate change is concerning. The lack of action is evident in the heavy emphasis placed on Business-As-Usual initiatives throughout the 10-Year and Spatial Plan.

The lack of climate expertise within the Council is concerning. If there were a medical emergency, we'd all acknowledge the need for a doctor. During a Climate Emergency, the council should have access to climate expertise and climate accounting expertise. Individuals with this skill set should be encouraged to work across the whole QLDC organisation.

All planning should include an emissions cost as well as the financial cost. A carbon accountant should be employed for each project. When two or more options are weighed against one another, the emissions cost of both strategies should be presented.

Currently a business case must be presented for every project, a carbon emissions and business case should be required.

The de-prioritisation of active travel is concerning. People in cars are bigger roads is the antithesis of a solution. People will only leave the comfort of their own car when consistently reliable options are readily available. Queenstown Lakes must fund and establish Active Transport networks and public transportation. The Arterial Road and Boundary Street parking building are two clear examples of Council prioritising Business-As-Usual through funding and concept development. Breathtaking Creativity opens up possibilities to explore, develop and other modes of transport which is a vital step toward "thriving in a zero carbon community."

The de-prioritisation of waste management is concerning. Minimising or recycling construction waste is an essential step toward Net Zero emissions. Waste management must include organics diversion. There is no mention of solar energy being a natural and essential part of every new housing development. There is no mention of supporting or encouraging Tiny Home communities. Instead Council appears to be backing development of Lakeview which eliminates inexpensive accommodation and burdens ratepayers with the cost of preparing it for sub-division. Developing Lakeview was meant to address visitor growth. There's no respect for climate concerns in decision making like that.

There are dangerous assumptions underpinning the Spatial Plan and the 10-Year Plan. There appears to be a mindset of "Grow to meet your growth projections." Funding must be directed to where it helps reduce emissions. I don't see that happening in this plan.

I fully support the submission made by Wao Charitable Trust.

Recommendations:

- Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the Spatial Plan as a **core underlying principal** and key consideration in all planning and budgeting.
- Fund a Climate Change and Sustainability Officer at the executive management level so all high level meetings have a voice for climate.
- Employ individuals with carbon accounting expertise to upskill the entire QLDC organisation.
- Ensure that a carbon price is placed on all projects and used to evaluate which option better serves the people of this region and the whole planet.
- The Climate Action Plan needs to be brought forward and given priority.
- There should be far greater investment (both from a budget perspective and a planning perspective) to dramatically reduce carbon emissions in our district.
- Abandon plans to build a \$31M parking building on Boundary Street and redistribute the funds.
- Develop Wānaka Active Transport.
- Build cycle parking infrastructure.
- Assuming it has been finalised, the emissions road map should be published and fully referenced in both the 10-Year Plan and Draft Spatial Plan.
- Biodiversity must be protected and extended. Public spaces should reflect the abundance of the earth herself and be utilised to promote all forms of life.

Recommendations - Pages 88-89 Air Services

Page	Spatial Plan	Recommended Change
88	<p>Air Services Across Queenstown Lakes</p> <p>Due to the relatively remote location of the Queenstown Lakes, our residents and visitors are dependent on air services for connections to wider New Zealand and beyond. Currently approximately 30-40% of people access the region by air and the remainder by road. Air connectivity is therefore a key component of the transport system, and vital to the economic and social wellbeing of the Queenstown Lakes.</p> <p>Prior to the COVID-19 pandemic, the potential demand for air travel to the Southern Lakes Region was projected to reach 1.6 million residents/visitors by 2025 and 3.5 million residents / visitors by 2045. Growth in demand for commercial air services will continue as Queenstown Lakes and the wider region continues to develop, and it is important that the level of service continues to support this.</p>	<p>Air Services Across Queenstown Lakes</p> <p>As in many parts of New Zealand, Queenstown Lakes residents and visitors rely on air services for fast connection to wider New Zealand and beyond. Currently approximately 30-40% of people access the region by air and the remainder by road. Air connectivity is a key component of the transport system.</p> <p>However it needs to be recognised that airports also influence and facilitate growth. They can be accelerators. Airport strategy is a key method by which Council can manage tourism numbers into the district and influence levels of growth. A sustainable policy for air services is therefore vital to the economic and social wellbeing of the Queenstown Lakes.</p> <p>Prior to the COVID-19 pandemic, the potential demand for air travel to the Southern Lakes Region was projected to reach 1.6 million residents/visitors by 2025 and 3.5 million residents / visitors by 2045.</p> <p><i>Note: Previously QAC reported passenger activity in terms of passenger movements (PAX movements). In this document the activity refers simply to passengers thus halving the number of PAX movements. In the interests of consistency and to reflect the actual level of activity we suggest that this report, like others previously, should talk in terms of PAX movements.</i></p> <p>This is our opportunity to press re-set. Instead of rushing to facilitate further visitor growth, let's allow natural capacity limits to slow the growth for us and allow tourism value to be spread across the southern region, thus aligning more closely both with the aspirations of the local community and the national tourism conversation.</p>

88	<p>The Spatial Plan will be used to inform and guide input to strategic decisions on air service investment for the future. As strategic planning is progressed for both Queenstown and Wānaka airports, the outputs can be incorporated into future updates of the Spatial Plan2.</p> <p>Queenstown Airport Corporation have a dual airport vision, which contemplates the provision of capacity for connectivity into the region via both Wānaka and Queenstown Airports. Long-term planning for this proposition is at a conceptual level, with further work and community consultation required. Recent proposals to develop a new airport at Tarras, while not in the district, highlights the commercial interest in the development and delivery of capacity to serve the wider region.”</p>	<p><i>Note: Who is undertaking the strategic planning of Queenstown and Wānaka airports and whose “outputs” are to be incorporated into the Spatial Plan? Council cannot assume an arms-length approach to QAC’s dual airport development vision and QAC should not be driving the Spatial Plan.</i></p> <p>The Spatial Plan will be used to inform and guide input to strategic decisions on air service investment for the future.</p> <p>Strategic planning for both Queenstown and Wānaka airports must take climate costs and community desire to manage visitor numbers into consideration.</p> <p>Until the Emissions Road Map and Climate Change Action are finalised, the Spatial Plan cannot inform and guide input to strategic decisions on future air services investment in the Queenstown Lakes District.</p>
89	<p>Partnership’s joint work program</p> <p>11. Develop and implement a Destination Management Strategy to align decision making and development with sustainable development principles</p> <p>12. Implement a levy on visitor accommodation across the Queenstown Lakes</p> <p>13. Develop and implement a Tourism Travel Demand Strategy to encourage the use of public and active modes by visitors</p> <p>14. Investigate establishing a sub-regional public transport network that provides for both local residents and visitor needs</p>	<p>Partnership’s joint work program</p> <p>15. Key studies such as the emissions roadmap and Climate Change Action report need to inform any Destination Management Strategy.</p> <p>16. A Destination Management Strategy must include a commitment to protect the outstanding environment and vibrant local community that has brought tourists to this region over the last 50 years.</p> <p>17. A Plan B for air services and QAC strategy that puts residents before tourism growth, recognising that airport strategy has a direct effect on visitor numbers, infrastructure demand, environmental conservation, community wellbeing and carbon emissions, and aims to achieve sustainable returns within the current constraints of Queenstown and Wānaka airports.</p>

Location: Wanaka

Date: 04/05/2021

Time: 11:35

MARSHALL Peter

Wanaka

Keywords: Growth,Population Projections,Future Urban Areas

Q. I am aged:

60+

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

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

Per submission uploaded

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

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

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

Submission For The 2021 LTP and Spatial Plan.docx

Submission For The 2021 LTP and Spatial Plan

Peter Marshall

This submission highlights how the proposed plan is out of touch towards the future and development of the Upper Clutha.

