SILVER PEAKS LTD WAKATIPU



Convention Centre

Do you support the revised rating model for the proposed convention centre?

No

Convention Centre Comments

This should be funded privately

3 Transport Planning

3A. Is the Council taking the right approach to address congestion issues in central Queenstown by planning to reduce future traffic movements by 20 percent?

Yes

3B. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

No

4 Frankton Library

Should the Council build a library hub at Frankton in 2020, at an estimated cost of \$5.3m?

No

5 Water and Wastewater - a Standardised Rate

Do you agree that Council should further investigate the principle of a standardised rate for water and wastewater?

Yes

6 Other Comments

Would you like to comment on any other aspect of this draft 10 Year Plan?

Rates need to be kept to the level of inflation. 2.6% is too high in an environment of low inflation.

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // ., FAULKS TRUST

., Faulks Trust

FAULKS TRUST



Do you support the revised rating model for the proposed convention centre?

No

Convention Centre Comments

Tennants of Queenstown commerical premises will not accept the extra rating cost and more than likely relocate to Frankton. Result empty buildings. Let private enterprise build Convention Centre.



Wanaka Pool Comments

N/A

3 Transport Planning

3A. Is the Council taking the right approach to address congestion issues in central Queenstown by planning to reduce future traffic movements by 20 percent?

No

3A. Transport Planning Comments

Time to consider local residents. We have been pushed far enough. Encourage Tourists to use buses and our roads would be much safer for all.

3B. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

No



Should the Council build a library hub at Frankton in 2020, at an estimated cost of \$5.3m?

Yes



Do you agree that Council should further investigate the principle of a standardised rate for water and wastewater?

Yes

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // BATKIN, DANIEL

Batkin, Daniel

SOUTHERN LAKES BRANCH OF THE NEW ZEALAND DEERSTALKERS ASSOCIATION



Would you like to comment on any other aspect of this draft 10 Year Plan?

Thank you for the opportunity to submit on the draft 10 year plan. This submission is on behalf of the Southern Lakes Branch of the New Zealand Deerstalkers Association (SLBNZDA), as reflects the members requests as a whole to minimise the repeated submission of 70 members. There are a significant number of hunters in the Queenstown Lakes District, with no local opportunities for hunters to safely sight in rifles, and practice shooting. Currently, hunters are using a combination of private and public land, where generous and sporadic opportunities are presented. The club has been looking for opportunities throughout the district for a number of years, to enable the club to buy, or lease an area to develop a gun range and associated club room, to enable the club to safely manage for use by the wider community in a safe environment. The SLBNZDA would ask Council to consider all possible opportunities to assist in the provision of an area of land to enable the development of a rifle range and associated club rooms, similarly to the generous assistance Council has provided to other clubs throughout the district, for current and future hunters, in addition to the ongoing education of the safe use of fire arms and bush crafts for all in the Queenstown Lakes District. Yours Sincerely Daniel Batkin President -SLBNZDA

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // BATTSON, SALLY

Battson, Sally

WANAKA RESIDENTS ASSOCIATION WANAKA/UPPER CLUTHA



Do you support the revised rating model for the proposed convention centre?

Yes

Convention Centre Comments

We remain strongly opposed to the Convention Centre proposal. It seems to us that it places a significant financial burden on the ratepayers of the whole district in return for doubtful benefits and substantial on-going costs. Queenstown and the surrounding areas are attracting consistently growing visitor numbers without recourse to a convention centre. The airport is likely to reach capacity within 5 years unless Lot 6 can be acquired. Any convention centre will be competing with proposed new convention centres in Auckland and Wellington and a possible alternative centre in Frankton. We consider that proceeding with this project will gobble up dollars that could be better spent on other priorities. In the event that the project proceeds, we consider that the revised rating model is preferable to the previous one.



The majority of the Wanaka community (that responded) accepted paying a projected cost of \$184 per residential property per year in the Wanaka Ward. Do you prefer that this project begins now with the rate charged from 2017 or the pool and rate be deferred until 2023?

2017

Wanaka Pool Comments

Now that the decision has been taken, the project should proceed as soon as funding allows. Deferring it will only create ill-will and leave the project open to further cost escalation. Our two major concerns remain as previously stated - 1. That the community gets maximum value for the dollars expended on the project 2. That there is still no comprehensive business plan analysis with regard to the on-going running costs of this facility. Is the facility going to operate at a surplus or a loss? If a loss, what is the on-going cost of this likely to be for ratepayers and/or users? While some level of council subsidy may be appropriate, users need to be prepared to share the burden of overheads through realistic user charges.



3A. Is the Council taking the right approach to address congestion issues in central Queenstown by planning to reduce future traffic movements by 20 percent?

Yes

3A. Transport Planning Comments

What about Wanaka congestion issues? With the development of new subdivisions such as Northlake there needs to be serious attention given to the implications for traffic flows around the town.

3B. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

3B. Transport Parking Comments

Ditto - what about Wanaka parking issues? There is going to be a crisis around parking within the Wanaka CBD well within the ten year term of this plan. Indeed, at busy times (ie. continuously in the months since Christmas 2014!), Wanaka arguably already has significant parking issues. The Council need to take a proactive approach to this issue. Planning, liaison with developers and, if necessary, land acquisition needs to be undertaken sooner rather than later. If we prefer a pedestrian-oriented CBD then there needs to be parking around the fringes of the town. Lots of issues to consider here and it would be good to see a budgeted sum for an assessment of these issues and planning ahead.



Water and Wastewater - a Standardised Rate

Do you agree that Council should further investigate the principle of a standardised rate for water and wastewater?

Yes

Water and Wastewater Comments

Investigation is required in order to establish whether there is a cost/benefit in rating for water and wastewater. Whether the rate should be standardised is another matter. If the purpose of the rate in to provide funding for capital infrastructure development, repair & maintenance then a system based on user-pays seems appropriate. This could be effected through an "free" basic annual allocation for "normal" household use and an incremental levy over and above this use. The other matter which remains to be adequately addressed is the problem of water quality and lake algae in Wanaka's water supply. We support the submissions of Mr Trevor Williams with regard to this issue.



Would you like to comment on any other aspect of this draft 10 Year Plan?

Annual Community Association Grants Our organisation is one of the many in the district that benefit from the Council's annual \$5000 grant. We would like to submit in support of retaining this grant through the period of this ten year plan. Our organisation has a history of using the grant for a variety of projects which have enhanced amenity values around the Wanaka and Upper Clutha community over an extended period. Projects to date have included the tree planting at the town entrance; the swimming pontoon at the lake-front; seating at the top of Mt Iron and on the Oxbow track; the flood memorial in front of Kai Whaka Pai and contributions to a range of other projects including the Wanaka Welcome signs. We have accrued our grants over the last two financial years for the construction and installation of a lychgate-style shelter in the Wanaka Cemetery. We had projected that this \$10,000 plus another \$5000 of our own funds and sundry donations would be sufficient to complete the project. We have found, however, that material and labour costs have exceeded those that were budgeted, so we expect that the majority of the \$5000 grant for the coming financial year will also be allocated to the completion of this project. We are happy to provide a full financial report at the completion of the project.

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // BLACK, FIONA

Black, Fiona

REAL JOURNEYS LIMITED



Would you like to comment on any other aspect of this draft 10 Year Plan?

Real Journeys Background: In 1954 Les and Olive Hutchins began operating the Manapouri-Doubtful Sound Tourist Company, running four day excursions to and from Doubtful Sound. In 1966 Les and Olive acquired Fiordland Travel Ltd., with its Te Anau Glow-worm Caves and Milford Track Lake Transport operation and began trading as Fiordland Travel Limited. Continued expansion followed with the purchase of the vintage steamship "TSS Earnslaw" in Queenstown in 1969 and with the establishment of cruises in Milford Sound in 1970. Since 2002 Fiordland Travel Ltd has operated all its tourism excursions under the 'Real Journeys' brand and in 2006 changed its company name to Real Journeys Limited. Real Journeys is now the largest tourism operator in the region with operational bases in Milford Sound, Te Anau, Manapouri, Queenstown, and Stewart Island. The company offers a range of quality tourism excursions including: day time and overnight cruises on Milford and Doubtful Sounds (with daily coach connections from Te Anau and coach / flight connections from Queenstown); trips to Te Anau Glow-worm Caves; guided Milford Track day walks and in Queenstown, cruises on Lake Wakatipu aboard the "TSS Earnslaw", combined with Walter Peak High Country excursions and dinning options at the Colonel's Walter Peak Homestead. Our Submission: 1. Real Journeys supports the building of an international standard convention centre at the lakeview site in downtown Queenstown. Our support is based on the understanding that the economic benefits to Queenstown as detailed in the economic impact reports by CBRE (July, 2013) and Insight Economics (Nov, 2014) will be delivered to the community. Real Journeys support for the current proposed rating model is given on the basis that the council's contribution is permanently capped at \$32.5M and that Council will actively investigate all alternative methods of funding before 2018 and will advise on the progress of these funding methods. We understand that there will be at least three Annual Plan and one 10 Year Plan processes before any rating model will be implemented and therefore the opportunity to make further submissions on this issue will be available. We support the Queenstown Chamber of Commerce in lobbying and assisting Council with pursuing alternative funding options in order to reduce the burden on ratepayers. 2. Real Journeys supports the QLDC's on going contributions to the funding of Destination Queenstown by way of a differential on the commercial rates. 3. With respect to roading funding Real Journeys requests that sufficient council funds be set aside for the duration of this plan to adequately maintain the Mount Nicolas Beach Bay Road, and the Mount Nicolas Road. Maintaining these roads to a good standard will become increasingly important when stage two of the Around the Mountain Cycle Trail is completed. We appreciate that the majority of the Around the Mountain trail is in Southland however both ends of this track terminate at Lake Wakatipu in the Queenstown Lakes District and visitors undertaking this cycle journey are likely to stay in Queenstown before commencing the cycle and at the end of this cycle. Hence it will be advantageous to Queenstown to ensure the Around the Mountain Cycle trail is a success. 4. Moreover regarding transport funding; Real Journeys requests the council allocates sufficient monies for the duration of this plan; to enable to the development and maintenance of water taxis services and associated infrastructure on Lake Wakatipu, as a means to elevate traffic congestion on the road into central Queenstown that is: State Highway 6 and 6A.

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // BOWLER, KEVIN

Bowler, Kevin

TOURISM NEW ZEALAND



Would you like to comment on any other aspect of this draft 10 Year Plan?

Submission on the Proposed Convention Centre: Key project in the Long Term Plan (please see full submission)



Submission

То:	Queenstown Lakes District Council
Date:	15 April 2015
From:	Kevin Bowler, Chief Executive, Tourism New Zealand
	147 Victoria Street West, Auckland
	kevin.bowler@tnz.govt.nz
	Ph: 09 915 4330
Regarding:	Proposed Convention Centre: Key project in the Long Term Plan
Title:	Tourism New Zealand in favour of proposed Convention Centre
Action:	For consideration

BACKGROUND

- 1. The Council is proposing the development of an international standard convention centre with 750 person (seated) capacity at Lakeview. The centre will be part of a mixed used development with non-rate funded commercial and hotel operations and a privately developed hot pool facility alongside.
- 2. The Council has previously consulted on the development of the Lakeview site and a proposed convention centre, including a projected rating impact in the 2014/15 Annual Plan.
- 3. In August 2013 the Council consulted on whether it should lead the development of a Convention Centre and if the Lakeview site was the best site. Through the 2014 Annual Plan the Council then consulted on whether or not it should proceed.
- 4. The decision was taken to do so subject to:
 - External funding;
 - Approving a final rating model;
 - Approving a preferred operating models
- 5. Subject to funding and satisfying regulatory requirements, construction of the convention centre could start in the 2015/16 financial year and be completed in 2017/18, opening in 2018-19.

TOURISM NEW ZEALAND RESPONDS

6. Tourism New Zealand supports the proposal for the Queenstown Convention Centre.



- 7. Tourism New Zealand is charged by the Government with growing the value of the international visitor market our largest services export. We do this by promoting New Zealand, its regions, and its leading experiences in selected international markets.
- 8. We have a strong focus on travel for international business events as these visitors tend to be higher value to the economy and incremental to general visitors. Higher value can be by way of expenditure, seasonality and/or disbursement.
- 9. The proposed Queenstown Convention Centre fits coherently with our priorities and strategies to grow the value of international visitors.
- 10. Convention Centres anchor growth strategies for towns and cities by catering for and attracting international and domestic business tourism. An appropriately sized convention centre in Queenstown will underpin the city's growth aspirations and be an additional draw-card for New Zealand.
- 11. Should the Queenstown Convention Centre proceed, Tourism New Zealand would invest alongside the owners of the asset and other stakeholders to market Queenstown to decision makers in the international business events industry.

ABOUT TOURISM NEW ZEALAND

- 12. Tourism New Zealand is a Crown Agent governed by the Crown Entities Act CEA 2004. We were established by the New Zealand Tourism Board Act 1991, to market our country as an international visitor destination for the long-term benefit of New Zealand.
- 13. We aim to improve tourism's contribution to economic growth by growing the value of international visitors to New Zealand.
- 14. Our statutory functions under the CEA Act include to:
 - Develop, implement and promote strategies for tourism.
 - Advise the Government and the New Zealand tourism industry on matters relating to the development, implementation and promotion of those strategies.
- 15. As New Zealand's National Tourism Organisation, we are New Zealand's only publicly funded entity with the mandate and resources to promote 'destination New Zealand' to potential visitors.
- 16. While advertising and promotion activity is where we focus many of our resources, our marketing also extends to co-operative marketing with international travel sellers and airlines, engaging with New Zealand tourism operators, providing information for visitors, and providing assurance of the quality of New Zealand's tourism product and experiences.
- 17. Tourism New Zealand is governed by a Board of Directors, appointed by the Minister of Tourism, which delegates day-to-day management of the organisation to the Chief Executive.



18. Tourism New Zealand has 13 off-shore offices, two in New Zealand, and around 160 staff.

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Brown, Colin

PHYSIOLOGICAL SOCIETY OF NEW ZEALAND



Do you support the revised rating model for the proposed convention centre?

Yes

Convention Centre Comments

I am the President of the Physiological Society of New Zealand (PSNZ: http://www.physoc.org.nz/). PSNZ holds its annual meeting at Queenstown Research Week (QRW: http://www.queenstownresearchweek.org/), which brings several hundred visitors to Queenstown each year. With other stakeholders, PSNZ are continually working to expand QRW but the current facilities in Queenstown have reached capacity. Without the convention centre, it is likely that QRW will have to relocate to Auckland or (when the rebuild is complete) Christchurch. I am also organising a small international conference in Queenstown in 2015 (http://wcnh.otago.ac.nz/), which will bring 100-150 high-value international visitors to the region. Without the convention centre, we will not be able to compete to host large international conferences, such as the International union of Physiological Sciences (http://www. iups.org/) which was held in Christchurch in 2001 or the International Congress on Neuroendocrinology (http:// www.neuroendocrinology2014.org/) which was held in Sydney in 2014. There is a window of opportunity for Queenstown to establish itself as the New Zealand Convention Centre before the Christchurch rebuild is completed. My international friends and colleagues want to experience New Zealand. Queenstown is everyone's vision of New Zealand. They do not want to travel half way around the world to spend their time in another characterless big city, or in an industrial estate near a beautiful venue; they want to be in Queenstown but we can only bring them here if the convention centre is built. While I am not a QLDC ratepayer, it appears to me that it is fair that the largest burden of rates increase should fall on commercial and accommodation providers in the CBD, who are most likely to benefit directly from the convention centre.

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // BROWN, RACHEL

Brown, Rachel

WANAKA COMMUNITY BOARD WANAKA/UPPER CLUTHA



Wanaka Pool Comments

1. Support the new Wanaka Pool being constructed in 2017. 2. Establish a registered charitable trust with an employed manager (as per Queenstown Trails Track model) to raise at least \$5 million for Wanaka Pool. 3. Provision to identify and rationalise all council owned land in Wanaka, including provision to develop appropriate areas and to sell appropriate land to help fund the new pool.



Would you like to comment on any other aspect of this draft 10 Year Plan?

4. Budget funds and staff resources as required for the completion of the Ardmore St / Lakefront streetscape. This should be done by Christmas 2015. Shared space concepts for CBD to be developed in next three years, 5. Budget funds and staff resources to implement the development plans for all of the Wanaka Lakeside Reserves including the proposed Bullock Creek Delta Eco Sanctuary. The next 3 years needs to address the lakeside reserves from Pembroke Park around to Eely Point. Need to complete planning phase (\$20,000) before allocating budget requirements. 6. Budget funds and staff resources to complete a reserve management plan for the Wanaka Showgrounds Reserve. This should be in 2015 / 2016 financial year. Staff to advise on budget. 7. Budget funds and staff resources to implement the reserve management plan for the Wanaka Showgrounds Reserve. This should include previously agreed amounts for irrigation and fencing and allow for further amounts for playing field and facility upgrades. This should be inside the next 3-5 years. Draft LTP budgets \$200k for "field development" and \$105k for "AMP show grounds Wanaka" (to be clarified) 8. Budget funds and staff resources to advance and complete plans for the proposed Upper Clutha Track Network Strategy. This should be in the 2015 - 2016 or at the latest 2016 - 2017 financial year. 9. Budget funds and staff resources to complete the track links enabled by the road stopping and road creation processes required to provide public access at Mt Burke station and Devon Dairies. Mt Burke: Cycle link to Dublin Bay \$150k and road improvement in Maungawera Valley Devon Dairy: \$150k for track, fencing and planting PLUS \$150k for underpass 10. Budget funds for 4 track counters for Wanaka tracks (no counters in the Upper Clutha at present) \$7000 each 11. Budget funds and staff resources for the development of boat launching / trailer parking / clean down facilities at Eely Point. This should be inside the next 3 years. Project estimate: \$1million 12. Funds to be budgeted for the purchase of a floating pontoon to provide additional wharf facilities for commercial operators wharf facilities adjacent to the boat ramp; including funding for associated consents, ramps and pilling. This should be in 2015 / 2016 financial year and preferably completed prior to the summer season in 2015. Project estimate: \$250k?? 13. Funds to install a toilet at Glendhu Reserve by the new boat ramp AND funds to complete the boat ramp. \$8000 for toilet \$10,000 to complete the final three slabs of the boat ramp to make it functional at low lake levels. (the original budget did not allow for earthworks which resulted in this shortfall and funds are being sought at present to complete the job while the lake is low, before next summer) 14. Budget to form a gravel path across the Upper Clutha terrace, for about 800 m below Albert Town bridge. 15. Budget and staff resources for a project to accept ownership and maintenance of Contact land under Red Bridge (Red Bridge River Park Trust and Luggate Community Association)

Budd, Graham

DESTINATION QUEENSTOWN & QUEENSTOWN CONVENTION BUREAU



Convention Centre Comments

See attached submission for details



SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL 10 YEAR PLAN

23/04/15

TO: Queenstown Lakes District Council

Private Bag 50072 Queenstown 9348

NAME OF SUBMITTER: Destination Queenstown & Queenstown Convention Bureau

PO BOX 353

Queenstown 9300

Submission on the Queenstown Convention Centre

Destination Queenstown (DQ) is the Regional Tourism Office for Queenstown and the Wakatipu area. The Queenstown Convention Bureau (QCB) is a division of DQ and is responsible for the marketing of Queenstown as a business event destination.