POPULATION OF WANAKA

In the context of the Spatial Plan, the population growth assumption figures utilised are critical. The quantity of population in the Wanaka Ward will obviously create demand for housing and infrastructure and so it would have been thought that assumptions around population would have been deeply considered. It is therefore somewhat confusing and of tremendous concern that it appears that QLDC is choosing to implement growth assumptions that appear to contradict actual growth figures and are incredibly conservative. It is stated in that Spatial Plan, that all scenarios were informed by QLDC growth projections adopted in December 2018. It is not known how these growth projections were generated, but it is surmised that they have emanated from the May 2017 report prepared by Rationale, titled *QLDC Growth Projections to 2058* and/or data from Infometrics, which provide QLDC with annual reports on Population, or a combination of both. Infometrics prepare population data for QLDC and this data apparently is derived from census data and Statistics NZ population estimates. The Table below present Infometrics figures 2006 – 2020. Interestingly, the population growth averaged over the period as an annual percentage is 5.69%. The average annual growth over the last six years of that period is 7.87% per annum.

Wanaka and Surrounds

Year	Pop	% Change	Year	Pop	% Change
2006	7,350		2015	10,820	7.20%
2007	7,940	8.00%	2016	11,760	8.70%
2008	8,380	5.50%	2017	12,880	9.50%
2009	8,650	3.20%	2018	13,900	7.90%
2010	8,960	3.60%	2019	14,850	6.80%
2011	9,270	3.50%	2020	15,910	7.10%
2012	9,300	0.30%			7.87% Aveg
2013	9,500	2.20%			
2014	10,090	6.20%			
2015	10,820	7.20%			
2016	11,760	8.70%			
2017	12,880	9.50%			
2018	13,900	7.90%			
2019	14,850	6.80%			
2020	15,910	7.10%			
		5.69% Aveg			

The Spatial Plan Growth Assumptions state that a baseline population in 2018 is 12,300 and this is projected to increase to 24,400 by 2050. This increase reflects an average annual percentage increase of just 2.15% over that period. This raises the following fundamental questions;

- (1) Why is QLDC applying an annual growth increase of 2.15% for the 32 year period (2018 – 2050), when actual population figures for the 12 years prior to 2018 have an average of 5.69% and the 3 years previous to 2018 (2015 – 2017) had an annual average of 8.46%?
- (2) Why is QLDC using these figures for its Spatial Plan growth assumptions, when they are grossly contradictory to figures presented in the Ten Year Plan (TYP) documentation? On page 22 of the TYP (Vol 1) there are figures presented for Average Day Population. It is stated that that “of the average day population, around 81% is the usually resident population”. Using this percentage the usually resident populations can be calculated at 12,904 (2021) and 32,161 (2051) for the Wanaka Ward, based on the numbers supplied in the Table at the top of Page 22. In particular, the calculated figures of 32,161 at 2051 are almost 8,000 pax greater than the 24,400 for the same year period stated in the Spatial Plan! It is noted that the source of the figures in the TYP is *QLDC Demand Projections to 2053, July 2020*. This raises another question as to why are the Spatial Plan and TYP appearing to use different sources for population projections – particularly when clearly they are so divergent?
- (3) Why is QLDC releasing a Spatial Plan in 2021, that uses figures for 2018 (12,300) that do not appear to reflect other parties population figures? Infometrics have generated a figure of 13,900 and a review of 2018 Census data produces a figure of 13,041. In both cases these figures for 2018 are substantially greater (by 741 – 1,600) than the 12,300 that QLDC have used. Even if these figures are not perfectly accurate, would QLDC have not been better served to err on the side of caution, when two sets of data so completely conflict with the actual figures that QLDC choose as a baseline figure?

These questions are absolutely relevant as both lead to the heart of the concern and that is QLDC for some yet to be understood reasoning are using growth projections that (a) appear to start at a much lower baseline figure (12,300) than they should, (b) appear to use an annual growth rate that is significantly lower than the average annual increase that has been experienced in the Wanaka Ward for the last 15 years and (c) greatly contradict figures presented in the TYP. Individually and combined this will simply mean that QLDC has significantly underestimated likely future population growth and as a result future population numbers. Consequently, QLDC’s understanding of future demands is fundamentally impaired, and this will greatly impact all elements of the Spatial Plan that relate to people!

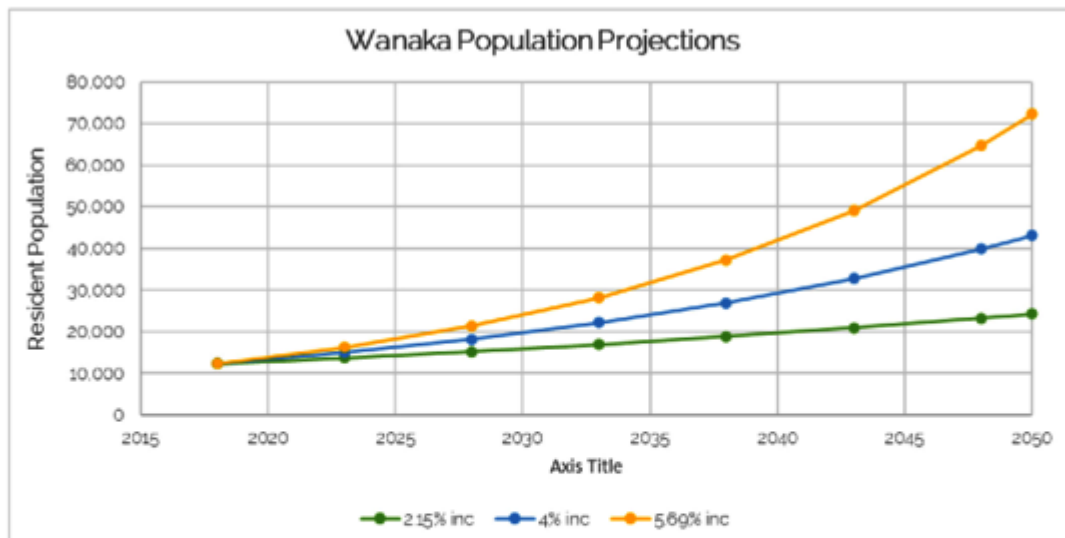
Implications of inadequate growth assumptions

The implications of underestimating growth projections are enormous and the quantum that is involved in this case, is presented graphically below. The green line indicates the QLDC growth assumptions and at 2050 the population is projected to be 24,400. If the average annual growth percentage (5.69%) for the period 2006 – 2020 (orange line) is applied to projections the total population will be 72,275, which is triple what the QLDC projection is. Even if a mid-range percentage annual increase of 4% was applied to projections (blue line), the population would be 43,149 in 2050, which would be almost double the QLDC figures.

If projections are made using the Infometrics or Census figures for 2018, then even when applying the QLDC 2.15% annual increase, the population figures at 2050 will be greater by (1,300 – 3,000), which in itself is material.

Summary

Population growth assumptions are central to QLDC, the Spatial Plan, and all other long term plans. It is therefore critically important that QLDC consider the rationale behind its projections and base line figures. It is not known what the rationale is behind what appears extremely conservative figures, but there appears little evidence to suggest that Wanaka will become less attractive to live in the future. In fact for at least the last 15 years, it has been one of the fastest growing District's in New Zealand. With the large scale roll out of fibre internet in Wanaka and increased flight numbers domestically and to the eastern sea board of Australia out of Queenstown Airport it is clear that people are better able to work remotely from Wanaka than ever before. Furthermore, Covid-19 has highlighted the versatility of working from home and therefore remote working is likely to become more widespread in New Zealand in the future. There also has to be consideration for the fact



that many ex-patriate New Zealanders' are returning to New Zealand as a direct result of Covid-19 and it is likely that this will see many people return to New Zealand who may wish to live in Wanaka (there is anecdotal evidence from local Real Estate agents to support this). Publicly there have been plans shared for airports at Wanaka and Tarris. Should one (or

both) of these developments occur sometime in the future it is more than likely this would have growth implications for Wanaka's population.

Finally, the evidence overwhelming points to the fact that the QLDC's growth assumptions for Wanaka are flawed and should be reconsidered. If historical growth continues, Wanaka's population could increase almost three-fold on QLDC projections. The risk for QLDC in not reviewing its growth assumptions is it will pursue a Spatial Plan that is destined to fail, because population growth assumptions are considerably too conservative. Can QLDC afford to be wrong on this critical topic?

Wastewater

Once again, hind sight in this area proves the point that Council has created the debacle that now exists in Wanaka with Project Pure. If Project Pure had gone ahead on the original proposed site, the Hawea issue and all of the inherent expansions of the existing site would not be an issue. The existing site has the continuous cloud of Wanaka Airport and that won't just go away now or into the future.

How much has been spent on what was always going to be a failed proposal of pumping the Hawea sewage to the Project Pure site next to the Airport? Early costings were banded about of 7m to do that including the bridge across the Clutha. This is a further example of how out of touch Council staff are. My understanding is that the costings of this ballooned out to the 20m mark and the fundamental question of land access was never addressed at the very beginning. This once again goes back to the above paragraph of how Council has failed in relationships with land owners that has cost us dearly. How much was wasted on this failed proposal. The suggestion that the Public Works act may be used. Really!!!

So where is the solution for the Hawea sewage that was promised by engineering several years ago.

Water

Below is the example of third world water that Wanaka gets delivered.



There is a solution to this problem that has been put to Council.

100 meters away from one of the Council intakes in lake Wanaka there is a water source that Wanaka people use to fill their drinking bottles. This source of water from the Cardrona Aquifer terminates along Lakeside Rd. There are 100s of liters a second running off into the lake.

The water is filtered and some of the best water you can get. Why not use it? At the moment, this water goes into the lake; it gets duck & grebe shit applied to it, a wee dose of Diquat at the right time, and then the final addition of lake snot just to complete the pollutive. Then it's given a nice dose of Chlorine just to make it all better to send off to the consumers.

There is enough water from this source to satisfy Wanaka's needs. For example, 120 liters a second is 10,368,000 per day. Wanaka water usage is 10,353,000 per day or 25,330,000 average over 3 days.

120 Liters a second is pretty much what comes off the Marina Terrace site alone.

The budget, as seen not broken-down Wanaka / Queenstown, is \$85,000,000 for water treatment and filtration.

Fees and Charges

When you have a monopoly the quality of what is delivered must be able to be questioned. Us as consumers have no choice as to the quality or even the quantity of fees. We are unable to go to another supplier or even choose the internal quality of the people delivering and charging for a service.

What other business can just increase fees and deliver such with a like it or lump it attitude. Recent examples of the poor performance of planning staff bears example as to the quality of the staff that we are just expected to pay for.

Council must be held to account and cut its cloth to the times like everyone else. This does not mean a cut in services but an upgrade of quality.

Recent HR payouts and disputes within council must lay testament to the quality of management and the council culture.

Council needs to be accountable and justify fees not just charge to balance books. Where else can stand-over, almost extortive behavior be OK? The "pay up or we won't sign off" is common practice. Numerous examples are out there of fees being challenged and then reduced - sometimes by a lot. What does this say for the integrity and trust factor? Are fees "just bill it and see if they pay". The previous contract company Civic Corp was known to incent is employees to overstate hours. Has the culture changed?

When authorities have the right to bill the people there must be an element of trust that this is true and fair. The examples that are out there now of the quality of service and the truth and fairness are being challenged why do you feel it proper to just charge more.

Active transport

How does council declare a climate emergency yet ignore the Upper Clutha from and budget and yet declare millions for the Queenstown network.

Major roading upgrades being done in Wanaka right now have totally ignored an active transport as part of the works. This completely smacks in the community face given the rhetoric that the Council expresses.

Let's look at the current state in just a few areas. Below is the access for pedestrians and cycle users to Ballantyne Rd and access to Three Parks. This has been the status for the past 5 years. The wee orange barrier markers were put up as it was pointed out the safety hazard as vehicles tended to undertake right turning vehicles into Golf Course Rd.





Here is the only piece of work that truly displays an active pathway. Zimer Frames from the retirement home to the medical center.



This is where the whole attempt falls apart. Look at a road crossing attempted 3-4 years ago but didn't quite get the memo to finish.



Now the true example of total lack of planning. This is a brand-new road that is full of cars from the relatively new Wanaka Medical center. This is apart from all the vehicles parked on the Cardrona Rd. On the reserve.

The total lack of planning and even understanding of the needs in the Upper Clutha is highlighted. The lack of perception and this is highlighted in our submission as to the Population expectation by Council.

The fact that Council can declare a Climate Emergency and yet not implement a plan for active and public transport in the Upper Clutha is a disgrace. To complete major works eg Ballantyne Rd upgrade without an active transport factor is negligent.

There are many other submissions I am sure that will have far more detail around the gratuitous lip service we are being given.

Waste

The numerous examples of waste by council offices is rife. Why is it ok for council managers or officers to undertake work without due care. A recent example of this would be the Hunter Valley road repair.

The overrun of works compared to budget. An example right now would have to be the Ballantyne Rd job being run by council. When costs can slip by 30% or more how can we trust the abilities of the staff to manage such tasks.

There are more and more examples now of council losing in the courts and having costs awarded against them. Does this not state that there is a culture and quality issue with management?

Town Zoning

With the section proposed in the Upper Clutha being approx. three thousand this will accommodate approx. 10,000 more people. Given the population anomaly this is going to be totally inadequate.

People moving to Wanaka are not all going to want to live in a high density Northlake type of environment.

My suggestion is that a large lot zone called the Eastern Corridor is established. This would run from the Eastern side of Ballantyne Rd to the Clutha River. This could be behind all the density up to the Cardrona and with an urban design overlay would be the jewel in the rim of the Wanaka urban area.

Location: Wanaka

Date: 04/05/2021

Time: 11:40

MICLOUD Florence

Wanaka

Keywords: Climate Change, Upper Clutha, Infrastructure, Active Travel



Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

I oppose the Spatial plan proposed for the Upper Clutha, instead, please revise your document through the lens of your self-declared climate emergency AND keep Wanaka in its current white "urban" land use and foster the two lovely little town, Hawea and Luggate, in that it is for the highest good of all beings involved.

Q. Please describe the reasons for your position:

Submission to the Spatial Plan
QLDC March 2021

I have read with interest and surprise the 12-pages Draft Spatial Plan Summary and referred to the 55-pages online document for clarifications on some aspects.
Climate change

My overall impression is that, although QLDC declared climate emergency in 2019, the plan does not put the money nor take the correct decisions to answer to this imperative. We need to start now, not postpone it again. I know Covid has changed the situation but reconstructing our economy looking through the lens of climate change mitigation and resilience is a wonderful opportunity to get things right. When used smartly, each dollar can solve both crises.

My first submission is to check each proposal and ask yourself whether it contributes to climate change or mitigates it, and removing every dollar spent that contributes⁸⁴

to it.

Wanaka South

My second submission is to please stop the urban development of Wanaka where it is now and develop Hawea and Luggate. Here is why:

I have participated in many consultations and “conversations” in my 17 years in Wanaka and I have never heard the idea of a “Wanaka South” from the community. I attended the Vision Beyond 2050 meeting in Wanaka and all but one of the 15ish tables voted for containing the Wanaka suburb to what is now consented and develop little towns in Hawea and Luggate. Your Spatial Plan draft does not reflect this at all and it should.

“The underlying reason people want to live and visit our special place” (page 3) is that Wanaka has a little town feel. And people love this and want to keep it this way. Actually, our little town is already a suburbia 10 kilometers in diameter so it’s quite a big town already. Extending it another 5 kilometers to the South is not desired nor needed specially when Wanaka East and North are being extensively developed. The graph on page 9 shows 5000 more dwellings in Wanaka South! Shocking!