Destination Queenstown and the Queenstown Convention Bureau fully <u>supports</u> the development of a Queenstown Convention Centre on the proposed Lakeview site.

We are unable to submit on a proposed rating model that is specific to individual businesses and property owners, but DQ lends its full support to the overall project.

There is strong demand from event organisers actively seeking to hold conferences in Queenstown for upward of 500 pax. The economic multiplier from business events such as these are wide reaching. Convention delegates are higher yielding, longer staying visitors with a propensity to extend their stay or return for leisure. Convention business often occurs in spring and autumn. This fits with DQ and TNZ's strategy of driving visitation in the shoulder seasons to counter the seasonality of leisure travelers.

Without a large, world class facility, Queenstown will not be able to reach its potential as a true international standard conference destination.

Graham Budd
Chief Executive
Destination Queenstown

Destination Queenstown
PO Box 353 | Queenstown | 9300 | New Zealand

Ph: +64 3 441 0700









Burgess, Mike

WINNIES, BALLARAT TRADING COMPANY, BUFFALO CLUB, ZEPHYR, BARUP, HABANA, GYPSY KITCHEN, BELOW ZERO ICE BAR

WAKATIPU



Convention Centre Comments

Issue 1 Convention Centre I support the building of an international standard convention centre at the lake view site in downtown Queenstown. This support is based on the understanding that the economic benefits to the community will be as outlined in the economic impact reports by CBRE (July, 2013) and Insight Economics (Nov, 2014) This support for the current proposed rating model is given on the basis that the council's contribution is permanently capped at \$32.5M and that Council will actively investigate all alternative methods of funding before 2018 and advise on the progress of these funding methods. I understand that there will be at least three Annual Plans and one 10 Year Plan processes before any rating model will be implemented and therefore the opportunity to make further submissions on this issue will be available.



Would you like to comment on any other aspect of this draft 10 Year Plan?

I represent a group of companies that currently own eight hospitality businesses in the Queenstown CBD and 5 residential properties. Winnies Ballarat Trading Company Buffalo Club Zephyr Barup Habana Gypsy Kitchen Below Zero Ice Bar Issue 2 Alternative Funding Model Proposal * To undertake a review of the need for a visitor levy * To assess the quantum of the funds needed * To ascertain the best option for raising funds based on statistical and objective data. Key Outcome To devise a development levy, agreed to by all sectors and interested parties in the community, that will enable agreed projects to proceed so that Queenstown develops at a pace consistent with tourist expectations and residents wishes and without over burdening the small existing rates base Background * Queenstown is growing, with residents growing and tourist numbers growing faster than the rating base. * With current discussion about the development of a Conference Centre (which will increase the demand on an already stretched infrastructure) and the need for key infrastructure upgrade, it is necessary to look at different models for raising Capital Example The preferred method of collecting visitor targeted levy/tax revenue has been a subject of much debate over the years......One option could be to apply a visitor levy on passengers that arrive or depart or both through Queenstowns airport. Current volume of passengers through the airport is 1.4m per annum and increasing. If passengers were levied \$5 each this would generate \$7m in revenue...The levy could be added to the price of the air ticket with revenue collected at the time the ticket is purchase and administered by the airlines.....The airlines collection costs could be covered by a 5% to 10% charge. I acknowledge the use of the airport as a facility to gather visitor levy/tax revenue does not cover all visitors that arrive into Queenstown by other means (ie car or bus). However the airport is without question a large source of the regions visitor numbers. The airport/airlines currently use existing technology can be applied with minimum visitor inconvenience to gather a substantial amount of council revenue..... also acknowledge that the airport levy would also collect revenue from locals this could be overcome through a reduction in the local rates or other local targeted charges. I have been part of the Queenstown community for the past 14 years, during this time there have been many great ideas put forward to improve the community and the way it operates, more often than not those ideas are not implemented due to the common denominator being lack of funding. I believe that a visitor levy would be a positive game changer for the town allowing us to implement these ideas to improve, upgrade and develop the area into a truly world class destination of the future, one that we all can be proud of.... Issue 3 I propose a review of the current noise limits in the CDB and how it applies to the restriction on outside dining and drinking after 10pm.

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Calhaem, Raewyn

TE KAKANO AOTEAROA TRUST WANAKA/UPPER CLUTHA



Would you like to comment on any other aspect of this draft 10 Year Plan?

Over the years the QLDC has contributed funds to installing plants at a few of our project sites (Roys Bay West, Waterfall Creek, The Outlet, Waimana Place and Albert Town Lagoon) however no financial assistance has been received for the ongoing maintenance and care provided by Te Kakano to ensure the survival of the plants and to ensure the sites continue to be visually appealing. Each year Te Kakano continues to water, add replacement plants and hand-weed these areas at a cost to the trust of approximately \$500 per month. Watering is required to ensure the survival of the plants in our harsh dry summers, replacement plants are required to ensure those plants impacted by natural attrition do not leave gaps in the planting structure and hand-weeding is required to avoid attrition by council contractors mowing and spraying in close proximity to the plants. Te Kakano would suggest that an annual contribution of \$6,000 to the Trust by the council, either directly or via the appointed maintenance contractors, for ongoing maintenance would be appropriate to ensure that these project sites continue to be maintained by Te Kakano to the benefit of the local and wider Upper Clutha community.

Clark, Penny

DORCHESTER HOTEL PROPERTY TRUST TRADING LTD. WAKATIPU



Do you support the revised rating model for the proposed convention centre?

I choose not to answer

Convention Centre Comments

The convention centre will benefit the whole commercial community and therefore whilst we agree the CBD will get a higher % of benefit there will be a flown on effect to every body. The residents will also benefit but that will be to a smaller degree and is not so much one of financial gain more of an improved life style with better facilities and more sustainability. We need to mix our visitor count and ensure for the future we are seeking increased dollar spending guests, our infrastructure cannot cope with an ever increasing numbers game, we need to specialise and seek out less for more. We need every commercial operation to benefit in some way from our visitors not just the "big boys". Our town thrives on small business's that are innovative with activities and events we need them to prosper too. The benefits of conventions and conferences in our town will help make up the versatility, vibrancy and general atmosphere of success which attracts people to us. The location will help support an area for apartment living behind for "our workers" and we suggest that any future major business coming to town is required to supply / build worker accommodation. So we believe a fair and equitable rating model is necessary to support the initial start up process and a safety blanket until the project is running successfully or taken over by a private developer/hotel management company or convention company. We also believe a visitor levy could in some way contribute to this process if done fairly throughout the community in the foreseeable future.



Water and Wastewater - a Standardised Rate

Do you agree that Council should further investigate the principle of a standardised rate for water and wastewater?

Yes

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // CLARKE, DAVID

Clarke, David

LAKES DISTRICT MUSEUM



Would you like to comment on any other aspect of this draft 10 Year Plan?

See attached submission



QLDC 3 0 APR 2015 QUEENSTOVN

Lakes District Museum Arrowtown 2015/16

Submission for Lakes District Museum for the Annual Plan and the 10 Year Plan.

On behalf of the museum board we continue to be extremely pleased with the support that the council continues to give the museum. This will enable the museum to continue with its important functions for the benefit of the Queenstown Lakes District. We continue to play a very valuable community role that requires, in our view, continued rate payer support. After struggling for a couple couple of years in the face of declining tourist revenue and skyrocketing costs, we have been fortunate that the last two tourist seasons have been strong and along with our restructuring, we have been able to consolidate funding in preparation for doing some significant projects.

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

- We are not a council entity but a Charitable Society. We have over 400 members who elect the board each year. The board then hire the Director who hires all other staff.
- The Lakes District Museum has enjoyed some council financial support since 1972. For many years this was \$15,000. This increased to \$30,000 in circa 2004 and increased each year based on CPI. We were not required to apply each year as funding became part of the 10 year plan. Due to financial problems in 2012, the museum board met with the Mayor, CEO and CFO and discussed increasing the grant to \$80,000 PA and this was agreed. (This equates to about \$4 per rate payer across the district) This has given the museum stability and the ability to consolidate funds.
- Whilst we have consolidated funds, there is still a call on these funds and we continue to have rapidly increasing operating costs.
- Almost all communities the size of the QLDC have a museum. Support of museums is a core council function under the Local Government Act 2002
- The museum is almost unique in that it is one of only a few museums of its size in the country, that is not a council run entity.
- The Lakes District Museum is recognised by the profession as one of the best and most innovative small museums in the country. This has been achieved through volunteers giving huge amounts of time to fund raise and with some staff working considerable free hours.



Community benefit comes from the museum comes in many forms:

- Over 600 hours of oral history recordings of the districts residents. This is an ongoing project that will be incredibly valuable in generations to come.
- The creation of an excellent archive facility with a database that has digitised our collection including our 10,000 photographs. (As you will know we had to make staff redundant from this facility as we could not afford the wages.)
- The museum has provided a public art gallery space showing an amazing array of changing exhibitions- both historical and art based.(this is 23 years old this year.)
- The museum employs a full time educator and two part time teachers to run a highly respected education programme. Every school in the QLDC area uses this programme.
- The museum runs the Arrowtown Post Office and Arrowtown's Information Centre.
- Museum staff have lobbied and undertaken continual work in the heritage sector both in Arrowtown and Wakatipu wide. We sit on Trusts to further heritage aims and undertake research work for council especially in the interpretation of the reserves and who they are named after and other property searches. We also protect council historical records that include the Minutes and Rate books.

In conclusion

The museum has been a highly valued institution since 1948. It functions, responsibilities and activities have expanded considerably and this needs to be recognised by council going into the future. Supporting the District Museum is a core function of council.

Thank you for your support.

David Clarke Director





How the Council Grant will be spent in 2015/16/17 years

Currently we still have a number of capital projects we are working on and this is the reason we are accumulating funds. Our financial year is 1 August-31 July. They are:

- Seismic strengthening of the 1875 Bank building. We are about to move to the next phase of engineering drawings and specifications. The cost of this will be approx. \$7,500 plus GST. We already have indications from our engineers that the total cost of the work will be in the vicinity of \$150,000-\$200,000
- New storage capacity. The museum is woefully short of storage capacity. We
 are currently getting working drawings completed for a new lower level
 storage room. Expected cost including drawings, consents and construction
 is \$150,000-\$200,000
- New Geology and Maori displays. We have completed ½ this programme but wish to finish the remaining work over the next 2 years. Estimated cost \$50,000.
- Support of Danny Knudson Book on the History of Skippers \$5000
- Support of a short film about Lindsay Kennett. Glenorchy resident who became a famous fashion milliner. \$5000
- Oral History Project Programme. Interviewing residents about Queenstown 1960- present day first stage \$5000

Each year we tag the Council grant to assist us with operating costs which are between \$350,00- to \$400,000 per anum i.e energy, telecommunications, insurance and personnel (wages costs). This past financial year the museum made a profit but if the council grant was removed that profit would disappear. Insurance has increased this year from \$23,000 to \$30,000. Energy costs in the winter are \$80 per day. Our wages are still quite low and need to increase. We need to employ an extra staff member to undertake the museology work that needs to be done, especially in the archives area which is a core function.

ashtonwheelans>>

PO Box 827 Wanaka 9343

22 September 2014

The Board Lakes District Museum Inc 49 Buckingham Street Arrowtown 9302 QLDC 3 0 APR 2015 QUEENSTOWN

Dear Board

REPORT TO MANAGEMENT FOR THE YEAR ENDING 31 JULY 2014

We have recently completed the audit of the financial statements for the year ended 31 July 2014 and as part of our reporting obligations outlying by way of this letter no matters arising through the audit process.

1. Audit Qualification

You will note that we have qualified the accounts on the controls surrounding income prior to it being recorded within the financial statements. This is consistent with the previous year's audit and is common for organisations that receive income in cash. If you or the Board wish to discuss these qualifications, please do not hesitate to contact us.

2. Other Items:

- a. Prepaid insurance not adjusted insurance was paid in July for the period July to September. The total payment was \$5,981.93 of which 2/3 relates to the next financial year.
- b. Asset Register in Xero it may benefit the board to loan the fixed asset register into Xero and then it can run depreciation on a monthly basis for management report purposes.
- c. Invoice approval invoices we have reviewed had no indication that these have been appropriately approved (however they were marked as "entered"). We understand that the Board approves all payments as part of its monthly meetings however it is best practice that each invoice be signed as approved by an appropriate authority within their delegation.
- d. Charities Commission annual return I noted that the charities commission annual return for 2014 appears to have not yet been completed (it was due Jan 2014). I also noted within the minutes there were changes to board members and these may not have been updated on the register either.

If you have any further gueries please do not hesitate to contact me.

Yours faithfully ASHTON WHEELANS

Nigel Perkins Partner



Appendix One - Audit Requirements

As required by the International Auditing Standards (NZ), we report the following matters to you.

1. The Audit Approach

We have documented and considered the Societies accounting processes and internal controls that impact to ensure that they are adequate in capturing the data necessary to accurately complete the financial statements. The audit report has been qualified where there is no practical audit procedure to identify the limitation of the limited internal control over the cash portion of income prior to it being recorded in the financial statements.

We have reviewed the financial statements themselves obtaining assurance of the figures by comparison to source documentation and completion of analytical review. We have reviewed the estimates and judgments made by the Board in the preparation of the financial report. We have conducted tests to satisfy ourselves that the figures are fair and reasonable with the exception of the audit qualification as noted.

2. System Weaknesses

The weaknesses in internal controls include the items that the qualification was issued over. The controls surrounding the recording of the cash receipts are lacking due to the small office environment. We understand that a lot of entities of similar nature and size lack resources in order to implement the effective recording of cash income.

3. Third Party Reliance of Financial Statements

Unless expressly approved in writing the audit has been completed for the board of the Lakes District Museum Incorporated and we cannot be held liable for any other parties relying upon our work.

4. Board Responsibilities

The Board is responsible for the presentation and information included within the financial Statements.

5. Dealings with Management & Staff

There have been no disagreements over accounting treatment with the Board or your accountant during the course of the audit. We wish to thank them for their assistance and co-operation during the course of the audit.

J. Reed 22-09-14



INDEPENDENT AUDITOR'S REPORT

To the Members of Lakes District Museum Incorporated

We have audited the special purpose financial statements of Lakes District Museum Incorporated on pages 1 to 4, which comprise the statement of financial position as at 31 July 2014 and the statement of financial performance for the year then ended and a statement of accounting policies and other explanatory information.

Board's Responsibility for the Financial Statements

The Board is responsible for the preparation and fair presentation of these financial statements in accordance with special purpose reporting and for such internal control as the trustees determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with International Standard on Auditing (New Zealand). Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgement, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Boards preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of accounting policies used and the reasonableness of accounting estimates, as well as evaluating the overall presentation of the financial statements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Other than in our capacity as auditor we have on relationship with, or interests in, Lakes District Museum Incorporated.

Basis for Qualified Opinion

Controls over the income received in cash prior to it being recorded are limited and there are no practical audit procedures to determine the effect of this limited control. There were no practical procedures available to us to confirm the completeness of this revenue, and accordingly, we were unable to obtain sufficient appropriate audit evidence in this regard. Consequently, we were unable to determine whether any adjustments to the amount of revenue received in cash were necessary.

Qualified Opinion

In our opinion, except for the effects described in the Basis for Qualified Opinion paragraph the financial statements on pages 1 to 4 present, in all material aspects, the financial position of the museum as at 31 July 2014 and the results of its operations for the year then ended in accordance with the accounting policies adopted. Without modifying our opinion, we draw attention to Note 1 which explains the basis of accounting. The financial statements are prepared to assist the Museum meeting the requirements of the Incorporated Societies Act and its constitution. As a result, the financial statements may not be suitable for another purpose.

Restriction on Distribution or Use

Mellain

This report is made solely to the Members. Our audit has been undertaken so that we might state to the Board those matters we are required to state to them in the auditor's report and for no other purpose. To the fullest extent permitted by the law, we do not accept or assume responsibility to anyone other than the Members as a body, for our audit work, for this report, or for the opinions we have formed.

Wanaka

concern assumption in preparing the Financial Statements for the year ended 31 July 2014. In reaching this conclusion, the Board has considered circumstances which they believe are likely to affect the society during the period one year on from the date the Board approve the Financial Statements. The Board has also considered circumstances that they know will occur after that date which could affect the validity of the going concern assumption.

Records

The records maintained by Lakes District Museum Incorporated during the year were adequate for the preparation of the financial statements and in accordance with requirements of the IRD, and stakeholders where the Board has a responsibility.

Information Provided

- We have provided you with:
 - (a) All information, such as records and documentation, and other matters that are relevant to the preparation and presentation of the financial statements;
 - (b) Additional information that you have requested from us;
 - (c) Minutes of the Board meetings or notes or recent meetings for which Minutes have not yet been prepared.
 - (d) Unrestricted access to those within the entity.
- All transactions have been properly recorded in the accounting records and are reflected in the financial statements.

Internal Controls

- The Board accepts that it is responsible for establishing and maintaining a system of internal controls designed to provide reasonable assurance as to the integrity and reliability of financial reporting. The Board has maintained effective internal control systems during the financial year and the systems have operated to generate accurate and reliable financial information.
- There have been no changes to or introduction of new information systems during the year that could adversely impact the completeness and accuracy of Board's information systems and underlying data.
- At all times during the year Lakes District Museum Incorporated have maintained sufficient internal controls to safeguard the Board's financial assets. There have been no reported instances where breaches of internal controls, guidelines or best practices have occurred that have not been brought to the Boards' attention.

Representations Made

- The Lakes District Museum Incorporated has not been directly represented by solicitors for the year ended 31 July 2014.
- We have no plans that may affect the carrying value or classification of assets and liabilities, including impairments of tangible or intangible assets.
- The net book value at which properties, plant and equipment are stated in the Statement of Financial Position were arrived at:
 - (a) After eliminating all amounts relating to items sold or scrapped;
 - (b) After providing for depreciation and obsolescence considered adequate to reduce the net book values of the assets to their residual value at the end of their economic lives.
 - (c) After ensuring any assets not in active use, are held for future use or sale, at their sale value.
 - (d) After considering any impairment in value.

f.J.R.

contractual obligations relating to this funding may result in it being repaid of taken in totality to the Statement of Financial Performance.

- We confirm there are no significant legal issues outstanding that are not recorded within the financial statements.
- We are aware of the need to address engineering issues in relation to the buildings as there is no earthquake cover on that site. We are taking all necessary steps to ensure the integrity of this asset will be maintained.
- Certain items disclosed within equity will be reclassified by the Board as retained earnings if it is found that the purpose of the reserve no longer exists.
- All grants have been spent in the year and none are considered unspent.

These representations are made at your request and to supplement information obtained by you from the records of Lakes District Museum Incorporated and to confirm information given to you orally.

For and on behalf of Lakes District Museum Incorporated

Chairperson

J.R.

EXCESS ASSETS OVER LIABILITIES

Approved Confued Chairman

22 September 2014

\$80,640

\$90,646

EDUCATION OFFICER GRANT

GST PAYABLE

LESS CURRENT LIABILITIES SUNDRY CREDITORS TOTAL CURRENT LIABILITIES

\$113,081 \$3,486 \$77,137

\$193,704

\$1,173,545

\$1,269,071

TOTAL EXPENSES - MUSEUM	\$358,598		\$397,193
NET PROFIT - MUSEUM	\$86,525		\$119,987
MUSEUM POSTGross Profit - Post - Stationery\$21,Gross Profit - Post - Stationery\$39,Mail Handling\$28,Commission - TrustPower\$4Donations\$4,Rent Received\$7,Sundry\$1,	\$21,448 \$39,099 \$28,760 \$369 \$4,314 \$7,686	\$29,480 \$25,914 \$28,304 \$423 \$4,805 \$3,606	
INCOME - POST kpenses Running Expenses nel Expenses stration Expenses ation	\$102,853 \$1,963 \$81,414 \$7,985 \$2,490	\$11,519 \$82,319 \$9,234 \$1,947	\$92,532
TOTAL EXPENSES - POST	\$93,852	64	\$105,019
NET PROFIT (LOSS) - POST	\$9,001		-\$12,487
Net Profit - Museum Net Profit (Loss) - Post	\$86,525	9 , ,	\$119,987 -\$12,487
TOTAL PROFIT	\$95,526	<i>.</i>	\$107,500

1 8 1

(a) Accounts receivable

Accounts receivable are stated at their estimated net realisable value.

(b) Inventory

Inventory is valued at the lower of cost and net realisable value on a first-in, first-out basis.

(c) Depreciation

Depreciation has been charged at the following rates:

Building - 1.25% sl to 2.5% sl & dv and Plant & equipment - 11.4 - 50% dv.

(d) Fixed Assets

Fixed assets are stated at cost (net of grants or donations received) less accumulated depreciation. under construction are depreciated from the date the construction is completed. Certain assets are Donated assets and artefacts are not valued or recorded for financial reporting purposes. Assets not considered depreciable and this is reflected in the depreciation schedule.

(e) Goods and Services Tax

These accounts have been prepared exclusive of Goods and Services Tax.

(f) Grants & Donations

Grants and donations will be treated as income when received unless they are received subject to a specified use or purpose. When grants and donations received are subject to conditions, the amount received will be recorded so as to offset the cost of the item or the service to be consistent with the conditions.

2 OTHER INFORMATION

There are no known commitments or contingent liabilities at year end (prior year - none).

RELATED PARTY TRANSACTIONS

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10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // CONROY, JOANNE

Conroy, Joanne

WAKATIPU ST JOHN COMMITTEE



Would you like to comment on any other aspect of this draft 10 Year Plan?

The ambulance service is partly funded from the government but St John made up the balance of capital costs with fundraising. The Queenstown area has a substantial workload with a large number of people not part of the resident population. The current 4WD ambulances are being replaced with three new Landcruiser 4WD ambulances (2 for Queenstown and 1 for Wanaka). Sponsorship has paid for one vehicle but St John Wakatipu is fundraising for \$105,000 for the second vehicle. St John Wakatipu asks for support of \$25,000 from Council towards a new 4WD ambulance. St John Wakatipu is approaching businesses in town not only for corporate sponsorship but also to utilise their databases to reach users and get a wider fundraising uptake.

Cowan, Ann

HURLEYS OF QUEENSTOWN WAKATIPU



Do you support the revised rating model for the proposed convention centre?

Yes

Convention Centre Comments

Hurley's owners and Managers fully support the convention centre and all the opportunities it will bring to this town through employment and increased occupancy. We do question the CBD outline and would like the outer hotels in Frankton Road to be included in the CBD rating as the project will have appositive effect on these businesses through the trickle down effect. Hurley's owners are not in favour of a bed tax levied on tourists as it will not net all those staying in Queenstown. Holiday homes, airbnb need to be netted to. A bed tax needs further investigation as to how it will be collected and what it will be used for.



3A. Is the Council taking the right approach to address congestion issues in central Queenstown by planning to reduce future traffic movements by 20 percent?

Yes

3A. Transport Planning Comments

Right approach but services must run on time and be consistent.

3B. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

Yes



Should the Council build a library hub at Frankton in 2020, at an estimated cost of \$5.3m?

Yes

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // DEVLIN, ROSALIND

Devlin, Rosalind

FRANKTON COMMUNITY ASSOCIATION WAKATIPU



3A. Transport Planning Comments

The FCA generally supports Council's efforts to address car parking and congestion issues. We generally encourage alternative modes of transport such as buses, walking and cycling, where these are feasible for a small town and appropriate for individuals and families. We encourage the Council to look at: -Car parking facilities around the Frankton bus terminal to encourage commuters and others to catch the bus into town - but at the same time discourage people from parking on nearby residential streets (e.g Gray St car park dedicated for bus users). -Work with NZSki to get ski commuters out of cars and into buses. - P48 and/or yellow lines and/or driveways markings and/or heavy vehicle restrictions around Gray and McBride Streets where these streets are affected by worker parking and airport parking. Residents of those streets report emergency vehicles unable to get through, a petrol tanker travelling along McBride St, many near head-on crashes, and driveways blocked by cars. We note that we submitted about this same matter on the last 10 Year Plan in 2012, but any progress seems to have been lost in Council restructures. We encourage the Council not to lose momentum on worthwhile projects, and to appropriately resource its departments and officials so that they can continue their work. - Work with NZTA to find out if they are considering blocking airport parking along the SH - because this will encourage airport users to park on residential streets and will need to be addressed by the Council at the same time. -Find out from NZTA if two-laning between the airport and BP roundabouts will ever occur. -Continue progressing the Eastern Access Route so that some traffic can be diverted and not pass through the BP roundabout.



Frankton Library Comments

The FCA has previously submitted in support of a library at Frankton (last 10-year plan in 2012) and reiterates that support.



Would you like to comment on any other aspect of this draft 10 Year Plan?

Community Group Funding: We thank the Council for making funding available to community groups. The FCA has not had the resources to undertake any practical projects for several years, as we have only had 6 committee members, all with substantial work and family commitments. We have therefore not accessed the project funding since it was made available. We have accessed the administration funding, and are very grateful for this. The funding helps us to retain our legal status as an Incorporated Society by organising an Annual General Meeting. We typically spend the following each year: \$170 Post Office box hire (we have considered getting rid of this as we no longer receive much mail now that the Council doesn't send out committee reports) \$80 - \$100 AGM venue hire (St Margaret's Church Hall - we are not aware of any free venues) \$200 - \$300 AGM advertising in local papers and posting out invites to general members (we try to keep this expense down by applying for community advertising grants, and asking for email addresses to replace postal addresses on our database) In 2013-2014 we spent \$491.38 of the grant and returned the rest. Without this funding we would have to be more active raising money in the Frankton community - but as noted, we barely have the resources to do any more than the bare minimum. We do ask each general member to donate \$20 at the same time as inviting them to the AGM, and last financial year we raised \$710 from subscriptions. This would cover our administration expenses if the Council decided to cut our funding, but would not allow us to build up any funds for a future project. Our bank balance as at 20 March is \$2,320.92, which includes the Council grant for 2014-2015, approximately half of which we will return unspent.

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // DICKSON, GRAHAM

Dickson, Graham

UPPER CLUTHA HISTORIC RECORDS SOCIETY



Would you like to comment on any other aspect of this draft 10 Year Plan?

Request for an annual grant of \$1,500 to assist in ongoing work: to fund materials, operating costs and to assist with the cost of recently installed shelving (please see full submission for all details)

Upper Clutha Historic Records Society Inc. | Secretary: Graham Taylor

The Chief Executive Officer,

Queenstown Lakes District Council,

For the attention of the

Wanaka Community Board.

QLDC 1 6 APR 2015 QUEENSTOWN

The Upper Clutha Historic Records Society is an incorporated society, which has as its objectives:

- 1. To collect and preserve historical records in the Upper Clutha District,
- 2. That it uses its powers to advise concerning historic aspects of the district,
- 3. The preservation of, and the education in, all aspects of historic research.

The society has an active membership of about 20, mainly older residents of Wanaka, who have been collecting and cataloguing records of the district since 1985.

Over time, the society has amassed a considerable amount of material including farm records, family histories, letters, firms' account books, minutes of organisations, school records, maps and photographs. These form an invaluable and irreplaceable record of the district's history.

The Council has recognised the society as the appropriate body for this function in the Upper Clutha Area and when the new Wanaka library was built, the council, appreciating the value of the collection and the importance of the work of the society, provided a dedicated fireproof room in the new library for the use of the society and storage of its records. These records are available to members of the public on request. There is considerable demand from the public for access to the records, mainly when there is commemoration of events such as centennials, or by people tracing their history. It is important that these local records remain local where they are accessible to this community. The society had a display at the recent A&P show in Wanaka where there was considerable interest in the society's work.

The Society has purchased and installed "Past Perfect" as a database, the same as used by a number of Museums in Otago, and is in the on-going process of transferring the card file record system onto the database. The written records have now all been entered into the database, and work is proceeding on photos and maps.

As the collection has grown, it has become necessary to improve the storage systems in the records room in the library, and the society is in the process of purchasing and installing some better shelving. The current shelving came from the old library in Ardmore Street and some items have never been entirely satisfactory or efficient in space utilisation. Grants have been received from a number of organisations to help with the cost of the shelving but some input from the society has been required, depleting our limited reserves.

The society with its small and elderly membership, has very limited access to funds to deal with the ongoing operating costs of maintaining and protecting the record collection and adding to it as new items are made available and to deal with enquiries. If the collection is to be maintained and continue to be accessible to the Wanaka and wider communities, some additional funding would seem to be desirable.

It is even possible that in the longer term, the collection may be incorporated into the library if the society found itself unable to give the collection the care it needs. It is important that the collection and its cataloguing be not allowed to fall into a state of neglect.

It is therefore requested that the council consider providing a small annual grant to the society to assist in its ongoing work: to fund materials, operating costs and to assist with the cost of the recently installed shelving. Such grants have been received from time to time in the past.

It is considered that an annual grant of \$1500 would be appropriate and it is requested that such a sum be included in the Annual Plan.

Graham Dickson

GAPL

President Upper Clutha Historic Records Society

9 April 2015

Eulink, Reinier

CROWNE PLAZA QUEENSTOWN WAKATIPU



Do you support the revised rating model for the proposed convention centre?

Yes

3 Transport Planning

3B. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

No

4 Frankton Library

Should the Council build a library hub at Frankton in 2020, at an estimated cost of \$5.3m?

Yes

5 Water and Wastewater - a Standardised Rate

Do you agree that Council should further investigate the principle of a standardised rate for water and wastewater?

No

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // FRANKLIN, TRISTAN

Franklin, Tristan

QUEENSTOWN SQUASH CLUB



Would you like to comment on any other aspect of this draft 10 Year Plan?

See attached submission



28th April 2015

To the QLDC Councilors,

Re: Queenstown Squash Club QLDC Submission – 10 Year Plan - 2015-2025

I am writing this submission in my capacity as Club President of the Queenstown Squash Club (QSC) and on behalf of the club committee and members.

QSC - Our Club

The QSC is a small two court complex located below the rugby club in Templeton Way. We are currently 16 years into our 19-year QLDC lease and are self-funding through a combination of membership levies, guest fees and internal event fundraising. Our facilities are very basic with two courts (in deteriorating condition) and two small changing facilities. We are an active club with a steady membership but our facilities make it increasingly hard to attract new and retain existing members. We have 3 car parks directly outside the club that have become difficult to retain for members given the increasing pressure on town parking. A combination of the above factors are making the QSC increasingly difficult to maintain (both in terms of amenity and also financially) at a time when we are trying to grow our sport in the region.

The relocation of the QSC into a new purpose built facility has been included in previous Annual and 10 Year Draft Plan documents as per below:

2010/2011 Annual Plan - Provide for capital purchase of Queenstown Squash Club Building at \$200,000 (reinstatement of 2007/08 unused budget)'

2012-2022 10 Year Plan - An amount of \$368,000 was allocated in the budget for the construction of 2 new squash courts as part of the QEC extension plan. This has now disappeared from the 2015 Draft Plan with no communication to the QSC as to why we have been excluded and what other viable alternatives may exist.

QSC – What do we do and why do we matter?

- The QSC has an active membership of approximately 60 annual members with a similar number of shorter-term 3-month members turning over throughout the year. We also hire visitor keys on a daily basis to both local and visiting players. Our members range in age from 9 years to 70+ years and we make every effort to cater for all age groups and all levels of ability.

- We have 3 teams competing in the local Interclub competition. Each team comprises 5-6 players who travel as far as Omakau, Alexandra and Wanaka for mid-week team matches.
- We run our own internal club events that provide members with the opportunity to meet new players, exercise and compete in a fun and welcoming environment.
- The club has an active group of members who regularly play and travel to local and national tournaments including a proportionally high number of nationally ranked male and female Masters players.
- The annual Queenstown Easter Squash Open is a long established squash tournament attracting players from all over New Zealand to compete. Our 2015 event was oversubscribed with 80 players competing at both the QSC and Nugget Point courts.
- The QSC committee runs a regular Tuesday Club Night that attracts good numbers of new members and visiting players.
- We have a long-standing relationship with Wakatipu High School to provide courts for coaching and school games.

Squash – why it deserves its place in Queenstown's recreational future?

- Squash makes an ideal recreational activity throughout the colder months in Queenstown and is not weather dependent at any time of the year.
- Squash was voted by Forbes Magazine as the world's healthiest sport in recognition of the fact that it provides a competitive and effective workout in minimal time and space.
- Without a squash facility our nearest squash courts are in Cromwell. Cromwell Squash Club has experienced a growth in membership numbers and is adding a third court to the complex.
- A benefit of having a new squash facility at the QEC is the ability to package a squash membership with a Gym or Pool membership which would certainly increase its use by the community.
- Squash is popular all over the world and we host a large number of international players every year who are looking to play whilst visiting Queenstown.

- Hosting squash tournaments and similar events will add economic value to Queenstown

as players all need to eat/drink, sleep, park and shop.

- Squash players are very committed to their sport and it provides a valuable component to

their social lives, health and general well being.

- Squash has become an established sport in the Commonwealth Games with a very active

campaign to have it added as a future Olympic sport.

- The squash club has provided a valuable Queenstown recreational facility for many years

and the current committee and members are committed to ensuring this continues for the

next generation of players.

QSC – Our Submission

The QSC request that we be considered in the new 10 Year Plan in the following ways:

1. Allocation of funding and support for a new 2-4 court complex at the QEC (as per

previous planning) or as part of another suitable recreation facility.

2. Allocation of funding and support for the upgrading and modernization of the existing

squash club facilities in the absence of an alternative venue for the squash club.

3. Extension of our current lease agreement beyond 1st April 2018 in the absence of an

alternative venue for the squash club.

The QSC committee would be grateful for the opportunity to meet with councilors to

discuss the future of our club and thank-you for taking the time to read and consider this

submission.

Yours faithfully,

Tristan Franklin

Club President

22 April 2015



To Whom It May Concern

Squash New Zealand has identified facility development as an important pillar in its strategic plan and has signalled a willingness to work with its member clubs and districts to provide support for opportunities that will improve and grow the game of squash in New Zealand.

Squash New Zealand believes that such an opportunity now exists for the development of an exciting new squash facility that would cater for the long term needs of squash members and the wider Queenstown community.

For the future growth and development of the game it is essential that participants have the opportunity to access modern, attractive facilities that cater adequately for their needs. There are many benefits that will accrue from a new facility -

- There is a long and proud squash history in the region and a new facility can only have a positive impact for the region
- Both Squash New Zealand and Squash Otago see the development of a new squash facility in Queenstown as being off strategic importance
- Squash is a perfect fit for the town, complimenting other sporting activities and it can be played all year round, irrespective of weather
- New facilities attract new members and casual participants and with a good amenities it will be an attractive environment for both members and visitors alike
- An extended facility would have the capability to host large national events including regional open tournaments, South Island Championships and possibly the NZ National Championships, providing economic benefit to the town
- Potentially a facility with four courts could host international events such as a NZ Open or a World Teams event, especially if Squash New Zealand's full glass court could be accommodated nearby

By way of example, the Devoy Squash and Fitness Centre which opened in Tauranga in 2011, had a membership of less than 150 and that has now grown to almost 600 with membership now being restricted. The new facility successfully hosted the National Secondary Schools Championships with 49 teams and more than 300 players attending from around the country and it has also hosted several other national events over the last four years. With moveable walls the complex can cater for other forms of recreational and social activity making it a truly multi-use facility which makes it a good fit with the community.

Squash New Zealand

PO Box 44039 Point Chevalier Auckland 1246 New Zealand

Tel: (64) 9 815 6770 Fax: (64) 9 815 0971

www.squashnz.co.nz



WSF



Throughout the country a number of new developments are taking shape within the sport. New facilities, courts and upgrades are the result of increased demand and the need to provide welcoming and attractive environments for the sports participants. New facilities are planned or under construction in Christchurch and Wellington and new courts are planned for a number of other clubs around the country. Another encouraging sign is an increase in the number of clubs re-affiliating to the national body and the growth of participants, particularly in the junior and secondary school sector.

SQUASH NEW ZEALAND

However, the state of the facilities at the Queenstown Squash Club are so poor that players who have attended tournaments recently have indicated they are unlikely to return. The amenities are inadequate for hosting tournaments and that impacts negatively on the numbers who attend. The two courts themselves are best described as below average standard which is compounded by poor access to one of the courts via a narrow alley outside the building. From my observation it would be difficult to find another squash complex anywhere else in the country that was in a worse state.

The opportunity to build a new squash facility in the Queenstown region will not only benefit the club and its members but also the wider community who would have access to a modern and attractive recreational facility and Squash New Zealand supports the club in its endeavour to achieve this goal.

Jim O'Grady

Chief Executive

Squash New Zealand

No boasting over squash

I WAS fortunate to be able to compete in the 2015 Queenstown Squash Open over Easter weekend. It was a brilliant event and the standard of play was as high as any squash tournament to be held in the country this year.

However, the state of the facilities at the club was so poor that, from comments made, it is doubtful that any of the 10 topgraded New Zealand players, who had come from all over the country to attend the tournament, will return.

The lounge is so small it could get no more than 40 spectators squeezed into it—the changing rooms are the size of postage stamps and there is no defined area for social mixing.

There are only two squash courts both of a very average standard with access to one of these courts along a narrow alley outside of the building. That court had spectator viewing for only 10 people.

Because of all this, the club had to ballot out a considerable number of players from the tournament.

I have been involved with Squash New Zealand over a number of years — as a NZ selector and convener for seven years and a former president.

I have played in 95 per cent of all squash clubs in the country and I can say indisputably that the Queenstown squash complex has the worst facilities in the country.

The previous weekend I attended the Marlborough Squash Open and the comparison between the two clubs was startling.

The Marlborough District Council has built a new squash complex with four courts included within its new sports stadium and it is a great asset for the community.

I congratulate the Queenstown Lakes District Council for including funding for new squash courts in its 10-year draft district plan.

Queenstown is the home of some superb sporting facilities and it will be of undoubted benefit to the district to have improved squash facilities in the town.

BARRY GARDINER

with short-term parking in such a small area is ridiculous and just a remedy of a person or committee too lazy to put in the time or commitment to think things out.