The suggestion “New Local Centre” in Wanaka South is contrary to the necessary climate change mitigation. The Climate Commissioner James Renwick just said to a large crowd of locals at the Festival of Colour “Careful Revolution” conversation: “Put a lid on greenfield subdivision is a good first step to go in the right direction”. Climate emergency means we need to act now, not in the next Spatial Plan. Wanaka current granted subdivisions must be the limit of the urban sprawl. The south boundary of the urban area must be redefined as Orchard Road / Studholme road. On the North of these roads, subdivisions are filling up the space fast, still letting some space for densification as required. South of these roads, the rural, natural feel needs to remain, it is the only flat place remaining in Wanaka close area. There, parks (private or public) and biodiversity zones, community gardens and food production could happen, if you are serious about community “resilience to shocks of the future” (as in the draft principles Page 4).

On the other hand, it’s striking to see how little development is planned for Hawea and Luggate, once again in contradiction to the community Vision Beyond 2050 meeting. People in Hawea and Luggate have to drive 40 and 26km respectively to get to anything and back, job, school, shops, clubs, these villages are too small to sustain decent commercial activities, services and social activities. As the infrastructures must be developed for them (I just read in the 10 years plan that this is underway), then developing these areas with more housing, including dense housing makes sense. The graph on page 9 only plans for 500 more dwellings in Luggate who has been yearning to attract more people for decades, it is sad for them to bridle their potential.

The spatial plan for the Upper Clutha needs to develop three little towns, connected with frequent public transport and each of them self-sustained by its own population, services, and infrastructure. It is simple and the widely chosen option by the community.

On page 5, the approach to growth “primarily by growing within and around the existing urban areas of Queenstown and Wanaka” is an assumption. I heard nobody in the community wanting that and it is not consistent with the principles on Page 4.

Well-being?

How a 15 km long community can feel connected and one? One of the major complains in this town (complain = unwell-being) is the fact that the community needs and wants are denied by our own council, over and over again. We are asked for our ideas and we are an allegedly active and vocal lot, full of great ideas,

and then the council charges ahead with completely different proposals. This is very detrimental to our community and well-being and needs to stop.

Infrastructure?

When building infrastructures for each community, it is easy to design neighbourhoods of a human scale. Building every infrastructure and services in a way that users improve their impact on the climate is essential. How three sports fields in a 5-km area are cost-effective and serving the whole Upper-Clutha population? This will put everyone in their cars for their sports and recreation activities, instead of seizing the occasion to have several teams, giving everyone a chance to shine and engage in a healthy local competition.

Applying "user pay" principle encourages people to think and reduce their waste, water use, and car park time in town. Applying "polluter pays" principle rather than allowing entities to externalize their impact on the community and environment is missing from the plan. When a subdivision is built, their water and storm water systems must be included in the initial price, not charged to the community who has already paid for theirs.

Transport?

It is reasonable to expect people to commute by bike for 5 kilometers, but 10 km is too long for most people. Walking distance is manageable in busy daily lives when the trip is no longer than 30 minutes, that's 3 km. In Wanaka, most people are already too far from their job to walk and are just right to bike (but it is not safe to do so because the bike lanes are not properly connected).

And a quick google search shows that for people to massively uptake public transport, the station needs to be 300 meters maximum from their place. So if you are serious about "first travel choice" (Page 4), then do not expand Wanaka boundaries. Instead focus on adding lots of bus lines and bike lanes separate from pedestrian footpath -as this makes it dangerous for both types of users. It's all over Europe, it is not my job to do this research but it is well established and practiced.

We cannot have a car free destination if people are scattered on a 15km area.

Resilience and sustainability.

I am all for it and I am living it.

Some people have chosen to live in a rural area and made the effort to purchase a large land because that is how it is zoned. They then make great tree planting and household food production because that's what we do, that's resilience and sustainability. The Wanaka South area is full of places like this. It is a green belt in becoming and rezoning it as a "new local centre" is destroying it. It is especially critical as the "future urban" zone fills all the valley and trees in our climate do not grow on the mountains but in people's properties. If the council changes the zoning to a much denser one, the rates become unaffordable and effectively pushes landowners out of their property. Then all the planted trees are cut down, the wildlife who lives in these natural areas phased out, the opposite of the Blue-Green Network strategy 13 on page 94.

Wildlife needs scale and continuity to survive and thrive. If you wish for a dawn chorus, then help these landowners improve the biodiversity of their places. There could be a special zone-rating for the large properties who remain large in exchange of contributing to the green belt and/or to community park or gardens.

About green belts (Blue-Green network), may I add two very well-known information that the plan doesn't consider:

1- Green belts do not combine well with transport network as more wildlife means more roadkill.

2- Wildlife corridors are not sufficient to foster wildlife, they merely allow them to move between more significant wide patches of biodiverse zones. The Blue-Green network

map in the draft plan is showing only corridors. Wanaka South would be a large enough place for wildlife to develop, should the owners of the land be encouraged to plant diverse trees (non-natives are a great habitat for wildlife as well as natives- diversity is the key) and protect biodiversity by not poisoning the land. All this knowledge is also well known and documented. The ecosystem services provided by significant and enhanced natural areas are far greater than the cost of encouraging private owners to participate in them.

I am sorry that your proposal of a Wanaka South is incoherent with both the vision of our community and your own declared principles. Yes, in Wanaka, our values are lifestyle-based and not profit-driven, it is our culture. This is why we live here. Maybe people in Queenstown, developers and consultants around here have a different culture and that is fine but imposing it on us is not only unfair, but it is also the opposite of the values and principles you declare.

In conclusion, I oppose the Spatial plan proposed for the Upper Clutha, instead, please revise your document through the lens of your self-declared climate emergency AND keep Wanaka in its current white "urban" land use and foster the two lovely little towns, Hawea and Luggate, in that it is for the highest good of all beings involved.

Thank you for reading.



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

Location: Wanaka

Date: 04/05/2021

Time: 11:45

SEMPLÉ Lauren

Greenwood Roche submitting on behalf of Theo Bunker and Lorraine Rouse

Wanaka

Keywords: Urban Growth



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

Neutral



Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

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

PFD attached



**SUBMISSION ON
THE DRAFT GROW WELL - WHAIORA QUEENSTOWN LAKES SPATIAL PLAN**

To: Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348
letstalk@qldc.govt.nz

Submitters: Theo Bunker and Lorraine Rouse

Address for service:

C/- Lauren Semple
Greenwood Roche

████████████████████
████████████████
██████████████

NAME OF SUBMITTER(S)

This submission is lodged by Theo Bunker and Lorraine Rouse who submit in opposition to part of the Draft “Grow Well – Whaiora” Queenstown Lakes Spatial Plan (‘Draft Spatial Plan’).

This submission relates to land known as Section 2 Blk XIV SECT 5 Lower Wanaka SD (CT OT18C/473) or “Sticky Forest” as it is commonly referred to.

PARTS OF THE PROPOSED QUEENSTOWN LAKES SPATIAL PLAN THAT THIS SUBMISSION RELATES TO:

The submission relates to:

- Maps 5, 8, 10, 12, 15 and 17

SPECIFIC SUBMISSION POINTS

Classification of Sticky Forest

The above maps in the Draft Spatial Plan identify the Sticky Forest land area as being:

- ‘Protected’ in part;
- ‘Rural’ in part; and
- outside the Urban Area.

The future zoning of this land under the Proposed Queenstown Lakes District Plan is currently before the Environment Court (ENV-2018-CHC-069) (‘Appeal’).

If that Appeal is successful, an urban zoning will apply to at least part of the land currently identified as outside the Urban Area in the Draft Spatial Plan maps. Until that Appeal is decided or otherwise resolved, it is inappropriate for the Draft Spatial Plan to classify Sticky Forest in the manner proposed. In particular, those maps suggest that the future status of that land has been resolved in favour of the first-stage decision made on behalf of Queenstown Lakes District Council (‘the Council’). That is neither correct nor appropriate in the circumstances given the status of the current appeal.

The submitters therefore request that the land is shown on the Spatial Plan as subject to an appeal on the future zoning of the land.

Infrastructure

The notations for existing infrastructure facilities in Map 12 do not appear to accurately reflect the position of the current and/or consented facilities, including those located in close proximity to Sticky Forest.