GRAHAM JONES
Lake Hayes Estate

Of desert climates and Muslim refugees

With respect to my opinion piece 'How many people is too many?' (MS, Apr 2) I'm not sure what Ms Yorke finds unacceptable. Is it her erroneously perceived criticism of the Muslim faith, or does she have trouble with hot desert climates? Let's be clear on both points. I have nothing against refugees and have no problem with our country increasing our refugee quota. However, you are doing refugees a disservice when you invite some into a culture that they might have difficulty adapting to. That idea is just dumb. Far better that we encourage refugees from countries with compatible cultural values, who can easily assimilate into our way of life. Otherwise we create problems for the both of us, and that does not make for either a happy refugee, or a happy host country. MIKE RAMSAY

MIKE RAMSAT Queenstown

Waterfront building 'inappropriate'

I was originally appalled at the artist's impression of Skyline Enterprises' new building on the Queenstown waterfront.

I assumed that as it was so grossly out of character that pressure would be

applied to change the appearance to suit its unique and historical position.

However, the onsite sign shows the same completely inappropriate look, and it amazes me that the Queenstown Lakes District Council has allowed such out-of-place building cladding in such a prime spot.

Clearly both the architect and the developers are totally disregarding all



Artist's impression: Skyline Enterprises' plan Marine Parade



10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // GEDDES, NICK

Geddes, Nick

SHOTOVER COUNTRY LTD



Would you like to comment on any other aspect of this draft 10 Year Plan?

See attached submission

29th May 2015

Queenstown Lakes District Council Private Bag 50072 QUEENSTOWN

Dear Sir/Madam,

TEN YEAR PLAN 2015 - 2025: SUBMISSION

Please find attached a submission prepared by Clark Fortune McDonald & Associates in relation to the Queenstown Lakes District Council Ten Year Plan 2015 - 2025.

We wish to be heard in support of their submission.

The submission relates to the inclusion of Shotover Country Community Facilities within the capital expenditure for 2015 – 2025.

Please call me directly if you have any further queries.

Yours faithfully
CLARK FORTUNE MCDONALD & ASSOCIATES

Nick Geddes

PLANNER





To: Queenstown Lakes District Council

Submission Ten Year Plan 2015 - 2025

SHOTOVER COUNTRY LTD





1.0 Introduction

Pursuant to Plan Change 41 Shotover Country is a Special Zone with the purpose of establishing a comprehensively designed and integrated living environment that provides opportunities for predominantly low density living accommodation with a smaller mixture of medium density living, community and educational activities within a central core.

The Shotover Country Zone neighbours the residential neighbourhoods of Lake Hayes Estate to the east. Across the Shotover River to the west the commercial area of Glenda Drive has been established while Quail Rise residential area is also located on the west bank of the Shotover River. Both are linked by a pedestrian and cycle way utilising the historic lower Shotover Bridge. This part of the Wakatipu Basin is served by a comprehensive network of vehicle, pedestrian, cycle and river networks.

Shotover Country Ltd is currently finalizing plans to establish a number of Community Facilities within Activity Area 1F which is located on a lower terrace of Shotover Country adjoining the eastern bank of the Shotover River some 400 metres south of State Highway 6.

Shotover Country Ltd is making a submission to the Ten Year Plan for the allocation of funding towards the Community Facilities at Shotover Country.

2.0 Shotover Country District Wide Community Facilities

Contained in Attachment [A] is a plan of the lower terrace area and the Community facilities intended within Shotover Country for residents and the wider District. These include:

- Equestrian centre.
- Soccer Field.
- BMX Track.
- Wetland area.
- Trail network; Equestrian, Pedestrian and Cycle.
- Community Centre.

Equestrian centre

Shotover Country has land suitable for the establishment of an equestrian centre which includes a dressage arena, show jumping course, equestrian trails and horse paddock. Two clubs will be formed in association with this facility being Shotover Country Bridle Club and Wakatipu Riding for the Disabled. These facilities have been designed in

CLARK FORTUNE MCDONALD & ASSOCIATES REGISTERED LAND SURVEYORS, LAND DEVELOPMENT & PLANNING CONSULTANTS

consultation with the Wakatipu Pony Club, Wakatipu Riding Club and Wakatipu Bridle

Club.

Sports Field / BMX Track.

A BMX track has been designed alongside the sports field. This track has been designed

to international completion standard.

A sports field sufficient in size to accommodate rugby / football has been designed. A

berm embankment is provided around the field to provide a position for spectators.

Wetland

A regionally significant wetland area lies to the south of the sports field where a wetland

enhancement program is underway. Shotover Country Ltd has been working with local

ecologists and landscape designers to produce a comprehensive enhancement program

which will encourage community involvement in the restoration, maintenance and

enjoyment of the wetland area.

Shotover Country Ltd has been working with Shotover Country Primary School towards

forming a stewardship role for School over the wetland. The wetland is intended to be

used for outdoor education. The Wakatipu Re-Forestation Trust have expressed an

interest in providing guidance on the wetland enhancement using plants from the Jean

Malpas nursery at Kelvin Heights.

Trail network; Equestrian, Pedestrian and Cycle

A number of trails are intended around the wetland and throughout the Shotover Country

Area. A pedestrian and cycle trail has already been completed along the banks of the

Shotover River which was designed and constructed in consultation with the Wakatipu

Trails Trust. Further trails are proposed to provide a secondary network of trails within

Shotover Country accessible from the Twin Rivers Trail.

Community Centre

A Community Centre is proposed as a multiuse indoor venue to complement and help

facilitate the above. The Centre is some 289m2 in size and has been based upon the

design and layout of the Lake Hayes Pavilion.

Status: Final 16th May 2010

Submission Annual Plan 2011/12



3.0 QLDC Capital Expenditure - Community Facilities

Queenstown Lakes District Council has outlined anticipated capital expenditure within the 10 year plan.

Shotover Country Ltd is making a submission to the Ten Year Plan for the allocation of funding towards the Community Facilities. These are as follows:

•	Equestrian centre	(\$500,000.00)
•	Soccer Field	(\$100,000.00)
•	BMX Track	(\$500,000.00)
•	Wetland area	(\$150,000.00)
•	Trail network; Equestrian, Pedestrian and Cycle.	(\$150,000.00)
•	Community Centre	(\$800,000.00)

A preliminary schedule and costings of the Community Centre has been undertaken by Mr Mark Neal, Principal, Project 360 and contained in Attachment [B].

4.0 Neighbourhood Reserves

Shotover Country Ltd have vested a number of four thousand square metre neighbourhood reserves as part of development within Shotover Country. A number of improvements to these QLDC reserves are anticipated as depicted on the plan for the Jones Avenue neighbourhood reserve contained in Attachment [C].

ATTACHMENT A

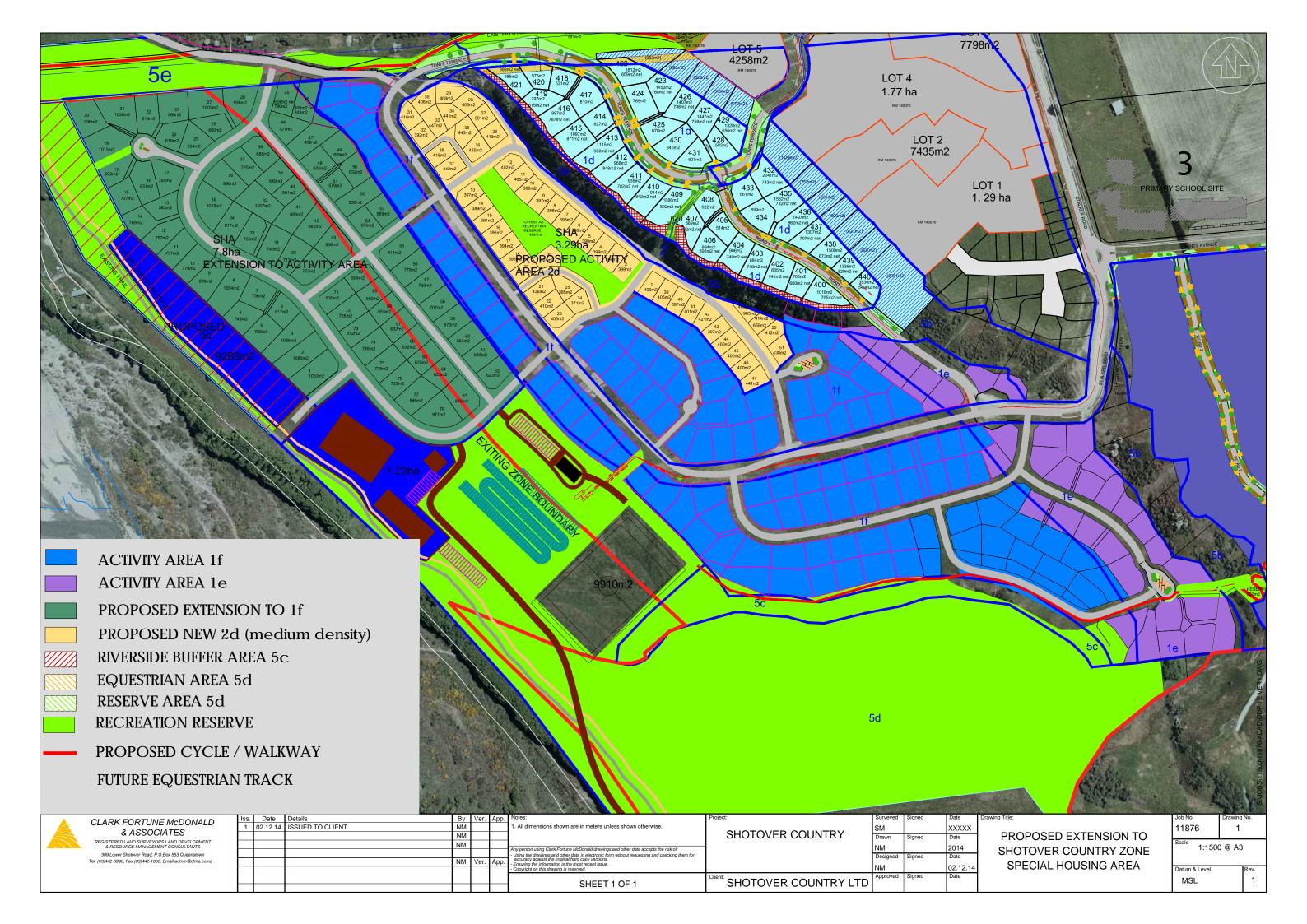
SITE PLAN

ATTACHMENT B

PRELIMINARY SCHEDULE AND COSTINGS

ATTACHMENT C

JONES AVENUE NEIGHBOURHOOD RESERVE





CFMA - SHOTOVER COUNTRY COMMUNITY CENTER SHOTOVER COUNTRY PRELIMINARY MEASURE SUMMARY FLOOR AREA: 289.00 REF DESCRIPTION **TOTALS** M2 RATE 1.00 Scaffolding \$ 9,765.00 33.79 \$ 2.00 Excavation 16,988.80 58.78 \$ \$ 159.02 3.00 Concrete Work 45,956.00 4.00 Structural Steel 15,895.00 55.00 \$ 5.00 Wall Framing - External 18,826.50 65.14 \$ 6.00 Wall Framing - Internal 18,351.50 63.50 \$ \$ 7.00 Roof Structure / Finishes 124,890.00 432.15 8.00 External Finishes 81,898.50 283.39 \$ Windows / External Doors 100.35 9.00 29,000.00 \$ 10.00 **Interior Doors** 6,850.00 23.70 \$ 79.90 11.00 Floor Linings 23,090.05 \$ 130.44 12.00 Wall Linings 37,697.00 \$ 13.00 Ceiling Linings 24,041.75 83.19 \$ 14.00 Insulation 17,958.50 62.14 \$ 15.00 Fittings & Fixtures 41,500.00 143.60 \$ 16.00 184.00 Sanitary Plumbing 53,175.00 \$ \$ Heating & Ventilation Services 17.00 24,350.00 84.26 18.00 Gas Services 25,000.00 86.51 \$ 19.00 **Electrical Services** 56,600.00 195.85 \$ 20.00 Drainage & Site Services 23,120.00 80.00 \$ **Construction Sub Total** 694,953.60 2404.68 \$ Preliminary & General 41,697.22 144.28 \$ Contractors Margin Allowance (excl. P&G) 41,697.22 144.28 **Construction Total** 778,348.03 2693.25 **OVERALL SUB TOTAL \$** 778,348.03 2693.25 403.99 GST \$ 116,752.20

OVERALL TOTAL \$

895,100.24

3097.23



CFMA - SHOTOVER COUNTRY COMMUNITY CENTER SHOTOVER COUNTRY PRELIMINARY MEASURE						
	Residence Overall Area excl. external areas	289.00	m2			
	CLARIFICATIONS & ASSUMPTIONS					
	Measure is based on QLDC issued plans for renovation		Note			
	This schedule is a Preliminary Measure taken from concept or		Note			
	pre-consented drawings. This schedule is completed as an					
	indication of budget. This schedule does not reflect the					
	finalised budget or costings towards a contract.					
	<u>EXCLUSIONS</u>		Note All			
	Demolition of Existing Structure					
	Goods and Service Tax GST					
	Construction Cost Inflation					
	Professional Fees					
	Finance & Legal Costs					
	Development Levies, Reserves and Development					
	Contributions					
	Building or Resource Consent Fees and Charges					
	Fittings, Fixtures and Equipment, Window Treatments					
	Loose Furniture					
	Extensive Piling or Ground Remediation Works					
	Client Supplied Items					
	Appliances					
	Hard or Soft Landscaping					
	Unforeseen Ground Conditions, Rock or Disposal of					
	Contaminated Soil					
	Provision for Civil Site Services					
	(Sewer, Storm, Power, Water, Telecom, Gas)					
	Council Rates					
	Contingency Allowance					
	Development Levies / Contributions					



	CFMA - SHOTOVER COUNTRY COMMUNITY CENTER SHOTOVER COUNTRY					
	PRELIMINARY M					
Ref	Item	Amount	Unit	Rate (\$)	Total (\$)	
1.00	<u>SCAFFOLDING</u>					
1.01	Exterior Scaffolding	289.00	m2	25.00	7,225.00	
1.02	Scaffolding Weekly Hireage	4.00	No.	510.00	2,040.00	
1.03	Mobile Scaffolding	1.00	Sum	500.00	500.00	
	SCAFFOLDING SUB TOTAL				9,765.00	
2.00	EXCAVATION					
2.01	Site Preparation to Footprint of Building only, taken as removal 100mm Spoil Cart to Waste	424.75	m2	5.00	2,123.75	
2.02	Excavation to all Foundation Members and stockpile surplus material on site	17.28	m3	85.00	1,468.80	
2.03	Bulk Excavation in soft, rippable rock to sub floor level - Cart to Waste	144.50	m3	45.00	6,502.50	
2.04	Compacted Hard fill Materials to both sides Foundation Members, Underslab Hardfill 150mm thickness, Sand Binding to under slab	43.35	m3	110.00	4,768.50	
2.05	Allow to Excavate Drainage Trenches under Slabs 'as relief channels' supply install 150 megaflow to central collection point, fill washed free draining gravels	20.00	m	85.00	1,700.00	
2.06	Allow to hand excavate Post Holes for Verandah Support	2.43	m3	175.00	425.25	
	EXCAVATION SUB TOTAL				16,988.80	
3.00	CONCRETE WORK					
3.01	25Mpa Reinforced Concrete Foundations, Site Conc./ Conc./ Formwork/ Reo	19.66	m3	532.86	10,476.00	
3.02	100mm Thick Reinforced Concrete Slab on Grade Including thickenings, DPC, Reo, 665 Mesh	289.00	m2	120.00	34,680.00	
3.03	17.5Mpa Concrete to 14 Post Holes incl. cast in Metal Fixings	1.00	Sum	800.00	800.00	
	CONCRETE WORK SUB TOTAL				45,956.00	
4.00	STRUCTURAL STEEL				,	
4.01	Estimated allowance based on overall floor area	289.00	m2	55.00	15,895.00	
	STRUCTURAL STEEL SUB TOTAL	1			15,895.00	



CFMA - SHOTOVER COUNTRY COMMUNITY CENTER SHOTOVER COUNTRY PRELIMINARY MEASURE						
Ref	Item	Amount	Unit	Rate (\$)	Total (\$)	
5.00	WALL FRAMING - EXTERNAL					
5.01	140 x 45 timber Framed Walls incl. Lintel Allowance, Building Paper, H3.2 Cavity Battern incl. Fixings	179.30	m2	105.00	18,826.50	
	WALL FRAMING - EXTERNAL SUB TOTAL				18,826.50	
6.00	WALL FRAMING - INTERNAL					
6.01	100mm wide Timber Framed Internal Partitions	215.90	m2	85.00	18,351.50	
	WALL FRAMING - INTERNAL SUB TOTAL				18,351.50	
7.00	ROOF STRUCTURE / FINISHES					
7.01	Flat Roofs: 190 x 45 Rafters, 100 x 50 Furring's (400CRS BW's), 100mm Styrodur, 17.5CPD Plywood, Sika Sarnafil Roofing Membrane	32.50	m2	450.00	14,625.00	
7.02	Pitched Main Roofs: .55 Coloursteel corrugated metal roofing, Thermakraft Covertek 407 flameproof underlay, 70 x 45 Purlins @ 900crs, 240 Hyspan Rafters @ 600crs	155.00	m2	315.00	48,825.00	
7.03	Pitched Main Roofs: .55 Coloursteel corrugated metal roofing, 70 x 45 Purlins @ 900crs, Thermakraft Covertek 407 flameproof underlay, Timber Truss @ 900crs	125.00	m2	165.00	20,625.00	
7.04	Pitched Verandah: .55 Coloursteel corrugated metal roofing, Thermakraft Covertek 407 flameproof underlay, 70 x 45 Purlins @ 900crs, 140 x 45 Rafters @ 600crs, Timber Blocking	84.00	m2	285.00	23,940.00	
7.05	Extra Value Ridge capping, Barge Flashings, Valley Flashings, Flat Roof Flashings	135.00	m	75.00	10,125.00	
7.06	150mm half round spouting fixing with No.3 Brackets and Snow Straps	60.00	m	100.00	6,000.00	
7.07	80mm Colour Steel Downpipes fixed to Panels	10.00	m	75.00	750.00	
	ROOF STRUCTURE / FINISHES SUB TOTAL			-	124,890.00	
8.00	EXTERNAL FINISHES					
8.01	Cedar Weatherboards	175.00	m2	180.00	31,500.00	
8.02	Cedar Facing Members to all exterior windows & doors	80.00	m	95.00	7,600.00	
8.03	Cedar Fasicas & Barges	60.00	m	95.00	5,700.00	
8.04	200mm Thick Stacked Schist Rock installed over masonry substrate with formed cavity complete	20.00	m2	400.00	8,000.00	
8.05	12mm Ply Sub Cladding to External Walls (Bracing for entire building)	175.00	m2	45.00	7,875.00	



CFMA - SHOTOVER COUNTRY COMMUNITY CENTER SHOTOVER COUNTRY						
Def	PRELIMINARY M		I I mile	Data (¢)	Tatal (¢)	
Ref 8.06	Item Thermakraft Watergate Plus Wall Underlay Wrap incl. Sealing	Amount 195.00	Unit m2	Rate (\$) 9.50	Total (\$) 1,852.50	
8.00	Tape	193.00	1112	9.50	1,832.30	
8.07	9mm Villaboard Soffit Linings	128.40	m2	140.00	17,976.00	
8.08	2200mm length 100 x 100 Timber Posts	31.00	m	45.00	1,395.00	
	EXTERNAL FINISHES SUB TOTAL	<u> </u>	<u> </u>		81,898.50	
9.00	WINDOWS / EXTERNAL DOORS					
9.01	Supply & Install Standard Range Alu. Windows & Doors, Timber Reveals, Double Glazed, Low E Argon, Hardware	50.00	m2	450.00	22,500.00	
9.02	Allowance for Feature Entry Door & Frame, 1.600m wide x 2.200 high	1.00	No.	1,500.00	1,500.00	
9.03	Allowance for all external Flashings	1.00	sum	5,000.00	5,000.00	
	WINDOWS AND EXTERNAL DOORS SUB TOTAL				29,000.00	
10.00	INTERIOR DOORS					
10.01	2.000 x 0.800m Single Timber Doors	16.00	No.	350.00	5,600.00	
10.02	2.000 x 1.600m Double Timber Doors	1.00	No.	450.00	450.00	
10.03	1.900 x 0.600m Single Timber Cupboard Doors	2.00	No.	400.00	800.00	
	INTERIOR DOORS SUB TOTAL				6,850.00	
11.00	FLOOR LININGS					
11.01	Selected Mid Range Carpet	174.25	m2	80.00	13,940.00	
11.02	Selected Vinyl Flooring	69.19	m2	45.00	3,113.55	
11.03	Selected Floor Tiling	23.75	m2	190.00	4,512.50	
11.04	Waterproofing to Tile wet areas	9.60	m2	80.00	768.00	
11.05	Extra Value for providing Screeds to Shower bases	4.20	m2	180.00	756.00	
	FLOOR LININGS SUB TOTAL		I		23,090.05	
12.00	WALL LININGS					
12.01	10mm Standard Plasterboard / Timber Battens / Fixed Stopped / L4 Paint Finish	557.60	m2	40.00	22,304.00	
12.02	13mm Water Resistant Plasterboard / Timber Battens / Fixed Stopped / L4 Paint Finish	33.00	m2	75.00	2,475.00	
12.03	9mm VillaBoard L1 as Tile substrate / Timber Battens / Fixed Stopped	14.40	m2	120.00	1,728.00	
12.04	Selected Mid Range Tiles, Supply & Install	15.00	m2	180.00	2,700.00	



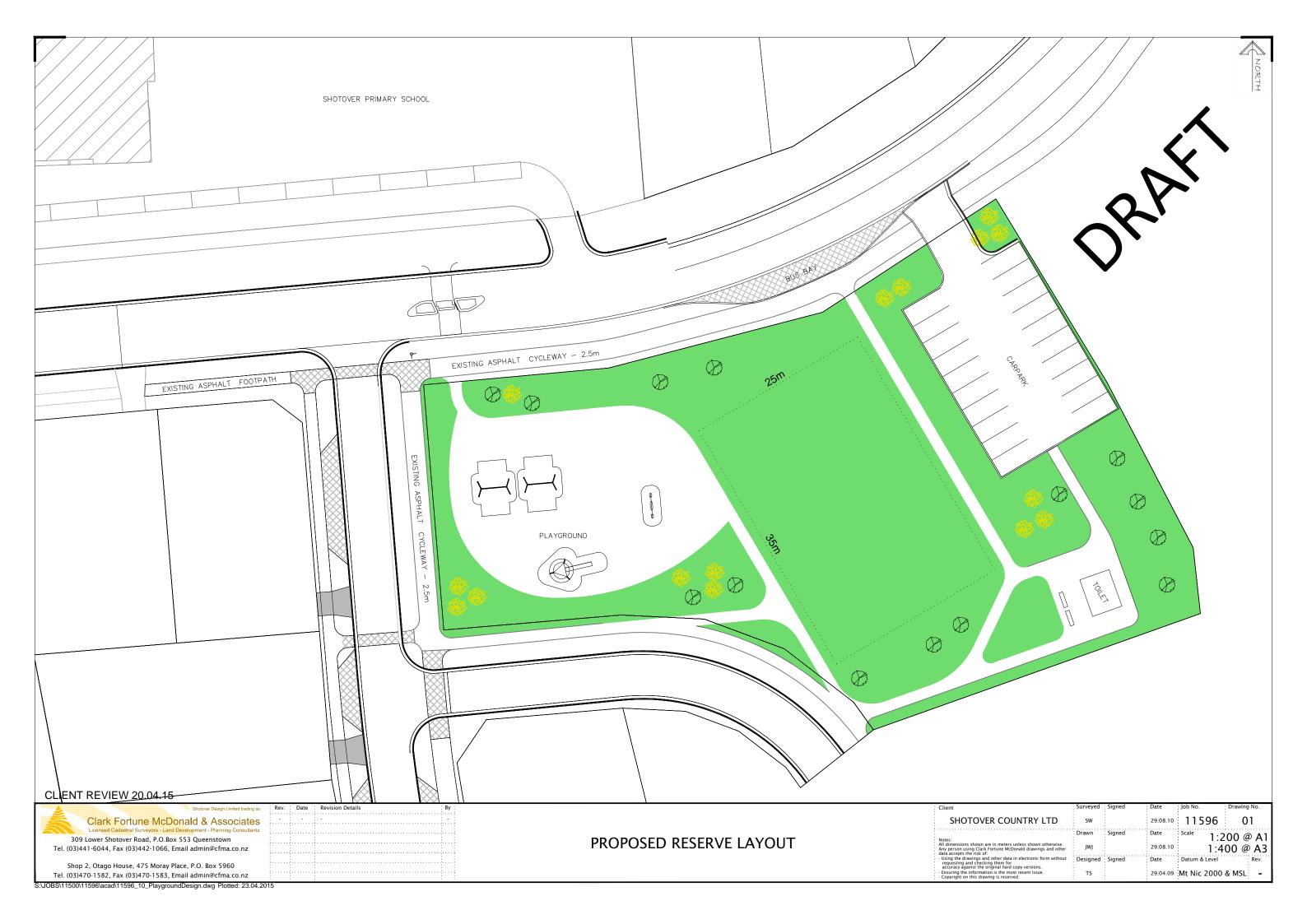
	CFMA - SHOTOVER COUNTRY COMMUNITY CENTER SHOTOVER COUNTRY					
	PRELIMINARY MEASURE					
Ref	Item	Amount	Unit	Rate (\$)	Total (\$)	
12.05	Waterproofing to Tile wet areas	15.00	m2	70.00	1,050.00	
12.06	90mm Timber Skirting's fixed to Timber framed partitions	130.00	m	8.00	1,040.00	
12.07	90mm Timber Architraves, Mitred, Paint Finish fixed to timber partitions	160.00	m	40.00	6,400.00	
	WALL LININGS SUB TOTAL	<u> </u>	<u> </u>		37,697.00	
13.00	CEILING LININGS					
13.01	13mm Standard Gib Board Ceilings / Timber Battens / Fixed Stopped / L4 Paint Finish	267.25	m2	65.00	17,371.25	
13.02	13mm Aqualine Gib Board Ceilings / Timber Battens / Fixed Stopped / L4 Paint Finish	20.00	m2	75.00	1,500.00	
13.03	35mm Rhondo Ceiling Battens @ 600crs	287.25	m2	18.00	5,170.50	
	CEILING LININGS SUB TOTAL				24,041.75	
14.00	INSULATION					
14.01	Under Slab: R1.7 @ 50mm Thick Extruded Polystyrene (Styrofoam)	289.00	m2	25.00	7,225.00	
14.02	Wall: R2.6 Fibreglass Insulation	175.00	m2	12.50	2,187.50	
14.03	Wall: 90mm Acoustic Batt Insulation	96.00	m2	13.50	1,296.00	
14.04	Ceiling: R5.2 Fibreglass Insulation	290.00	m2	25.00	7,250.00	
	INSULATION SUB TOTAL				17,958.50	
15.00	FITTINGS AND FIXTURES					
15.01	Supply & Install Door Hardware	19.00	No.	100.00	1,900.00	
15.02	Kitchen Cabinetry including pantry, shelving units, head high cupboards, benchtops incl hardware	1.00	unit	20,000.00	20,000.00	
15.03	Meeting Room Cabinetry/Shelving	1.00	unit	6,000.00	6,000.00	
15.04	Toilet Vanities	4.00	unit	1,200.00	4,800.00	
15.06	Ceiling Access Panel	2.00	No.	500.00	1,000.00	
15.07	Shower Screens	3.00	No.	2,000.00	6,000.00	
15.08	Mirrors	4.00	No.	450.00	1,800.00	
	FITTINGS AND FIXTURES SUB TOTAL	•	•		41,500.00	



	CFMA - SHOTOVER COUNTRY COMMUNITY CENTER SHOTOVER COUNTRY PRELIMINARY MEASURE					
Ref	Item	Amount	Unit	Rate (\$)	Total (\$)	
16.00	SANITARY PLUMBING					
16.01	Allowance for Plumbing Pipeworks Waste Pipes, Domestic Hot Water, Wastes, Vents etc Complete	289.00	m2	114.19	33,000.00	
16.02	Allowance for Plumbing Fittings & Fixtures	1.00	Sum	14,175.00	14,175.00	
16.03	Hot Water Cylinder 300L	1.00	No.	3,000.00	3,000.00	
16.04	Fire Fighting Hose Reels	3.00	No.	1,000.00	3,000.00	
	SANITARY PLUMBING SUB TOTAL				53,175.00	
17.00	HEATING AND VENTILATION SERVICES					
17.01	Ducted Heat Pump System incl ext. units, grills, install	1.00	Sum	15,000.00	15,000.00	
17.02	Ducted Kitchen Extraction Unit	2.00	unit	1,800.00	3,600.00	
17.03	Ducted Bathroom / Toilet Extraction Unit	5.00	unit	350.00	1,750.00	
17.04	Selected Fireplace incl Flue Kit	1.00	unit	4,000.00	4,000.00	
	HEATING AND VENTILATION SERVICES SUB TOTAL				24,350.00	
18.00	GAS SERVICES					
18.01	Provisional Sum to Connect Gas Main to Meter	1.00	Sum	5,000.00	5,000.00	
	Allowance for Internal Gas Reticulation and Connections to Boiler, Fireplace, Hob	1.00	Sum	20,000.00	20,000.00	
	GAS SERVICES SUB TOTAL				25,000.00	
19.00	ELECTRICAL SERVICES					
19.01	Allowance for New Distribution System and Sub Mains	1.00	Sum	10,000.00	10,000.00	
19.02	Allowance for all electrical services including light circuits, controllers, outlets, power sockets etc	289.00	m2	65.00	18,785.00	
19.03	Allowance for supply of Light Fittings etc	1.00	Sum	10,000.00	10,000.00	
19.04	Extraction Unit Connections	7.00	No.	120.00	840.00	
19.05	Allowance for Heating System Connection, Heat Controllers, Wiring etc	1.00	Sum	8,000.00	8,000.00	
19.06	Allowance for Audio Visual Wiring	289.00	Sum	25.00	7,225.00	
19.07	Allowance for Security System	1.00	Sum	1,000.00	1,000.00	
19.08	Allowance for Smoke Detectors	10.00	No.	75.00	750.00	
	ELECTRICAL SERVICES SUB TOTAL		ı		56,600.00	



	CFMA - SHOTOVER COUNTRY COMMUNITY CENTER SHOTOVER COUNTRY					
	PRELIMINARY M	EASURE				
Ref	Item	Amount	Unit	Rate (\$)	Total (\$)	
20.01	DRAINAGE & SITE SERVICES Allowance for Stormwater / Sewer Drainage & Water Services inclusive Common Trenching Gas/ Power / Telecom / Water	289.00	m2	80.00	23,120.00	
	DRAINAGE & SITE SERVICES SUB TOTAL 23,120.00					
	TOTAL COST EXCL. GST 694,953.60					



10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // GLASS, BARBARA

Glass, Barbara

QUEENSTOWN ART SOCIETY INCORPORATED



Would you like to comment on any other aspect of this draft 10 Year Plan?

I would like to make a submission to the Annual Plan on behalf of the Queenstown Art Society Incorporated (Queenstown Art Centre- QAC). The QAC leases the old Secondary School building on the corner of Ballarat and Stanley Streets. As you will know it is an old building and the roof has been leaking on and off for the last ten years. Because of the age of the tiled roof maintenance workers have not been able to repair it adequately as walking on the roof causes more damage. Silastic sealant applied from inside the roof cavity has kept us reasonably leak-proof but is not a permanent fix. It badly needs to have the roof replaced to keep the tenants dry and lessen the risk of damage to artwork housed in the building. As you also will know a report on the earthquake risk to our building found it to be below acceptable standards - 33% of code. The Building Report showed that with a long-run iron replacing the heavy tiles it will improve to 55% of code. We submit that this work needs to be done urgently as the tiles are getting more and more unstable. The QAC requests that you add the cost of replacement of the roof with long run iron to your Budget. The QLDC has a responsibility as the Landlord to protect the tenants who use the building from potential risk should an earthquake occur. The tiles falling through the roof could severely injure / kill people in the building and also as they fall off the building they would cause a hazard to the public walking in the streets. Dan Cruikshank from APL has all the relevant reports. Sincerely, Barbara Glass QAC Treasurer

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // HARRISON, RUTH

Harrison, Ruth

UPPER CLUTHA TRACKS NETWORK



Would you like to comment on any other aspect of this draft 10 Year Plan?

See attached submission

Submission to QLDC Long Term Plan April 2015

Background

A strategy to guide the development, maintenance, communication and information for the Upper Clutha track network for the next 10 years (2015-2025) is currently under development. The strategy will be completed by the end of May 2015.

Development of the strategy has been a collaborative work of the Upper Clutha Tracks Trust, Queenstown Lakes District Council, Department of Conservation, Bike Wanaka and Lake Wanaka Tourism.

There was extensive consultation in preparing a draft strategy. That consultation said strongly that Upper Clutha residents view the existing extensive track network as a major nationally recognised, highly valued, community asset. There was significant agreement that a key function of the tracks network is linking our communities. This network needs be to be maintained and developed further by adding some new specific infrastructure and information to the network.

The draft strategy has been circulated for consultation to all interested community groups. Most respondents used the online survey to provide very positive feedback on the draft strategy that is now being finalised. At the same time an implementation plan is being developed. These two pieces of work will form the strategy document going forward.

There are opportunities to use the tracks for tourism and economic development promoting the standard of living and the economic health of Wanaka. We may also want to collaborate with adjoining networks as part of the national network. Some potential commercial benefit from the track network is recognised, however, one of the challenges the Steering Group is keen to tackle is to balance commercial use with wider community use so that everybody continues to have open use of the tracks.

Goals of the Upper Clutha Tracks Strategy

Connected Upper Clutha Communities. The tracks network will connect the communities of the Upper Clutha. Work to complete the tracks network and link all our communities and will continue to be key.

Enable biking and walking. The tracks network will offer a viable alternative to vehicle use. Specific commuter tracks will be developed. In addition, Wanaka is a visitor destination and there is a demand for the commercial use of the tracks network because of the growing numbers of walkers and bikers wanting to access the tracks network with assistance.

Needs of an active community. The tracks network will offer a variety of recreational opportunities in Wanaka for residents and visitors . People can

choose the degree of challenge from the range of tracks. There is something for everybody in the tracks network.

Management, development and maintenance. The tracks network will be linked so that development of the tracks network is accompanied by identified maintenance planning and funding provision. Standards for development and maintenance are identified and agreed.

Collaborative Planning. Collaboration going forward will maximise development of infrastructure and information for the tracks network. Land ownership and the mandate of various organisations make planning for the tracks network across interest groups essential. This strategy is a guiding document for all interested organisations in the Upper Clutha.

Mapping the LTP Outcomes with the Tracks Strategy Goals

As expected, there is a strong correlation between the LTP outcomes and the goals of the Tracks Network Strategy. These relationships are represented visually below.

Upper Clutha Tracks Network Goals

Management, development and maintenance of the tracks

network

Connected Upper Clutha Communities

Enable biking and walking

Needs of an active community

Collaborative planning

LTP Community Outcomes and Objectives

Sustainable growth management

Quality landscapes and natural environment with enhanced public access

A safe and healthy community that is strong, diverse and inclusive for people of all age groups and incomes Effective and efficient infrastructure that meets the needs of growth High quality urban environments, respectful of character of individual communities

A strong and diverse economy Preservation and celebration of the district's local cultural heritage

Recommendations

It is recommended that QLDC

 Acknowledge QLDC is a party to the development of the Upper Clutha Tracks Network Strategy 2015-2025 in the Long Term Plan and will continue to support it's rollout.

- Commit in the Long Term Plan that all funding, development and maintenance decisions affecting the existing and future Upper Clutha Tracks Network should be consistent with the strategy.
- Tracks in the Long Term Plan will include all cycle trails, walking track, horse trails and commuter tracks.

Hebbard, Bruce

ALBERT TOWN COMMUNITY ASSOCIATION WANAKA/UPPER CLUTHA



Would you like to comment on any other aspect of this draft 10 Year Plan?