The submitters request that this is reviewed and the maps are updated to accurately reflect these matters.

CONCLUSION

The submitter **does** wish to be heard in support of this submission.

A handwritten signature in blue ink that reads "L Semple". The signature is written in a cursive style with a large initial 'L'.

Lauren Semple
on behalf of Theo Bunker and Lorraine Rouse

19 April 2021

Location: Wanaka

Date: 04/05/2021

Time: 11:50

BARTON David

Wanaka

Keywords: Queenstown Airport, Climate Change, Population Projections



Q. I am aged:

60+

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

Neutral

Q. Please let us know your comments or feedback:

Submission attached

Q. Please describe the reasons for your position:

Submission attached

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

Submission attached

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

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

David Barton-Submissions to QLDC on SP-April 19, 2021.docx

QLDC Spatial Plan

Submission from David Barton 19 April 2021 at 1pm

Submitter's details

David Barton

Email: [REDACTED]

Postal: [REDACTED]

"Do you wish to be heard?": Yes, I do please.

Summary

- A. Listen to your communities. QLDC must start putting its people first: the views and wishes of the community you serve are paramount, and you must engage in active listening (including real consultation) and act on it in good faith.
- B. Revise your population growth projections to reflect realistic population growth rates. Council should commission realistic figures and sources produced separately for each of residential population growth and visitor population growth across the district, with figures separated out for the Upper Clutha community. These figures should be clear, easy to understand and well referenced.
- C. Plan for a reset for sustainable tourism. Recognise that Council has a part to play in managing tourism growth and that your planning documents need to genuinely address issues of over-tourism and how to achieve sustainable destinations both for visitors and residents.
- D. Show real commitment to your climate emergency declaration and the urgent need for climate action. Council's declaration of a Climate Emergency and the well documented and unequivocal concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration of all planning and budgeting.
- E. Specific recommendations relating to pages 88-89 of the SP.

A. Listen to your communities

One of the most important and overriding statements we need to make is this: It's time the Council started to put its people first.

We, the communities of ratepayers and residents who live, work and play here are the people you are here to serve. The views and wishes of our communities are paramount and as a local government organisation you have a duty to engage in active listening: this includes real and effective consultation and a willingness to take feedback from the community and act on it in good faith.

So our first message is this: when you do engage - make sure that you listen.

As you know, our communities have a range of concerns - and a key theme underlying each of these concerns is that they feel that are simply not being listened to. We, along with many other community organisations representing the Upper Clutha community, are deeply frustrated by this. The Council appears to be squandering the opportunity for any re-set, ignoring advice from both our Minister of Tourism and the Parliamentary Commissioner for the Environment, the single minded focus is to return to pre-Covid levels of tourism activity. Tomorrow's tourism cannot be business as usual. This is not what our communities want. We frequently hear it's "what's best for the overall district" or "Wanaka needs to share the load". The later statement made by a number of Queenstown Councillors is a staggering admission of failure. We certainly don't accept that we need to build another airport in Wanaka because Queenstowners don't like the current immediate impacts on ZQN. That sort of broad stroke planning is not the way to build first class communities or first class tourist destinations.

We are individual communities with individual goals and values. Council must listen to and respect that diversity. That is part charm of places like Wanaka or Glenorchy or Hawea or Makarora or Kingston.

Recommendations:

1. Council should review its consultation methods and how it treats community input and input from community organisations into planning, especially strategic planning vehicles such as the SP. This will be absolutely necessary for QLDC to move from 48% of respondents in 2020 who "are satisfied with the opportunities to have their say" to their target of 80% in all following years.

B. Establish and plan for realistic population growth rates

There is a fundamental disconnect between the QLDC's much lower projected residential growth figures and the growth rate we would expect on the basis of historical growth over the last 10-30 years. The SP significantly underestimates growth in resident numbers as the basis for future planning while assuming that tourism will grow massively throughout the 30 year period. In fact visitors are projected to outnumber residents by 2 to 1 by 2031. This has major ramifications for future planning for our district which must be addressed by QLDC.

Both the TYP and the Draft Spatial Plan mention a variety of growth rates as their basis for planning. The TYP offers 5.4% per annum as the combined growth in both visitor and resident numbers for the district, predicting an average day population of 85,372 by 2031. By 2031 the TYP predicts a peak day population of 144,782 visitors and residents, representing a combined growth rate of 3.5% per annum. The TYP Consultation Document (page 13) states "Over the past 30 years, the Queenstown Lakes has grown steadily from 15,000 residents to its current population of approximately 42,000". In fact it is not quite 30 years that StatsNZ has the figures for, from 14,800 residents in 1996 to 47,400 in 2020. But this represents an average growth rate of 5% per annum. Yet again QLDC don't accept the figure of 47,400 - choosing DataVentures 43,377 instead, which makes historical bench-marking difficult. The community needs clearly defined figures and sources, produced separately for resident and visitor populations, as well as separate and clearly defined population data for the Upper Clutha.

Any comparison we can see between StatsNZ published growth rates since 1996 and the future population and tourism numbers assumed in the both the draft plans suggests that the figures used for both the Draft TYP and the Draft Spatial Plan are unrealistically low, - unless there is a fundamental shift by council in how it facilitates growth. Serious underestimation and under-provisioning for growth have been a historic feature of QLDC long term plans for decades and are a key underlying reason for the wide range of well documented problems that the region now faces with infrastructure, housing, debt etc.

Our Council should be doing one of two things; either

1 - amend your plans to reflect realistic levels of growth and peak demand (and be forced to deal with the infrastructural costs that will be incurred), or

2 - outline how you intend to manage growth and limit visitor numbers to what we as a community can cope with and fund.

Instead - unrestrained growth remains the default setting for our Council.

The Draft Spatial Plan presents a completely false impression of the likely growth of the region, including Wanaka, over the next 30 years. It is vastly over conservative while giving no indication of any actions council will take to limit growth. In no way does it support our district to "Grow Well" as set out in its goals. On the contrary it is in fact a recipe for the district to "Grow Badly".

Council needs to start again on the numbers, provide its communities with realistic growth scenarios and tell us how those could be planned for; and what actions the council propose to take to limit and manage growth. A genuine debate on this "growth" topic across the QLDC is well overdue!

Recommendations:

2. Council should publish clearly defined population data and sources, produced separately for resident and visitor populations across the district, as well as separate and clearly defined population data for the Wanaka Ward.. These should include sources.

3. Projected future growth rates, both for residents and visitors, should include sources and reflect published historical figures and growth rates for the district, and should also be broken out to show Wanaka Ward numbers in all cases.

4. Growth projections for QLDC strategy, planning and budgeting are critical and therefore their basis should be fully transparent.

C. A re-set for sustainable tourism and air services

"Sustainable tourism needs to balance environmental protection, social equity, quality of life, emission reduction, cultural diversity and a viable economy. Focusing on sustainable tourism ensures that community wellbeing and environmental sustainability are integral to the success of the industry. Achieving a model for sustainable tourism in the Queenstown Lakes would have a significant impact on the national stage and demonstrate leadership within the industry." Draft Spatial Plan (page 84)

"The rapid increase in visitors has stretched infrastructure networks and is putting pressure on the environment and the community. Better coordination is needed to ensure visitors tread lightly and are a welcome contributor to the social, economic, cultural and environmental story of the Queenstown Lakes." Draft Spatial Plan (page 83)

The above statements purport to represent the guiding principles of the Draft Spatial Plan, Outcome 3: A sustainable tourism system. But they also represent a fundamental disconnect in both the Draft Spatial Plan and the Ten Year Plan between aspiration and actual policy. We fully support the sentiments contained above but this is a classic example of supposedly foundational principles not being reflected in projects or actions across either of the Draft Plans. Is the vision to develop a second much larger scale Wanaka Airport treading lightly?