Submissions to 10 yr Plan QLDC 2014/15 Introduction • Albert Town Community Association (ATCA) - 12 committee representatives, 77 paid-up members • High growth area - a lot of young new families. The area known as Albert Town includes the development of Riverside Park, a 224-lot subdivision which is approximately 60% complete (as at April 2015) • With QLDC funding, the ATCA support development of community assets, like water fountains, BBQ etc at the Community McMurdo park, and we gratefully acknowledge this support. • On behalf of the AT community, we provide the following submission. The ATCA wish Council to continue to support the smaller community associations of the district with a grant of \$5K per annum to assist them with smaller community projects. In the past ATCA has used this money with the help of the QLDC to provide a water fountain by the playground, a community BBQ, irrigation to Mc Murdo park just to name a few projects. The ATCA also ask that provision be made to complete the kerb and channelling on Alison Avenue Albert Town. On one side it is from Gunn Road to Dale Street and the other from Bernard Road to Dale Street (approx.). This is the last road in Albert Town left without kerb and channelling. Albert Town Footpaths We are asking that there is an ongoing plan for ensuring there is a safe environment for all to walk especially for those with prams and small children. Many streets do not yet have footpaths and some have temporary gravel paths which are breaking up. Those who wish to walk or bike here have no option but to walk on the streets In addition, it is the policy of the ATCA that all footpaths constructed in the urban Albert town area are constructed in concrete or asphalt. Kingston St in particular needs to have an asphalt surface as soon as possible. Lagoon Ave slip There is increasing unease by residents regarding the slip on Lagoon Ave in Albert Town. QLDC has tried to fix this slip opposite Bernard Rd in the past but all endeavours to date have failed. This slip has destroyed part of a walkway and causes material to fall onto the road. It is becoming urgent as cracks have widened and property owners above the slip fear for the stability of their land, and long term safety. We are currently undertaking a community petition which will soon be ready for submission to QLDC. To date, there are some 80 residents in the area voicing their concerns. The track was constructed by Infinity, as part of their Riverside Park development, and subsequently the management of the track was bestowed to QLDC. Public Toilets The use of tracks is rapidly increasing as the community grows and there is now a growing demand for toilet facilities to keep up. In particular there is demand at the Albert Town end of the 'The Outlet Track'. It has been reported to the ATCA that in the height of the summer the Albert Town Tavern and shop have been asked as many as 41 times over a long weekend for use of the hotel toilets. Local residents have also reported they had people knocking on their doors for use of their private toilets in 'urgent situations' Albert Town Lagoon On 4th of October 2007 the Community Board adopted a plan to restore the Albert Town Lagoon. The funds provided to carry out this plan were subsequently used to fix the Millennium Track. In 2014 the ATCA asked that the funds that were diverted be reinstated and used in this financial year to continue with the plan as adopted in 2007. Some work has been done but again the ATCA submit the request that the Lagoon area 2007 plan be completed with a funding application to be allowed in subsequent years to complete this plan. Gunn Road Speedway Gunn Road is becoming increasingly busy with both residents moving about the community and construction vehicles. The Gunn Road area of concern is from the Aubury Rd-Gunn Rd roundabout down to the Deans Bank development. This section has a steep gradient with a couple of big sweeping bends, which then flattens out into a long straight road. Its current layout and gradient means it is difficult to keep vehicles below the 50km speed limit but also a 'fun place' to test your driving skills. The construction vehicles use the road to travel between current developments (particularly Peninsular Bay and Northlake) and the Hawea-Wanaka highway. There is increasing concern from Albert Town residents for two reasons: 1) Safety issues for parents and children crossing who cross this road into the new Hikawai/Newcastle Bike Park. At least now with the recent construction of a footpath at the Gunn Rd end of Lagoon Ave, there is somewhere safe to stand and wait for a safe time to cross and we thank the QLDC for acting on our request for this. 2) Residents living on this stretch of road have complained about the noise of 'air breaks' being used as trucks descend down the hill. We request that this stretch of road is reviewed from a safety standpoint. We suggest that additional 'tools' (i.e. physical infrastructure such as speed bumps) could be used to require motorists to reduce their speed. We wish to be heard at the LTP submission hearing. Regards, Raewyn (Secretary) On behalf of the Albert Town Community Association Committee

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // HELMORE, JAMES

Helmore, James

LAKE WANAKA TOURISM



Would you like to comment on any other aspect of this draft 10 Year Plan?

Lake Wanaka Tourism (LWT) wish to ensure the 10 year plan reflects the increase in funding for LWT as already approved by our membership. Achieving our 10 year goals relies on our funding increasing by \$102,500 +gst per year for the next 3 years. (see attached further information)





Consultation Process

We asked all members to provide your feedback/thoughts about the long term future of tourism in the Lake Wanaka region, the draft goals and the resources required. Over the past month we openly consulted with all interested members via:

- Presentation of goals at quarterly update meeting in June
- Email letter from Chairman Ross McRobie to all members
- Email follow-up from General Manager James Helmore
- <u>Publicity</u> through ODT, Radio Wanaka and Wanaka Sun
- Direct email responses and conversations with members
- 3 x meeting workshops with Chairman and GM, to which all members were invited to attend
- Chairman & GM spoke at recent Chamber BA6
- <u>Emails x 3</u> with explanation and link to online survey





The Goal

1,045,000 guest nights by 2022

an increase of 54% from 680,000, at 5% per year

How? From a combination of:

- 24% increase in Visitor Arrivals from 299,000 to 372,000, at 3% per year
- 23% increase in Average Length of Stay from 2.29 to 2.81, at 2% per year
- 25% Repeat Visitor rate

Delivering a

A 35% increase in average daily \$ spend per visitor

Data sources:

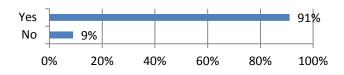
- Guest nights, length of stay and arrivals from the Commercial Accom Monitor
- · Spend from Regional Tourism Indicators



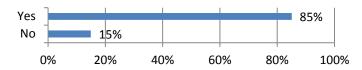


Survey Results

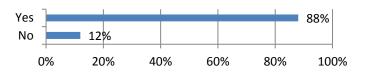
1. Agree with 10 Year Goals



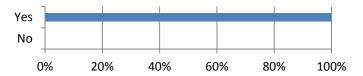
2. Support Board's Funding Recommendation



3. Support Maintaining Tourism Levy %



4. Understood All Information



10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // HOLLOWAY, DIANE

Holloway, Diane

KINGSTON COMMUNITY ASSOCIATION, INC. WAKATIPU



Would you like to comment on any other aspect of this draft 10 Year Plan?

SUBMISSION REGARDING 10-YEAR PLAN FOR WASTEWATER Our organization has been invited to make submissions on matters contained in the next 10 year plan. We want to make sure that money is set aside by the Council to look into new wastewater facilities for the Kingston residents. Following a meeting held by Queenstown Lakes District Council (QLDC) in 2009 to discuss water and wastewater reticulation a committee was set up by the Kingston Community Association, Inc (KCA) to look into the matter. The current plan refers to funding being provided in the next financial year (2013) for Cardrona (\$200,000 and Glenrochy (\$250,000) to develop proposals and cost estimates for the community to consider for potential inclusion of construction in the next 10-Year Plan (2015). It also states that work will continue with the Kingston community to develop more affordable options before any design work occurs. It presented its conclusions at a town meeting which was attended by Ulrich Glasner from QLDC and Peter Bodeker from Otago Regional Council (ORC). Essentially the conclusion of the Committee was that because the ORC would be introducing more stringent measures to protect lakes and waterways (Regulation 6B) which is expected to be introduced within the next 18 months. The majority of the Committee agreed that current systems (septic tanks) would not be able to meet the new Regulation and therefore another type of system would have to take its place. It decided that a system such as Innoflow has provided at Jack's Point or a full system such as proposed for Glenorchy would be the proper way to go. We therefore submit that money should be put aside to investigate a new wastewater system for Kingston and that the KCA be the authority through which QLDC should work. As this activity is largely a public good rather than private we would also like QLDC to look into aid being provided by Central Government to defray some of the costs associated with this change as the community has limited funds available to carry out the work that will be required or to fund a new system.

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // HOLLYER, MATT

Hollyer, Matt

SHOTOVER CANYON SWING WAKATIPU



Do you support the revised rating model for the proposed convention centre?

Yes

Convention Centre Comments

The price of the centre needs to be considered not just as a financial burden for the district but as an investment in the expansion of one of this community's strengths (the business events market. Investment in this sector will expand upon this strength so to achieve longevity in growing sustainable, year round visitation and therefore employment and the flow on economic and social effects across the community.



3A. Is the Council taking the right approach to address congestion issues in central Queenstown by planning to reduce future traffic movements by 20 percent?

No

3A. Transport Planning Comments

I don't think this target is realistic - changing habits of locals will be very difficult and the potential for visitor traffic to be reduced is fighting the market forces at play within the tourism industry - namely, the Free Independent Tourists who (in the vast majority) do not fly in and out of Queenstown but whom include our region within their touring itinerary. This very high target, whilst idealistically sound, delays efforts to provide for convenient roading network and greater car-parking to enable visitors to easily arrive in the town and experience everything that the day or overnight visitor should have the opportunity to do.

3B. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

No

3B. Transport Parking Comments

I would like to speak to this matter

Hunt, Geoff

SOUTHERN TRAVERSE LTD WAKATIPU



Convention Centre

Do you support the revised rating model for the proposed convention centre?

Yes

Convention Centre Comments

We DO NOT support the building of an international standard convention centre at the lakeview site in downtown Queenstown. We have a private operator who is prepared to spend his own money to provide Queenstown a convention center.



The majority of the Wanaka community (that responded) accepted paying a projected cost of \$184 per residential property per year in the Wanaka Ward. Do you prefer that this project begins now with the rate charged from 2017 or the pool and rate be deferred until 2023?

2017

3 Transport Planning

3A. Is the Council taking the right approach to address congestion issues in central Queenstown by planning to reduce future traffic movements by 20 percent?

No

3B. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

No



Should the Council build a library hub at Frankton in 2020, at an estimated cost of \$5.3m?

Yes



Do you agree that Council should further investigate the principle of a standardised rate for water and wastewater?

Yes

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // ITO, TAKESHI

Ito, Takeshi

MILLENNIUM & COPTHORNE HOTELS NEW ZEALAND LTD



Would you like to comment on any other aspect of this draft 10 Year Plan?

Please see attached submission



Please think about making your submission online. www.qldc.govt.nz

Submission Form

10 Year Plan 2015-2025 Consultation Document



You can attach more comment

WHAT DO	YOU THINK?	COUNCIL
Name: Millenni	um + Cophisine Hote	els New Zealand Utd
-	ito @ millernium hote	/ / - / -
Address: Po Box	5640, Writesley St	rect, Analdoral 1140
Resident/Ratepayer:		
I wish to speak at the hearing	ng: Yes No	All submissions will be made public
(We use the contact details you p	provide to get in touch with you regarding the Council	s response to your submission. Email is our preferred method of contact.)
Queenstown Convention Centre – Revised Rating Model	Yes No I choose not to answer	se attached dutaled Solvented of the proposed convention centre?* See attached dutaled You can attach more comment guestion you can still make a general comment by way of
	\$184 per residential property per ye begins now with the rate charged fr	nity (that responded) accepted paying a projected cost of ear in the Wanaka Ward. Do you prefer that this project rom 2017 or the pool and rate be deferred until 2023? We converts to worke 37 No converts to worke 37 No converts to worke 37
Transport	Solution No	see the attacked altarled ission
3 Planning	Should Council increase parking c public transport more affordable?	su the afforded detailed

10 Year Plan 2015-2025 Consultation Document WHAT DO YOU THINK?





	Should the Counc	il build a library hub at Frankton in 2020, at an estimate	ed cost of \$5.3m?
4 Frankton Library	Yes No	Puase see the attentied alternied submission	You can attach more comment
Water and wastewater – a standardised rate		e that Council should further investigate the principle of and wastewater? Comment: I lease see the affardre although submission.	
Would you like to comment on any other aspect of this draft 10 Year Plan?	Yes	Comment:	You can attach more comment

SUBMISSIONS CLOSE 29 April 2015



GO ON-LINE at www.qldc.govt.nz to submit your comments



OR FREEPOST TO: **Queenstown Lakes District Council,** Freepost 191078, Private Bag 50072, Queenstown 9348. No stamp required.

Submission by Millennium & Copthorne Hotels New Zealand Limited in relation to the QLDC 10 year Plan Consultation Document 2015-2025:

About Millennium & Copthorne Hotels New Zealand Limited:

<u>Millennium & Copthorne Hotels New Zealand Limited</u> (MCHNZ) is one of New Zealand's leading and largest hotel owner operators. It is listed on the New Zealand Stock Exchange (NZX) and has a New Zealand portfolio of 21 hotels located across the country.

MCHNZ has three hotels in Queenstown:

Millennium Hotel Queenstown – a four star deluxe property located on Frankton Road and Stanley Street with 220 suites and guestrooms, a restaurant (The Observatory), and ballroom / conferencing facilities;

Copthorne Hotel & Resort Queenstown Lakefront- a four-star property located on Frankton Road and Adelaide Street with 241 suites and guestrooms, also with restaurant and conferencing facilities; and

--Copthorne Hotel & Apartments Queenstown Lakeview – a four-star property located on Frankton Road with 85 apartments and guestrooms, a restaurant and conferencing facilities.

MCHNZ currently has about 1000 full-time and part-time employees across its network.

MCHNZ submits the following in relation to the questions set out in the Consultation Document:

1. Do you support the revised rating model for the proposed convention centre?

MCHNZ <u>does not support</u> the revised rating model for the Proposed Convention Centre (PCC) for the reasons set out below:

In terms of funding the PCC development, we oppose the increase of the CBD catchment area for commercial and commercial accommodation rates for Queenstown properties. We believe that such an approach is inequitable and short-sighted.

We also believe that use of public funds in this way is inappropriate – the PCC will not be a sustainably profitable operation and we therefore believe that Council must review and reconsider their financial projections for the PCC.

MCHNZ is acutely aware that the dynamics of the conference and convention markets in any part of New Zealand can change and change dramatically. We do not believe that a convention centre sitting idle or underutilised would enhance the attractiveness of Queesntown as a destination and we question whether Council and its consultants have done sufficient modelling work based on a worst-case scenario based on the competitive nature of the bidding process for convention and conference events to be held in New Zealand and Australia.

We question why accommodation providers and commercial rate payers alone need to bear the burden of the cost of the PCC under the proposed rating model. Our opposition to using rates as a means to fund the PCC was made clear in our May 2014 submission on the PCC itself.

We also question why Council does not favour a private sector option (whether in co-operation with the Council or stand alone). We have not seen evidence as to whether Council is willing to look at such options in order to alleviate future rates burdens to all ratepayers within the QLDC district.

We would also point out that other major accommodation providers outside of the CBD as well as other participants in the tourism industry such as the airlines (Air New Zealand, Jetstar, Virgin Australia and Qantas), transport providers, ski fields and activity providers such as Shotover Jet, and wineries who host tourists and delegates such as Amisfield, Gibbston Valley and others will not be subject to these proposed rate increases. If Council's policy is to impose additional charges on commercial accommodation providers, then it needs to act equitably and apply those increases to all commercial accommodation providers, not just those in the proposed rezoned CBD area. In addition, non-accomodation providers who would benefit from conference delegates such as tourist attractions, airlines, taxis, coaches, rental vehicle companies, petrol stations etc. should pay their share of the costs of the PCC. Then the principle of equitable treatment of "who benefits also pays" would be transparent rather than singling out the accomodation providers' sector who, if they are outside the 750 person PCC area, are unlikely to benefit. We submit that the use of public funds, be it national or from local councils, and revenue raised from additional levies must not favour one section of the community or business at the expense and detriment of others.

Our submission on this point is based on fairness – the main beneficiaries of the PCC will be those properties and businesses that are within walking distance to the PCC. This is because the proposed size of the PCC (accommodating approximately 750 delegates) could be accommodated by hotels and apartments located in the existing CBD area around the shores of Lake Wakatipu. By our calculation, there are 1095 hotel rooms within a one kilometre radius of the PCC. We are aware from conference delegates and professional conference organisers that there are significant logistical challenges when getting delegates to venues by bus and other transport to venues in and around the existing Queenstown CBD. As such, there is no reason to increase the rates burden on properties and accommodation outside this area when they derive no practical or tangible benefit from the centre whatsoever. We would further submit that the publicly funded PCC plus increased rates and levies to the accommodation providers duplicates existing facilities and can only cannibalise business away from their investments.

The consultation document makes clear that there will be significant increases in rates for commercial and commercial accommodation ratepayers in order to fund the PCC. MCHNZ estimates that these rates will be at the "High" end which would result in an increase of at least 10.8% or even 28.8% depending on the final zoning of its properties. Given that MCHNZ is unlikely to derive material benefits from the PCC, increasing rates on MCHNZ's properties is unfair and unjustifiable.

In addition, we reiterate what we said in our May 2014 submission - given the investment MCHNZ makes each year promoting Queenstown domestically and globally through its own website, sales calls and participation in trade shows and expositions in NZ and overseas,, increased rates are unfair. Over and above our own marketing spend we contribute via our current rates in the funding of DQ (Destination Queenstown and Conference bureaux). We therefore believe that we would be paying a disproportionate and unfair amount in order to fund not only the PCC but the Council's tourism / conference and convention promotion activities as well. Therefore, if, despite industry and resident objections, Council is minded to impose a rates increase or charge for the construction of the PCC, MCHNZ submits that it should be imposed across all stakeholders and participants who may benefit from the PCC directly or indirectly, not just those in a given catchment area.

As we said in our May 2014 submission. MCHNZ has some reservations about the accuracy of the figures contained in the various reports obtained by Council (and restated in the Consultation Document) in relation to the benefits that the proposed convention centre is likely to bring. The reports appear to look at the effects of the proposed centre as a stand-alone facility devoid of competition. We believe that the PCC will be subject to intense competition from other destinations around New Zealand. We question the basis of the calculations in the Consultation Document.

In the Convention Activity Survey Year to September 2014 published by the Ministry of Business, Innovation and Employment (MBIE), we note the following:

- For the year ended September 2014, Queenstown held only 256 conference and convention events. By comparison Christchurch held 508 events, Wellington held 989 events and Auckland held 1703 events;
- In terms of delegate days (single-day and multi-day events), Queenstown held only 1.3% of the single-day delegate days and only 6.5% of the multi-day delegate days;
- In relation to meetings and seminars, Queenstown only recorded 295 single-day events and 156 multi-day events being 1.2% and 3% of the national total. By comparison, Christchurch captured 2,287 single-day meetings / seminars (9.3% of total) and 413 multi-day meetings / seminars (8.2% of total), Wellington had 3,964 single-day meetings / seminars (16.2% of total) and 994 multi-day meetings / seminars (19.6% of total) and Auckland recorded 8,111 single-day meetings / seminars (33.1% of total) and 1,981 multi-day meetings / seminars (39.1% of total). Queesntown's share of the total delegate days was 2% of the total;
- Queenstown's share of trade shows and exhibitions was no more than 4% of the total delegate days and a total of 39 events being 3.8% of the total number of events held nationally. Christchurch held 21% of the number of delegate days in this sector (138,964) and 90 events with Auckland capturing 255 events (25% of market share nationally) and a total of 71,054 delegate days. The Hamilton & Waikato area captured the most number of delegate days nationally at 155,130 (24%).
- The most productive conference / convention size in Queenstown was 10 to 30 people (73 events) with 60 or under events in the 31-60 person, 61-100 person and 101-200 person range and only 18 events with over 200 people attending.

Our view is that these statistics do not support the building of a 750 person convention centre when it is clear that it is not likely to attract the number of events and delegates needed to ensure that it is a sustainable operation over the medium to long term.

Further, we question whether Council should direct any increased spending to be directed to the PCC and instead prioritise the upgrade of existing infrastructure. Building the PCC without addressing the additional pressures that it would likely add to the wastewater / stormwater systems, the roading network and other infrastructure.

MCHNZ is also aware that Council is actively considering the imposition of a 'tourism levy' or "bed tax". We strongly oppose any move to impose any such charge which would be just as unfair and inequitable for the reasons stated above. Singling out accommodation providers would be tantamount to favouring those around the PCC and discriminating against others not around the PCC as well as not sharing the burden on to other stakeholders who would stand to gain from visiting conference delegates.

As we said above, other tourism industry operations such as the airlines, transport providers, rental vehicle operations and taxis, ski fields, tourist attractions / wineries in and around Queenstown would be hosting these conference delegates. We reiterate our submission that it would be fair and equitable if all stakeholders and participants who would benefit from conference delegates should pay their share for the benefits that Council say will materialise from the PCC. Council should not discriminate against business sectors and charges to be imposed by Council must not favour one section of the community or business at the expense and detriment of others.