There has yet to be any genuine consultation on the community's vision for the potential redevelopment of Wanaka Airport for regional, national and international flights. There have been a number of related surveys (such as the QAC consultation on expansion of noise boundaries at Queenstown Airport, the Quality of Life Surveys and the Martin Jenkins report). All of these have clearly shown resident discomfort with further expansion of airport activity and visitor numbers in the region.

A recent survey by the Wanaka Stakeholders Group generated 1200 responses from both members and Upper Clutha residents and businesses. It clearly highlighted that the majority of respondents were opposed to the development of jet capable airports at either Tarras or Wanaka.

- More than 87% of respondents expressed concerns at the impact on the environment and quality of life of our residents and ratepayers should such developments at either location proceed.
- 83% were concerned about the negative impacts of airport development on the unique character of the Upper Clutha.
- 68.7% were concerned about road safety issues as a consequence.

Surely our Upper Clutha Community has made itself clear? Priority must be given to the needs of local residents.

A destination which strongly reflects the interests of its local community and invests infrastructure for its residents is far more likely to be an attractive destination to visitors in the long term. This has been Wanaka's strength since Covid, its attractiveness to locals and New Zealanders alike. Council needs to listen and then act on the concerns of our community rather than pandering to the very limited interests of developers, big business and outside corporates who simply want to drive the growth agenda with no regard to our community or the environment.

We also need to listen to the strategic goals of our national policy makers. This includes our Minister of Tourism's three imperatives: protecting and restoring the natural environment, ensuring the industry delivers high-quality tourism experiences, and striving to enhance the social licence, the public goodwill for tourism to continue operating in our communities."

We challenge the SP's assumption that we are remote. While attracting businesses "that diversify the economy depends on reliable air and land transport, communications and power." (SP 103) surely that air transport does not need to be 10 minutes away, especially in the case of the predominantly IT or film industries that are currently being promoted, and the existence of a jet capable airport less than 60 kilometers away in Queenstown.

As far as tourism is concerned, we are not remote and access is simply not an issue. Tourists have already decided to fly half-way around the world to get here and to drive for 2-3-5 hours through diverse and scenic landscapes along well maintained roads from Christchurch or Invercargill or Dunedin to reach Queenstown and Wanaka is an integral part of their trip. This is exactly what Tourism NZ advocates, encouraging greater regional distribution.

Ski tourists, whether from Australia or the USA, are used to driving 2-3 hours to access their winter resorts. Our relative "remoteness" is in fact one of our attractions and clearly has not hindered the extraordinarily high rates of both residential and visitor growth in our towns over our recent past.

Since Covid and prior to borders re-opening, existing airport structure has proved more than adequate to cope with domestic demand.

The dual airport vision is for the dual benefit of business and international visitors - not local residents.

Recommendations:

5. The draft Spatial Plan and other planning documents including the Ten Year Plan must be updated to reflect the guiding statements from the Spatial Plan quoted at the beginning of this section of the document.

6. QLDC needs to develop a genuinely sustainable tourism strategy, one which manages growth for the benefit of residents as well as tourists. Airport strategy is a key method by which Council can manage tourism numbers into the district and influence levels of growth. A sustainable policy for air services is therefore vital to the economic and social wellbeing of the Queenstown Lakes.

7. The dual airport vision should be abandoned in favour of a new vision for Wanaka Airport which truly reflects the wishes of the community.

D. Climate change and investment strategy for the Upper Clutha

Long term strategic planning for both Queenstown and Wānaka must take climate costs and community desire to manage visitor numbers into consideration. Until the Emissions Road

Map and Climate Change Action are finalised, the Spatial Plan cannot inform and guide input to strategic decisions on future air services investment in the Queenstown Lakes District.

Specifically we see inadequate investment to reduce carbon emissions in the Upper Clutha and no commitment or planned mechanism to measure carbon emissions properly across projects and activities in the district. The work of the Climate Reference Group which has been in place since August 2020 should be feeding into the TYP and SP process. The TYP refers to an "emissions roadmap prepared to achieve net zero 2050," yet there are absolutely no references to any compliances with it and it remains unpublished.

The community needs to see a copy of the road map referenced, and for this to inform all planned activities. Similarly, we understand that the Climate Action plan will not be finished until well after the adoption of either the TYP or Draft Spatial Plan, when it should be driver of strategy for both of these.

We would like to see the QLDC setting a leading example in mitigation of climate emissions. Just make a start, set some deadlines and achieve some real gains. There is currently no holistic plan to develop active transport in the Upper Clutha, a network operating plan is clearly needed. There are also no proposals for food waste collection and no measures envisioned for building waste and landfill reduction.

Recommendations:

8. Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the TYP as a core underlying principal and key consideration in all planning and budgeting.

9. There should be far greater investment (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.

10. There should be clear and objective evaluation and reporting on the carbon emissions profile of all planned infrastructure projects and activities flowing from those projects.

11. Assuming it has been finalised, as suggested, the emissions road map should be published and should be fully referenced in both the TYP and Draft Spatial Plan.

12. The Climate Action Plan needs to be brought forward and given priority.

E. Pg 88-89 Air Services Across Queenstown Lakes – Recommended wording

Page 88

Due to the relatively remote location of the Queenstown Lakes, our residents and visitors are dependent on air services for connections to wider New Zealand and beyond. Currently approximately 30-40% of people access the region by air and the remainder by road. Air connectivity is therefore a key component of the transport system, and vital to the economic and social wellbeing of the Queenstown Lakes.

Prior to the COVID-19 pandemic, the potential demand for air travel to the Southern Lakes Region was projected to reach 1.6 million residents/visitors by 2025 and 3.5 million residents / visitors by 20451. Growth in demand for commercial air services will continue as Queenstown Lakes and the wider region continues to develop, and it is important that the level of service continues to support this.

As in many parts of New Zealand, Queenstown Lakes residents and visitors rely on air services for fast connection to wider New Zealand and beyond. Currently approximately 30-40% of people access the region by air and the remainder by road. Air connectivity is a key component of the transport system.

However it needs to be recognised that airports also influence and facilitate growth. They can be accelerators. Airport strategy is a key method by which Council can manage tourism numbers into the district and influence levels of growth. A sustainable policy for air services is therefore vital to the economic and social wellbeing of the Queenstown Lakes.

Note: Previously QAC reported passenger activity in terms of passenger movements (PAX movements). In this document the activity refers simply to passengers thus halving the number of PAX movements. In the interests of consistency and to reflect the actual level of activity we suggest that this report, like others previously, should talk in terms of PAX movements. This is our opportunity to press re-set. Instead of rushing to facilitate further visitor growth, let's allow natural capacity limits to slow the growth for us and allow tourism value to be spread across the southern region, thus aligning more closely both with the aspirations of the local community and the national tourism conversation.

Strategic planning for both Queenstown and Wānaka airports must take climate costs and community desire to manage visitor numbers into consideration.

Until the Emissions Road Map and Climate Change Action are finalised, the Spatial Plan cannot inform and guide input to strategic decisions on future air services investment in the Queenstown Lakes District.

Page 89 - Partnership's joint work program

Add these further points :

15. Key studies such as the emissions roadmap and Climate Change Action report need to inform any Destination Management Strategy.

16. A Destination Management Strategy must include a commitment to protect the outstanding environment and vibrant local community that has brought tourists to this region over the last 50 years.

17. A Plan B for air services and QAC strategy that puts residents before tourism growth, recognising that airport strategy has a direct effect on visitor numbers, infrastructure demand, environmental conservation, community well being and carbon emissions, and aims to achieve sustainable returns within the current constraints of Queenstown and Wanaka airports.



Location: Wanaka

Date: 04/05/2021

Time: 11:55

MOORE Rachael

Luggage

Keywords: Wanaka Airport



Q. Please let us know your comments or feedback:

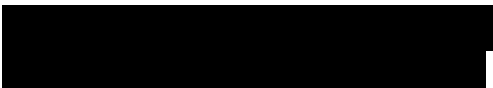
PDF attached

Q. Please describe the reasons for your position:

PDF attached

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

PDF attached



Tēna koutou,

There is much in the Spatial Plan 'the plan' that is commendable. It seeks to re-direct our historic habits to meet the threats and opportunities of now and the coming years, and to respond to our community's values and aspirations.

It does this within this unprecedented time of a global climate emergency and in our district, extraordinary rate of population and visitation growth.

Sadly however, it fundamentally fails due to its appalling lack of attention to our district's largest contributor to the climate emergency and visitation growth— the future of our airports.

The plan only notes the role of air connectivity as a sub-section within a destination management strategy - which is itself one of 16 strategies listed in the Plan.

This failure is made more acute by the fact that the community, via a plethora of feedback channels and reports, has made it abundantly clear that demand driven growth of the airports is unwelcome and a huge source of concern – particularly for Wanaka airport. I will not list the reasons for this concern here, but do ask that the Panel ensure they are well versed in this important context before finalizing their positions on the Plan.

Some points which illustrate the failure of the Plan:

Page 88 of the plan states that:

- *Air connectivity is therefore a key component of the transport system, and vital to the economic and social wellbeing of the Queenstown Lakes.*

Given this importance why does the Plan largely ignore the topic?

- *Growth in demand for commercial air services will continue as Queenstown Lakes and the wider region continues to develop, and it is important that the level of service continues to support this.*

This notes that supply to date has been demand driven, and clearly states that this should continue!

- *Recent proposals to develop a new airport at Tarras, while not in the district, highlights the commercial interest in the development and delivery of capacity to serve the wider region.*

This further highlights the demand driven issue and is yet another reason why the Plan needs to prioritise air connectivity.

Page 88 also states that:

- *The Spatial Plan will be used to inform and guide input to strategic decisions on air service investment for the future.*
- *As strategic planning is progressed for both Queenstown and Wānaka airports, the outputs can be incorporated into future updates of the Spatial Plan2*

The first of these points makes total sense given the vital importance of this topic. The second totally contradicts it and is extremely concerning. The Plan must fundamentally direct the development of the airports, not the other way around.

My request:

I request that the Plan is amended to address air connectivity as a distinct Outcome.

I suggest the outcome statement is ' District air connectivity that reflects community needs and values while meeting our climate action plan goals.'

I request that that Outcome directs the delivery of at least the following:

- Active coordination with Dunedin and Invercargill airports to develop a regional approach to air transport services
- Active development of road transportation plans to better connect our District with Dunedin and Invercargill airports, including public transport
- Prioritization and on-going measurement of any resulting projects to include carbon impacts and supporting district climate action plan goals
- No expansion of existing, or development of new, airports in this District.

In summary:

Our airports are a critical asset for our community, they also present huge risk in the context of climate change and our visitation and population growth as described at the beginning of this submission.

They are critical component of the spatial development of our District – so much is driven by how our airports growth. They must be prioritized in the Plan. A subsection in a destination management plan will be utterly ineffective.

When I saw they were effectively excluded I felt real despair. The Plan does make effort to redirect old habits and shift commercial investment towards the values of our community and our new context, but largely ignores the airport topic despite its obvious importance. This in the context of real community stress over not being heard on our loud and clear message of 'no' to airport growth.

Please do not fail our community by leaving the airports out of this plan or by telling us 'it will be addressed elsewhere' or the myriad of other sidesteps we have heard on this issue to date. It must and should sit in the Spatial Plan for our District.

I would like to speak to my submission.

Ngā mihi

Rachael Moore

████████████████████

████████

Location: Wanaka

Date: 04/05/2021

Time: 12:05

SIMMONDS Anna

Wanaka

Keywords: Climate Change



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

Oppose

Q. Please let us know your comments or feedback:

PDF attached

Q. Please describe the reasons for your position:

PDF attached

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

PDF attached

Anna Simmonds and Matthew Evrard

Long Term, Ten Year and Spatial Plan submission.

April 19, 2021

To quote council documentation 'The Queenstown Lakes Spatial Plan sets a vision and framework for how and where our district will grow in the future. It is based around the phrase **'Grow Well'** or **'Whaiora'** which translates to **'in the pursuit of wellness'**. It will guide decisions and investment across local, regional and central government to ensure we're delivering the best possible future for our community and the generations that will follow us'.

In nature, **'Whaiora'** or **growing well** implies a flourishing in a diverse environment where balance is key, niches are filled and complex systems dynamics define resource sharing and cycling. One critical aspect of **pursuing wellness** is the acceptance of change. In natural systems these come as death and decomposition. As winter. As re-composition and rebirth. For without these cycles, **growing well** is not possible.

It is in this that we think council fails in its vision. We need to adapt and change.

In the last year our region has been given even clearer signals that it's now time to work on resilience and robustness of our local economy. Our reliance on international tourism has left us increasingly fragile during the pandemic. This despite the national economy responding remarkably well overall. The dichotomy between national and local shows us that locally, we have been operating, and are planning to continue to operate, under a fragile premise. We know that this pandemic will not be the only spanner in the international tourism works.

Flight shame, properly attributed aviation emissions and extreme weather events resulting from our worsening climate crisis will all have a negative impact on the robustness of our long haul international tourism industry.

Knowing these facts, in order to **"pursue wellness"**, we need to respond with wisdom. To pivot toward a more resilient diverse economic and social future where healthy growth is not determined by fortunes made for a few at the expense of the many. Where a pandemic does not leave businesses screaming that they don't have workers and workers screaming that they don't have work because businesses will not pay them what they need to live. Where healthy growth looks like healthy communities in healthy environments, accepting the inevitability of change, and wisely pivoting to that which leads to resilience.

As active members of our community we would love to see the following implemented in our long term planning of council;

* Focus on diversifying our income streams with an eye on the state of global politics and environmental trigger points. Moving away from putting all of our eggs in the broken and increasingly fragile international tourism basket and toward a more circular economy where money is both earned and spent by our local people.

* Localise our food supply as much as possible. While we may never be able to feed our people entirely from our local soils, the very act of aiming for it will result in a far greater understanding of the importance of soil and water health. It will also create strong community networks as the roots of our people grow deeper here and supply is distributed.

* Moving away with urgency from the use of glyphosate and other pesticides and herbicides in our district. This would need funding for public education regarding what our weed species are providing and why weed species are growing where they are. Reduce disturbance of natural ecosystems as much as possible and regenerate all landscapes which could be healthier. A few examples of areas which could do with funding and attention are both Albert Town campgrounds as pollinator habitat and Butterfields wetlands as native ecosystem regeneration. Including pollinator plant species in all council gardens as much as possible.

* The creation of aerobic healthy biocomplete compost from organic waste collection would create many jobs and produce much of the compost needed for our council gardens and community gardens and local food suppliers. This needs to be done with caution and with the correct expertise so we do not end up with the poor quality, anaerobic stink-fest which puts people off the composting process. Healthy compost does not smell like anything other than forest floor. There are plenty of people in New Zealand and abroad who have this expertise.

* Do not waste any more of our time or money pushing for airport expansions. We will fight this for the good of all. There are plenty of airports currently operating in the lower south island to deal with aviation requirements, and to suggest expansion is a critical necessity to accommodate for our local community is a nonsense. It is time to pivot away from such short term selfish gambling.

Finally, we submit that you listen to your people. There are very many of us who do not wish to aim for great financial riches. We wish for a community that cares about the health of our land because it has a direct relationship to the health of our people. We can see the flaws in the ways we are living and we are all tasked with responding wisely in order to retain the livability of our planet. This means that 'growing well' cannot be about short term gain at the expense of our children and our children's children. We need a mindset shift about what really matters, and you as our local leaders have an important role to play in what we aim for.