As an alternative based on fairness, we suggest that Council lobby central government for special legislation to allow it to impose a "delegate fee / visitor charge" to be applied rather like a goods and services tax. This charge, which we believe could be small, could be applied across all stakeholders involved in the convention and meetings sector including the airlines which bring delegates to Queenstown (Air New Zealand, Qantas and Jetstar), event organisers, all accommodation and transport providers, activity providers, all food and beverage venues and all other direct participants who are actively involved in meetings, conventions, conference and related events.

In terms of the merits or otherwise of the proposed convention centre, MCHNZ reiterates its submission made in May 2014 in relation to same.

2. Wanaka Pool

MCHNZ has no submission to make on the Wanaka Pool.

3. Transport

- a. Is the Council taking the right approach to address congestion issues in central Queentown by planning to reduce future traffic movements by 20 percent?
- b. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

MCHNZ submits that reducing traffic movements in and around central Queesntown would have a negative effect on visitor movements in and around the CBD. We reiterate what we have submitted above in relation to the existing difficulties of moving conference delegates efficiently around the town and these difficulties are likely to be exacerbated if traffic movements are reduced.

MCHNZ has no submission to make on the use of parking charges for public transport. .

4. Frankton Library

MCHNZ submits that the proposed library could be co-located at the Queenstown Events Centre and that the estimate cost of \$5.3 million could be deployed to other infrastructure.

5. Water and wastewater - standardised rate

MCHNZ submits that the Council should do further work on water charges generally and should look to apply not only water charges but other charges based on fairness and considering the impact on all ratepayers affected as stated in the Consultation Document.

6. Other aspects of the 10 Year Plan

MCHNZ has no other submissions to make on the proposed 10 Year Plan.

WE WISH TO APPEAR IN SUPPORT OF OUR SUBMISSION IF HEARINGS ARE HELD

Signed: Takeshi Ito, Group Company Secretary & Legal Counsel

Date: 24 April 2015

Address for Service: PO Box 5640, Wellesley Street, Auckland.

Phone: (09) 353 5005

Email: takeshi.ito@millenniumhotels.com

James, Thomas

HARVEY JAMES FAMILY TRUST LTD WAKATIPU

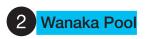


Do you support the revised rating model for the proposed convention centre?

No

Convention Centre Comments

There is a private organisation prepared to build a convention centre in Queenstown at no cost to the ratepayer. Council's projections of capital costs, operational losses and increased rates to pay are not in the interests of rate payers. This scheme should be abandoned by Council



The majority of the Wanaka community (that responded) accepted paying a projected cost of \$184 per residential property per year in the Wanaka Ward. Do you prefer that this project begins now with the rate charged from 2017 or the pool and rate be deferred until 2023?

2017

3 Transport Planning

3A. Is the Council taking the right approach to address congestion issues in central Queenstown by planning to reduce future traffic movements by 20 percent?

Yes

3B. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

Yes



Should the Council build a library hub at Frankton in 2020, at an estimated cost of \$5.3m?

Yes



Do you agree that Council should further investigate the principle of a standardised rate for water and wastewater?

Yes

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // JARVIS, ANDREA

Jarvis, Andrea

KELVIN PENINSULA COMMUNITY ASSOCIATION WAKATIPU



Would you like to comment on any other aspect of this draft 10 Year Plan?

The Kelvin Peninsula Community Association is a recipient of one of the annual community grants provided by QLDC. In the past this has gone towards a number of community initiatives, including a sign, a notice board, the multipurpose sporting facility at Jardine Park, and the ongoing work undertaken by our tracks and reserves group. This year we intend to use the grant to help with funding of a community orchard at Jardine Park and to continue the work of the tracks and reserves group, including removal of wilding pines, formation of new tracks and removal of other unwanted species such as broom. We are very grateful for the continued support of QLDC.

Jefferies, Bruce

FOREST AND BIRD PROTECTION SOCIETY - OTAGO LAKES BRANCH WANAKA/UPPER CLUTHA



Would you like to comment on any other aspect of this draft 10 Year Plan?

Short Title: Project Makarora - Long / Descriptive Title: Makarora Natural and Cultural Protected Landscape Project Makarora will focus on the Northern margins of Lake Wanaka and will take in the Makarora Valley and the northeast sector of Mount Aspiring National Park (MANP). The geographical range of the Area of Interest (AoI) embraces an estimated area of 135,000 hectares (about 30% of the total area of the national park) and encompasses the catchments of the Burke, Wills, Okuru, Haast, Makarora, Young, Blue, Cameron and Wilkin/Siberia rivers. The majority of the AoI is included in the Te Wahipounamu - Southwest New Zealand World Heritage property. Other parts of the project area are comprised of private land, pastoral leases and, within the three settlements that make-up the Makarora community, residential and lifestyle properties. A point of difference between this project and other conservation initiatives is that the project area is comprised of private land, pastoral leases, and crown land and, within the three settlement areas of Makarora, residential and lifestyle properties. The draft vision for this initiative is: Project Makarora will make a progressive contribution to the sites; ecosystems and biodiversity conservation, recreational, and appropriate commercial enterprises and community social / economic well-being. This draft vision will be achieved primarily by formulating and progressively implementing, using partnership driven collaborative processes, the strategies and objectives outlined in a project specific operational management plan which is currently being formulated as discussion document. This will include explicit efforts to coordinate conservation activities so as to protect and rehabilitate the sites full range of ecological systems and native species. The approach that the plan will be grounded in is known as the "protected landscape approach". This approach to protected area and resource management links the conservation of nature and culture, and fosters stewardship by people that are living, working and recreating within the landscape. The approach is more far-reaching than a single protected area designation. Rather, it relies on a range of tools to achieve conservation and protection, and on an array of processes including some traditional and contemporary land management systems that will sustain and restore people's relationships as an integral part of nature. The approach also take into account notions such as landscapes, the places where people and nature meet, are shaped by an inter-relationships between humans and their environment. In turn, these natural setting have shaped how people live, their settlement patterns, livelihoods, cultural practices and beliefs - in essence their way of life. Landscapes also encompass, and are indicative, of history and the present, the physical as well as the intangible and can be seen as a meeting ground, between nature and people, between the past and the present, and between tangible and intangible values. Protected landscapes can, therefore, function as living models of sustainable use of land and resources, and offer important opportunities and lessons for a more sustainable approach to natural resource use that is linked to appropriate forms of social and economic development. The approach recognises that the cultural and natural values of landscapes are inextricably linked, and that the communities living in or near these landscapes are central to sustaining them. It also embraces the central role of local communities as stewards of the landscape, and puts them at the heart of management of these areas, sharing in the benefits and responsibilities of conservation. In short it is an inclusive approach, relying on participatory processes and partnerships that link a diverse array of stakeholders in stewardship and sustainability. The partnership that need to be forged to bring about the wide ranging objectives for projects such as this are numerous and will include: Tangata Whenua / Ngai Tahu, QLDC Queenstown Lakes District Council ORC Otago Regional Council Regional Makarora Community Inc. - Community Body Mt Albert Station - Lone Star Farms Ltd. Makarora Station and River TNZ Transit New Zealand Refer Community Outcomes Run Lodge Pastoral Lease and Tourism Lodge and Objectives (refer page 20) These are a perfect fit with the Project Makarora vision in terms of supporting social and economic development. The QLDC / Makarora Inc Community Development Plan will form the primary point of reference for this part of the project. To expedite these objectives, as well as numerous other associations of shared interest, the Central Otago Lakes Branch of the Forest and Bird Protection Society take this opportunity to put on record that it intends to seek Memorandum of Understanding (MoU). This is seen as part of a long-term relationship establishment process with QLDC which will consider inter alia; roles and responsibilities of individual partners, cost sharing including the prospect of QLDC contributing resources and funds.

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // JEFFERSON, SOUSA

Jefferson, Sousa

KAHU YOUTH TRUST WANAKA/UPPER CLUTHA



Would you like to comment on any other aspect of this draft 10 Year Plan?

The Kahu Youth Trust is a charitable trust that operates "The Crib" - a youth centre at 11 Russell Street, Wanaka servicing the Upper Clutha area. The Queenstown Lakes Districts Council has supported the Trust for many years by making an annual donation that covers the cost of rent for the venue. The Trust could not lease the premises without the Council's financial support. The Trust receives funding and donations from numerous other sources to cover the cost of two full time qualified Youth Workers, associated overheads, and costs for running the many youth development initiatives, programmes and events for youth as well as supporting youth and their families in need of advocacy and one on one support. The youth centre is also open Friday and Saturday nights until 10pm and provides an important social hub that is supervised. The Trust is so very thankful for the support from the Council over the years and could not have achieved what it has without it. We submit to you now a request to continue this funding in the years head.

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // JEFFERSON, SOUSA

Jefferson, Sousa

WAKATIPU YOUTH TRUST WAKATIPU



Would you like to comment on any other aspect of this draft 10 Year Plan?

The Wakatipu Youth Trust operates the Youth Booth in Queenstown at 66 Stanley Street. The Queenstown Lakes District Council has supported the Trust the last few years by making an annual donation to cover the cost of rent for the youth centre and offices. The Trust employs 4 Youth Workers and delivers numerous youth development projects and events for the Wakatipu region including Glenorchy, Frankton and Arrowtown. The Youth Workers also provide one on one support and advocacy for youth and their families when needed. The Trust receives numerous donations and grants from other sources to cover the costs of wages, overheads and the costs associated with programmes and events. The Trust has no reserves and uses all sources of revenue to fund the youth projects. The Trust could not operate as effectively as it does, nor achieve what it has with the youth so far, without the Council's support. The Trust is therefore very thankful to the Council and makes a submission now to request that this support continues in the years to come.

Jenner, Colin

MSLR LTD



Would you like to comment on any other aspect of this draft 10 Year Plan?

See attached submission

MSLR Limited, PO Box 121,

Queenstown, New Zealand.

Email:	
Telephone:	
Mobile	

29 April 2015.

The Chief Executive,

Queenstown Lakes District Council,

Gorge Road,

Queenstown 9300.

Dear Sir,

Reference: QLDC 10 Year Plan - 2015 to 2025

MSLR Limited wishes to submit brief details of its Project so that QLDC is made aware of the huge improvements in efficiency and safety which could be realized following the implementation of our Proposal.

In summary, the MSLR Project is a proposed 15 km vehicular drive-on-drive-off electric railway passing through a 13.5 km tunnel, to create a new route for road traffic between the world renowned Milford Sound tourist destination and Queenstown in the southwest of New Zealand's South Island. The new route will halve the present travel time between Milford Sound and Queenstown. This creates a commercial opportunity for the MSLR owners, existing tour operators and acts as catalyst to boost regional tourism. The MSLR Project would be essentially private-funded, although perhaps in some form of public private partnership, with ownership eventually passing to the Government.

The Project History:

The following is a little of the history associated with the Project. The idea was born in 2003 and has been developed over the years with various interruptions.

In 2007/08, we completed a Feasibility Study for the Project. On the basis of the positive results and details prepared for the study, a Concession Application was made to the Department of Conservation (DOC), to permit the Construction and Operation of the Tunnel Proposal. Our Concession Application was accepted by DOC in February 2008, albeit termed incomplete, as it was lacking some additional information, but is still considered a live application.

Thereafter, in mid-2008, two other proposals with similar objectives, halted the processing of our DOC Concession Application.

One of these proposals, the Milford Dart Passage Project was subsequently declined by the Minister of Conservation on 17 July 2013, citing major environmental concerns, which the MSLR Project is able to negate.

The second proposal, the Fiordland Link Experience, aimed at improving access to Milford Sound was also declined by the Minister on 29 May 2014, as he did not believe the proposed complex travel arrangement of 5 modes of transport "was viable as it did not stack up economically or environmentally".

The Minister's decisions of July 2013 and May 2014, clears the way for a renewed thrust to take the superior MSLR Project forward. The Minister is very positive that he has not closed the door to alternative proposals that are able to solve the environmental issues created by the earlier declined Projects, and at the same time present a sound financial model.

The Concept:

As there is very limited accommodation at Milford Sound the vast majority of visitors stay in Queenstown, visiting the Sound on a lengthy day trip of 10-12 hours, with only 2-3 hours at Milford Sound. After many years of steady growth, visitor numbers to Milford Sound peaked in 2007/08 at 494,417 and at the time, projections were being made of growth to 1 million visitors/year. After a decline in visitor numbers 2008/09 as a result of the Global Financial Crisis followed by the 2010/11 Christchurch Earthquakes and visitor resistance to the lengthy travel time and peak time crowding arising from access logistics, visitor numbers have bounced back to 530,000 for the 2013/14 year

As well as removing the burden of lengthy travel, the Project will open up new tourism opportunities by enabling a Milford Sound tour to be combined with other destinations particularly in Te Anau and Glenorchy.

The key features of the MSLR proposal are set out in the attached "Introduction to the Milford Sound Link Rail Project", wherein we reference the "Lotschberg car transportation - Kandersteg to Goppenstein railway in Switzerland" on which MSLR propose to model its operations.

The Future:

The proposed MSLR route between Milford Sound and Queenstown is technically and financially feasible. An earlier study by MWH commissioned by Environment Southland cited the MSLR Project as having the best Technical Proposal. Now that the Milford Dart Passage and the Fiordland Link Experience concession applications have been declined, the way is clear for the MSLR Project to progress its application through the Department of Conservation.

The MSLR Project incorporates sound engineering solutions that address environmental concerns as well as working with existing tourism operators. In additional, the MSLR would become a safe, efficient, sustainable and integral part of the New Zealand transport network. Combined with a properly funded public relations campaign, a well-planned consultation process, and lessons learnt from the earlier failed applications, MSLR Limited expects reasonable progression of its Concession Application.

Substantial work has been completed on the MSLR Project to-date. However, for the Project to proceed we require the following to take place;

- The 2008 Feasibility Study to be updated.
- An Environmental Impact Assessment must be completed for the Department of Conservation.

- Resource Consents from Queenstown Lakes and Southland District Councils.
- And most importantly, the participation of a solid investor.

Should the Council consider the MSLR Project worthy of further discussion we would be pleased to make a formal presentation.

We look forward to your positive comments.

Yours Sincerely, MLSR Limited.

Colin Jenner,

Managing Director.

Attachments;

- 1. An introduction to the Milford Sound Link Rail Project, 20 Novvember 2014.
- 2. Draft Notes to Department of Conservation, 30 June 2014.
- 3. Fiordland Monorail Plan Rejected newspaper report, 29 May 2014.
- 4. MSLR Limited letter to the Minister of Conservation, 22 July 2013.
- 5. Milford Tunnel Plan Rejected newspaper report, 17 July 2013.
- 6. Letter from Minister of Conservation to MSLR Limited, 05 July 2013.
- 7. Second Milford tunnel plan unveiled newspaper report, 28 April 2008.

An introduction to

THE MILFORD SOUND LINK RAIL PROJECT



MSLR Limited, PO Box 121, Queenstown, New Zealand.

20 November 2014

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- 1. Introduction
- 2. The Company and the Team
- 3. The Proposal
 - The Concept
 - The Project Scope
 - Passenger Capacity
 - The Transportation System
- 4. Project Costs
- 5. Environmental Issues
- 6. Public Consultation
- 7. Programme
- 8. Conclusion

Appendix 1; Project Drawings

MSLR Alignment Details;
MSLR Alignment Details;
Dart Valley Terminal;
Hollyford Valley Terminal;
Comparison Map
Drawing No. MSLR 12001
Drawing No. MSLR 12012
Drawing No. MSLR 12001
Drawing No. MSLR 12012
Drawing No. MSLR 12012</

Introduction

MSLR Limited proposes to operate a drive on drive off, road/rail/road transportation system, which will pass through a Tunnel to be constructed beneath the Humboldt and Ailsa Mountains in southwest New Zealand. It will run from the Dart Valley to the Hollyford Valley and will be known as the MILFORD SOUND LINK RAIL (MSLR).

The proposal will see a major improvement to the efficiency of **New Zealand's regional** road network with a new link between western Otago and Fiordland/Southland. The plan will result in the creation of a direct link for all road vehicles between Queenstown and Fiordland/Southland.

The proposed Railway will enhance the social, economic and environmental goals of the **Government's Transport Policy** and allow for future growth in Visitor Numbers to Milford Sound, also known at Piopiotahi, well into the next century.

Our Company, which has been working on the proposal since January 2003, has developed an ideal long term solution that caters for and enhances existing transport operations.

The MSLR tunnel and rail system will be constructed to and operate to the highest environmental and safety standards, it will generate considerable environmental benefits through greatly reducing the carbon footprint of each Milford Sound visitor, through a considerable increase in transport efficiency.

The Company and the Team

Company Name; MSLR Limited

Address; PO Box 121, Queenstown, New Zealand, 9348.

Contact Details; Colin Jenner - Managing Director

Email;

Greg Harris - Chief Executive Officer and Director

Email; greg@hitec-aerials.co.nz

John Richardson - Company Secretary

The Team;

The Company is headed by Colin Jenner, a Technical Member of the Institution of Professional Engineers New Zealand.

Greg Harris, as Chief Executive Officer and MSLR Limited Director, is an Electrical Design Specialist.

Lester Neumann, an economist of 30 years experience in Project Evaluation and Development including 15 Years with the Asian Development Bank,

Chris Eden, of Queenstown based Eden Environmental Solutions Limited, assisted in the early stages of the MSLR development as our Environmental Consultant.

Additional Consultants will be brought into the Team as the proposal is developed.

Bankers; ANZ National Bank Limited

81 Beach Street, Queenstown, New Zealand

The Concept

The MSLR concept provides for all road vehicles including bicycles and hikers to travel via a roll on, roll off, rail service, between the upper reaches of Lake Wakatipu, through a rail tunnel to the Hollyford Valley in the Fiordland National Park. The service will provide a missing link in the New Zealand Road Network between Queenstown, Glenorchy and Milford Sound and Te Anau. Such rail systems are a tried and proven concept in mountain regions, with many such facilities providing vital links in Europe.

Milford Sound, one of New Zealand's premiere tourist destinations, is located in the isolated southwest of the South Island in the Fiordland National Park. The region forms part of the Te Wahipounamu World Heritage Area. Milford is only 75km from Queenstown by air. However, there are restrictions on further expansion of aircraft landings at Milford and the many days per year when aircraft cannot operate due to the effects of weather conditions, in the extremely mountainous terrain.

Present road travel to Milford Sound from Queenstown, the closest major tourist hub for short-stay visitors to the region, involves a 600 km round trip, via valleys, mountainous roads and alpine passes. The MSLR proposal will reduce the journey, via a 13.5 km Rail Tunnel beneath the Humbolt and Ailsa Mountains, to only 240 km. It will enable visitors to use either private or public transport, (tour coach, private motor vehicle, rental car or camper van/mobile home), to efficiently access Milford Sound/Piopiotahi or Te Anau. They will have the choice of a return trip via the MSLR rail, or through the Southland District and the growing tourism centres of Te Anau and Manapouri.

The MSLR railway will provide an efficient near direct link between Queenstown and Milford Sound, via Glenorchy, the Dart and Upper Hollyford Valleys. It is believed that a substantial number of independent travelers will opt for one way travel via MSLR, to facilitate a round trip via Te Anau, or onward travel elsewhere in the Southland Region and beyond. The MSLR proposal will thus enhance tourism opportunities in Southland and Otago arising from the existing travel time savings. For those who choose two-way travel via MSLR, it will halve the present Queenstown to Milford tour time, from ten to twelve hours, to only five to six hours, thereby reducing driver fatigue.