Location: Wanaka

Date: 04/05/2021

Time: 12:10

SIMMONDS Anna

Extinction Rebellion Queenstown Lakes

Albert Town

Keywords: Climate Change

Q. I am aged:

46-59

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

Oppose

Q. Please let us know your comments or feedback:

Q. Please describe the reasons for your position:

See attached submission

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

See attached submission

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

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

QLDC Spatial Plan - XRQL Submission.docx

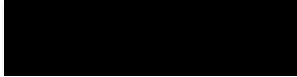


QLDC Spatial Plan - XRQL Submission



Extinction Rebellion

Zella Downing



Anna Simmonds



Introduction

Extinction Rebellion (XR) is a global environmental movement with the stated aim of using nonviolent civil disobedience to compel government action to avoid tipping points in the climate system, biodiversity loss, and the risk of social and ecological collapse. Extinction Rebellion Queenstown Lakes (XRQL) is the local branch of the organisation.

Life on Earth is in crisis. Our climate is changing faster than scientists predicted and the stakes are high:

- ▷ Biodiversity loss.
- ▷ Crop failure.
- ▷ Social and ecological collapse.
- ▷ Mass extinction.

We are running out of time, and our governments have failed to act.

Tell the truth
Act now.
Go beyond politics.

Summary

On June 27, 2019 Queenstown Lakes District Council declared a climate and ecological emergency. Since that declaration the Council has:

1. continued to expound on the economic virtues of growth
2. promoted and helped advance the expansion of the Queenstown Airport
3. planned a \$31M car park for downtown Queenstown
4. planned to spend \$40M developing Lakeview Plaza to accommodate visitor growth
5. planned a \$XXM arterial road to accommodate car use in Queenstown
6. de-prioritised active travel development through lack of funding
7. ignored calls to install cycle parking facilities
8. de-prioritised waste minimisation
9. abandoned ideas to address the enormous amount of construction waste
10. abandoned the establishment of organics diversion in waste management

None of the above council actions address, or even acknowledge, the existence of a "state of emergency". They actually exacerbate the problem. We suggest that these 10 items are areas for improvement.

Our submission focuses on climate related issues alone, but these issues affect every aspect of the 10-Year and Spatial Plans.

Vision Beyond 2050

The concepts embodied in *Vision Beyond 2050* align perfectly with the action required to fully address a climate and ecological emergency, but these concepts are NOT guiding this document or QLDC. There has been no authentic action to address Climate Change from the Council since its declaration, and, other than these lovely sounding words, this Plan demonstrates that there is little intent to address it in the future.

whakapuāwai hapori- People do not thrive in congested, crowded places while being bombarded by noise pollution. People do not thrive when the stability of the planet is removed, and the weather decides who lives and who dies.

whakatinana te ao māori- Balance is lost when too many people pass through an area consuming but not staying to re-sow. They are temporarily blinded to the needs of the earth because they are simply doing what they are being directed to do: buy whatever is for sale.

he ōhaka taurikura- Opportunities are lost when resources are made scarce through having too many people taking and not giving anything in return. Opportunities are lost when lifestyles are destroyed through the thinking, planning and actions of others who do not live with the consequences.

whakaohoho auahataka- There is nothing creative in Business-As-Usual.

waraki - Airport expansion and the onslaught of visitors that it encourages is unhealthy for the environment and promotes the destruction of ecosystems.

parakore hapori- Expanding air travel and promoting tourism growth after declaring a climate emergency is the height of cynicism.

he hapori aumangea- If we, as a community, truly were resilient, we would be thinking about ways to thrive *without* bringing tourist numbers back to pre-Covid levels.

kia noho tahi tātou kātoa- There is a difference between sharing and hustling for a buck. If we were truly all about sharing, would we be prioritising "value-added visitors" (meaning those who spend a lot of money while they are here) as opposed to those who come to Aotearoa to simply experience the glorious landscape we take pride in?

How Council Could Take Action

A sense of duty of care and voice for the climate must be included in the management/leadership team. Fund a full time position for a Climate Representative to be present at all planning meetings to give voice to the climate repercussions of every option being explored. Members of XRQL would willingly agree to a 1% rise in our rates to fund these climate-related positions.

The cost of emissions must be addressed alongside the financial cost of all projects. Fund a carbon accounting officer to assess the emissions cost and the loss of biodiversity across every project. Currently a business case must be made for a project to advance; establish the protocol for the cost-and-benefit analysis to include emissions data and data on ecosystem destruction as well as straight financial expenses. Members of XRQL would willingly agree to a 1% rise in our rates to fund these climate-related positions.

Ensure that carbon accounting is completed for every project and is used in choosing between options and alternatives.

Stop relying on Business-As-Usual models to establish how or why a project should be completed. "Problems", or situations that need improvement, could be discussed in *community think tanks*, so that Council has access to an enormous and diverse pool of skill, intelligence, and local knowledge--all for free! Cut down on the use of expensive consultants. This is where "breath-taking creativity" will be found.

Upskill staff to recognise and appreciate the long term benefits of choosing projects with low carbon footprints.

Establish the necessary networks to grow Active Transport and Public Transportation. Funding cuts have been exceptionally hard on Wānaka. Individual car use is a primary contributor to carbon emissions. It is also the source of the congestion of the narrow, winding roads that our geography imposes on us. Studies show a direct link between bigger roads and increased traffic, so enlarging the roadways is not a genuine solution to addressing a climate and ecological emergency. There is more urgency in an emergency than in a traffic jam. An emergency requires immediate action, a traffic jam requires patience.

Prioritise Waste Minimisation! With so much emphasis placed on the burning of fossil fuels, we lose sight of the value of simple things like minimising waste. Re-using materials and NOT throwing away perfectly good materials takes us a long way toward Zero Carbon. Beyond the methane associated with landfills, re-using, recycling and up-cycling slows down consumption, and over-consumption is heavily reliant on fossil fuels.

Develop systems to recycle and re-use construction waste. Primarily what is needed from Council is land or a storage facility. The citizens will do the rest. WasteBusters in Wānaka is a beautiful example of community taking the initiative and thriving. Imagine the impact if Council were to get on board and assist. With greater capacity to store materials, much of the construction waste that is currently going to the landfill could be used, not thrown away!

The jobs created in this venture might offer more challenge and stimulation than the service industry jobs associated with tourism.

Re-establish plans for organics diversion. Approximately one-third of all food produced for human consumption is lost or wasted. According to a [2016 QLDC Survey](#) report, 104 tonnes of organic material are deposited in the Victoria Flats landfill every week. Organic waste comprises 16% of the total waste generated. This organic matter produces methane as it decomposes in the landfill. These methane emissions are preventable. Well managed aerobic composting of organic waste could produce healthy compost for use in council and community gardens with the rest sold back to residents.

Develop an Eco-Park. Citizens know that climate collapse is a serious threat. We want to have smaller carbon footprints and tread more lightly on the Earth, but there are not the systems in place to allow initiatives to grow. We see untold examples of encouraging consumerism to grow and the real estate market to grow, but Council delivers very little to encourage people to live less wasteful lives. Offer community-led workshops on how an Eco-Park could be established and run; start with discussions about why an Eco-Park would be of value.

Basically, invest money in the areas and projects that help reduce emissions, not in those that increase them.



XR Recommendations to actively address the Climate and Ecological Emergency:

- Council's declaration of a Climate Emergency and the concerns of the community around climate change should be built into the 10-Year Plan as a **core underlying principal** and key consideration in all planning and budgeting.
- Fund a Climate Change and Sustainability Officer at the executive management level so all high level meetings have a voice for climate change.
- Employ individuals with carbon accounting expertise to upskill the entire QLDC organisation.
- Invest (both from a budget perspective and a planning perspective) in steps to dramatically reduce carbon emissions in our district.
- Report on and evaluate the carbon emissions profile of all planned infrastructure projects and activities clearly and objectively.
- Abandon plans to build a \$31M parking building on Boundary Street and redistribute the funds.
- Develop Wānaka Active Transport.
- Build cycle parking infrastructure.
- Finalise and publish the Emissions Road Map and reference it in both the 10-Year Plan and Spatial Plan.
- Give priority to the Climate Action Plan.
- Protect and promulgate biodiversity. Public spaces should reflect the abundance of the earth herself and be utilised to promote all forms of life.

Image below: Climate Emergency declaration at council meeting 23 March 19