The proposed Milford Sound Link Rail is modeled upon your highly successful drive-on drive off Rail Transportation System and references your operation of the Kandersteg to Goppenstein Railway passing through the Lotschberg Tunnel. We understand that the operators of the English Channel Tunnel used the BLS for its operational modeling. We further understand that BLS has been transporting motor vehicles complete with their passengers through their 14.6 km Tunnel, since 1955, with currently 1.2 million vehicles being transported annually. The safety of the system is demonstrated by what we assume to be over 40 million safe vehicle movements through the Lotschberg Tunnel.

May we suggest to interested parties that they view **YouTube**; "Lotschberg car transportation Kandersteg – Goppenstein Switzerland" for an understanding of how our proposal will work. We also state that the Vehicle Transportation illustrated in the YouTube movies are part of a large operating European railway. The MSLR will be very small scale by comparison.

MSLR Limited. 5 20 November 2014

The Project Scope

The Proposal will involve the design, finance, construction and commissioning of a single-track railway, a major tunnel and establishment of a tourist railway together with support infrastructure. The 15.5 km railway will link the Dart Valley, situated to the north of Lake Wakatipu 65 km from Queenstown, and the Hollyford Valley 41km from Milford Sound.

The tunnel will be 5 metres in diameter and 13.5 Km in length.

The entrance to the Dart Valley railway terminal will be situated 200 metres north of the intersection of the Glenorchy – Kinloch Road and Routeburn Road. Access to the terminal from Queenstown will be via the existing sealed Queenstown – Glenorchy – Kinloch Road and Routeburn Road. A short section of Routeburn Road will be upgraded and sealed as part of the Project.

The existing Glenorchy to Routeburn Valley electricity transmission line will also be upgraded for the MSLR operations.

The Hollyford Portal will located close to Gunns Camp in the Hollyford Valley. The Lower Hollyford Road, southwards from the Hollyford Terminus to the Milford Road Intersection, a distance of 7 km, will be upgraded and sealed as part of the Project.

At the Dart Terminal, facilities will include ticket booths, a vehicle queuing area, a small administration office, a maintenance workshop for servicing locomotives and rolling stock, a standby generator, an information kiosk and public toilets.

Likewise, at the Hollyford Terminal, located immediately to the south of the Hollyford Tunnel Portal, ticketing booths, limited staff facilities, public toilets and a vehicle queuing area, will be constructed.

Appendix 1 shows the proposed alignment of the Milford Sound Link Rail Project, together with the proposed layout of the Dart and Hollyford Terminal Facilities.

MSLR plans a minimalistic and sensitive approach to the provision, location and design of all above ground facilities. The surface footprint will be as small as is realistically possible. All facilities will be carefully designed to avoid intrusion on the landscape. Tunnel material will be utilized to establish environmental buffers to reduce the effects of noise and visual intrusion on the adjacent natural landscapes. MSLR will ensure best practice in environmental design and work closely with the community, local and national authorities to ensure the best and most acceptable design of its facilities.

Passenger Capacity

MSLR will be able to operate hourly trains, with up to twelve return trips per day in the summer time, providing an efficient Regional Road Link between the Wakatipu, Milford Sound and Southland. This will enable a spread in the present peak in visitor times in Milford from 11 am to 3 pm, to that of 9 am to 5 pm and even longer during the summer months, thereby enhancing the Milford Sound. Experience and providing full utilization of existing infrastructure and cruise boats in Milford Sound.

Each Train will contain up to:

- Ten single rail-road, low bed rail wagons, each capable of transporting a large tourist coach up to 12.6metres in length and 20 tonnes in weight.
- Ten regular flat bed rail wagons catering for up to 30 light vehicles.

Daily traffic to Milford will continue to originate in Queenstown and Te Anau. As travelers are likely to go to Milford early in the day, the main traffic flow for MSLR will be, to the Hollyford terminal in the morning and to the Dart terminal in the afternoon.

MSLR, operating one train, will have the capacity to transport up to 700,000 passengers per year and well in excess of the anticipated peak of 3,000 passengers/day, to and from Milford Sound Passenger numbers are currently running at about 400,000 per year. MSLR will be able to cater for these numbers, including peak capacity days, and for increases in numbers likely to occur in the foreseeable future.

The addition of a second train would increase the capacity to 7,000 passengers per day.

At a time when the increased Milford Sound visitor numbers outstrip the capacity of the Homer Tunnel and high Alpine section of the Te Anau – Milford Sound Road, even with visitors spread though out daylight hours, the next stage of the MSLR Development will be to construct a 26 Km Light Rail system to convey well in excess of 1 million passengers per year via a second Tunnel, 12.5 Km in length, from a Park and Ride Facility in the Lower Hollyford Valley, for Te Anau or Haast Passengers (assuming the construction of the Haast - Hollyford Road was complete), and from the Dart Valley terminus, a distance of 40 Km, for Queenstown Passengers, direct to the present Coach/Cruise Boat facility in Milford Sound. This would provide a long term solution to the present winter snow clearing requirements thereby solving avalanche risks for winter travelers on the Alpine Road section. It would also provide the long term solution to the Milford Sound parking issues, and generate new land based, Milford Tours to the Cleddau Valley and the Homer Tunnel. Upon commencement of the Park and Ride Light Rail service, the Alpine Road and Homer Tunnel would become a limited access Service Road and be closed to tourist traffic.

As can be demonstrated above, MSLR can address major growth in Tourism to Milford Sound well into the next century, at the same time improve present Regional Land Transport inefficiencies.

The Drive on, Drive off, Rail Transportation System

On the Kanderstein to Goppenstein drive on, drive off Railway, the operator caters for most passenger vehicles from cars to buses and some light commercial vehicles on their fleet of regular flat bed railway wagons with an arched roof or cover.

The following picture illustrates the Kandersteg to Goppenstein Railway. MSLR will cater for light vehicles with the use similar rail wagons to that shown below, but with a lowered roof to enable passage through the 5 metre diameter tunnel.



It should be noted that the MSLR Railway will consist of a single track with the overhead power supply to the locomotives supported by a single row of poles, such that the visual impact of the very short sections of railway outside the tunnel will be substantially less than that shown in the above picture.

The following pictures illustrate the Kandersteg to Goppenstein Railway



MSLR will cater for buses and larger vehicles by the use of MODALOHR low-bed rail wagons for the transportation through the tunnel

Vehicle Marshalling Area with Cars awaiting the next train departure



Then drive to Train Loading Platform



Vehicles boarding the Train
"Drive on"



Drive through the train to your Parking Position



Approaching the Parking Position



Parking Instructions on the side of railway wagon



Sit back and enjoy the train ride,



and the short break in the "drive" to Milford Sound.



Cars unloading at end of the Journey
"Drive off"

The low bed railway Truck or Bus transportation system.

The French designed MODALOHR system is capable of transporting fully laden Semi trailers at only 180mm above the Railway Track, enabling trucks up to four metres in height to pass through existing Rail Tunnels over much of the European Rail Network.



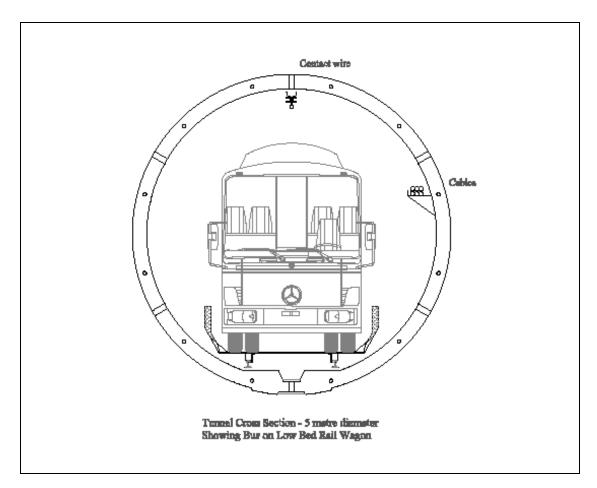


Figure 8: Tunnel Schematic Cross-section

By utilizing a similar system to that of the MODALOHR truck rail wagon, MSLR found the solution to enable the transportation of buses up to 12.5 metres in length and 3.7m in

height, safely through a five metre diameter Tunnel. The illustrations above, show buses on a MSLR MODALOHR bus rail wagon.

Project Costs

An earlier Feasibility Study Report concluded that the MSLR Project was estimated to cost NZ\$274.1 million to construct and bring into operation, inclusive of all physical items, environmental protection and mitigation activities, public roads and power supply, physical contingencies, allowances for price escalation, interest during construction, planning and establishment expenses, and working capital.

The tunnel is the major cost item, which along with the electrified railtrack will cost around NZ\$200 million, close to three-quarters of the project cost. The locomotives and rolling stock account for a further 10 percent and the buildings, general site works and equipment a further 3 percent. A total of NZ\$4.3 million is to be spent on public road upgrading and power infrastructure.

Environmental protection and mitigation is to be an integral part of each component and the costs are built into each works contract.

Environmental Issues

Most of the proposed development will be underground. The portals and terminal facilities will be in the Dart Valley, well outside the Mt Aspiring National Park and in the Hollyford Valley within the Fiordland National Park. The high scenic and conservation values of both locations will place considerable responsibility on MSLR to ensure the highest environmental standards in design, construction and operation. MSLR recognizes this responsibility and will incorporate environmental awareness planning and management into every part of the project.

In particular, the MSLR design encompasses an additional tunnel length of 2,200 metres when compared to failed DART PASSAGE Proposal of MILFORD DART LTD. The additional tunnel length and resulting cost has been allowed specifically to take the MSLR Dart Valley Tunnel Portal and facilities well outside the Mt Aspiring National Park and to preserve the seclusion, solitude and beauty of the lower Routeburn Valley. It will ensure that the conservation and recreation values of this wonderful part of the Park will remain unaffected by development. Effects in the Fiordland National Park will be limited to an area of 6 hectares of secondary growth. All such land is situated within the designated "front country", in which limited development is permitted under the Fiordland National Park Management Plan.

Nevertheless, MSLR is aware of the outstanding scenic values of the Dart and Hollyford Valleys where our terminus facilities will be located. MSLR will ensure that the development does not affect these values by extensive landscaping to shield the visual impact.

MSLR is committed to the most rigorous environmental standards in design and construction. Environmental planning, ecological, architectural and other expertise will be engaged to ensure that the best environmental standards are met.

MSLR will work closely with the Department of Conservation, District and Regional Councils, and the local community to identify and address the potential environmental and social affects of the project.

The most up to date environmental practices will be incorporated into the project design, construction, equipment and operation of the proposed development to ensure international best practice.

The footprint and design of the above ground facilities will be kept as low key as possible to minimize the visual effects. The highest standards of design and management will be implemented to eliminate or mitigate environmental hazards during construction and operation.

Over 50% of the material excavated from the Tunnel during construction will be reused in;

- road works/improvements associated with the Project.
- the formation of berms and landscape features to minimize the visual effects of the above ground infrastructure, and eliminate noise from the terminus facilities. Major planting work with approved species will also be undertaken.

MSLR will work with local government and contractors to utilize much of the surplus tunnel rock for other practical purposes.

Public Consultation.

This proposal when it becomes operational will herald significant changes for tourism in Otago and Southland. MSLR believes that these changes will prove positive for almost everyone, as the current daily procession to Milford will change to higher quality round-trip travel. Visitors will have time to stop and appreciate the localities and communities en route.

Nevertheless, this is a major project involving significant change. The affected communities and businesses will undoubtedly have many questions and concerns. MSLR intends to provide every possible opportunity to work with the affected communities of interest and to maintain the highest possible level of transparency during the consent process and development.

A website will be developed. Project documentation will be made available via the website. MSLR will be contactable by any interested person or organization via the website.

As the proposal progresses, MSLR will conduct several rounds of meetings with key stakeholders, organizations and affected communities. These meetings will be intended to provide two-way communication, provide information, and address community concerns that may arise.

The statutory processes contain prescribed steps in public consultation. MSLR will embrace these steps in addition to maintaining an open door approach to community consultation.

The Programme

From lessons learned from earlier failed applications to the Department of Conservation for similar but less environmentally friendly projects and available environmental reports, we anticipate that it will take no more than 3 years to obtain Department of Conservation (DOC) approval for the required Concession to enable the MSLR Project to proceed.

In addition, under the Resource Management Act several consents will be required from the Queenstown Lakes District and Southland District Councils. It is planned for these to proceed in tandem during the latter part of the DOC process.

Following completion of the Approvals Stage, MSLR Limited have allowed for a period of 12 months for Financial Close, Detailed Design Activities, Procurement and Contractor Negotiations, followed by 3 years for Construction.

Conclusion.

Tourism is New Zealand's second largest export earner,

New Zealand Tourism recorded growth of 28% for the 6 years to 2007 to reach 2.45 million visitors, at an average increase of 4.67% per annum.

However, due to the world financial crisis, visitor numbers in 2008 and 2009 showed a slight decline, then with news of the Christchurch Earthquakes in 2010 and 2011, only modest growth was reported, to record an average of 2.85% growth. 2012 saw a decline of 1.4% but with 6% growth returning in 2013, which generated 2.72 million visitors.

Slow moving structural forces are very much in favour of New Zealand tourism. The centre of the global economy is moving closer to New Zealand as Asia develop on the back of industrialization and urbanization.

The long term outlook is positive, particularly from emerging markets like China, India and Indonesia. Their populations are large and youthful; as their economies approach middle income, demand for travel to New Zealand will soar. These emerging markets present the largest long-term growth opportunities.

Therefore, looking further ahead, New Zealand visitor numbers based upon and average annual growth of 4% will see 4 million visitors per annum by 2023.

Given the high profile of Milford Sound to New Zealand Tourism, MSLR is striving to improve its accessibility. Access originally designed in **the 1930's must** be the focus of an initiative for an infrastructure upgrade to enhance the quality and safety of the "Milford Sound Experience" and to cater for the inevitable increase in visitor numbers.

Such improvements to the access to Milford Sound must be viewed as of major strategic importance to the future growth of the Tourism Industry in New Zealand and particularly the southwest of the South Island.

Beyond the visitor numbers, environmental issues and consumer interest in sustainability have become an ever increasing factor in tourism operations worldwide.

With this in mind, the MSLR Project is able to address the need for transport efficiency, sustainability and protection of the environment and will provide a cost effective regional transportation system between west Otago, Fiordland and western Southland. It will lead to the sustainability of tourism within the region and a reduced carbon footprint for visitors to Milford Sound.

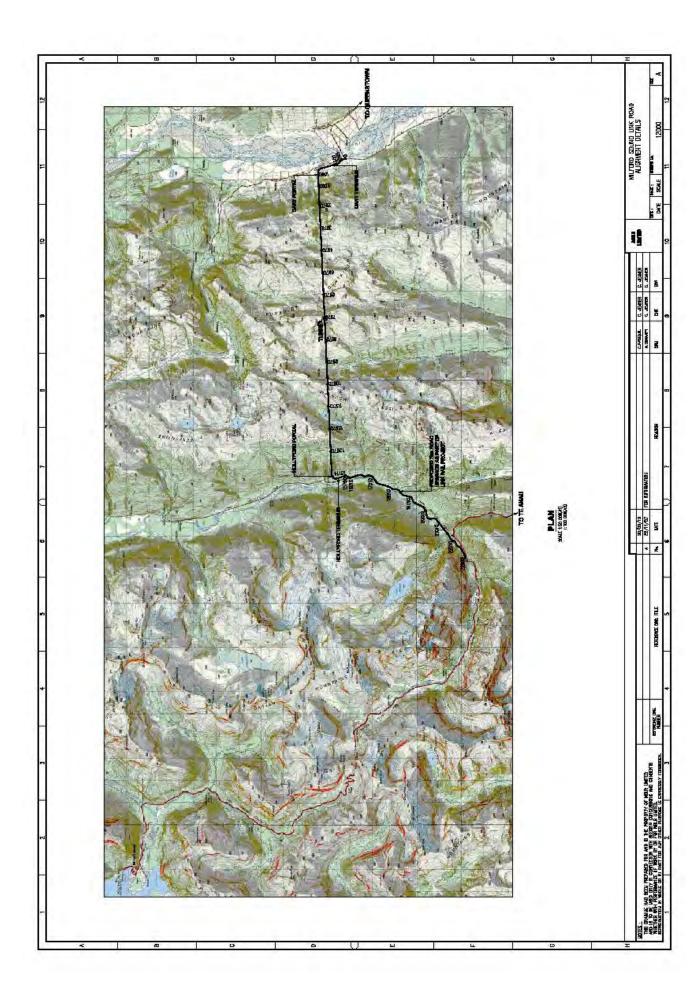
In summary, improved accessibility to Milford Sound as a result of the MSLR Project will not only cater for the projected growth, but by spreading visitor numbers throughout the day, it will increase the visitor experience and lead to better utilization of existing Milford Sound infrastructure.

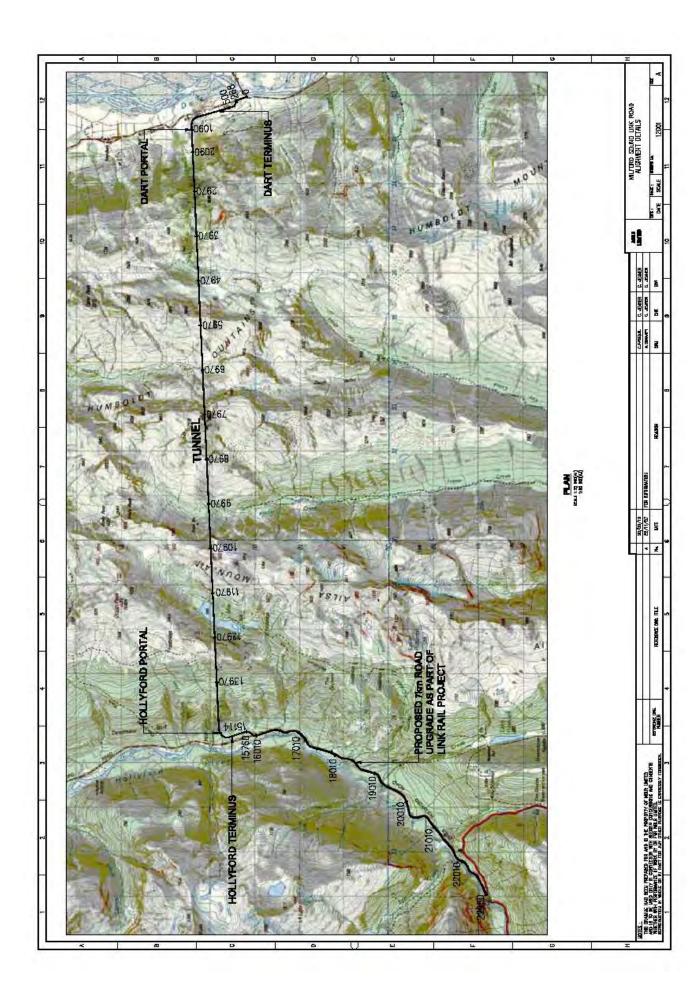
MSLR Limited. 17 20 November 2014

Appendix 1; Project Drawings

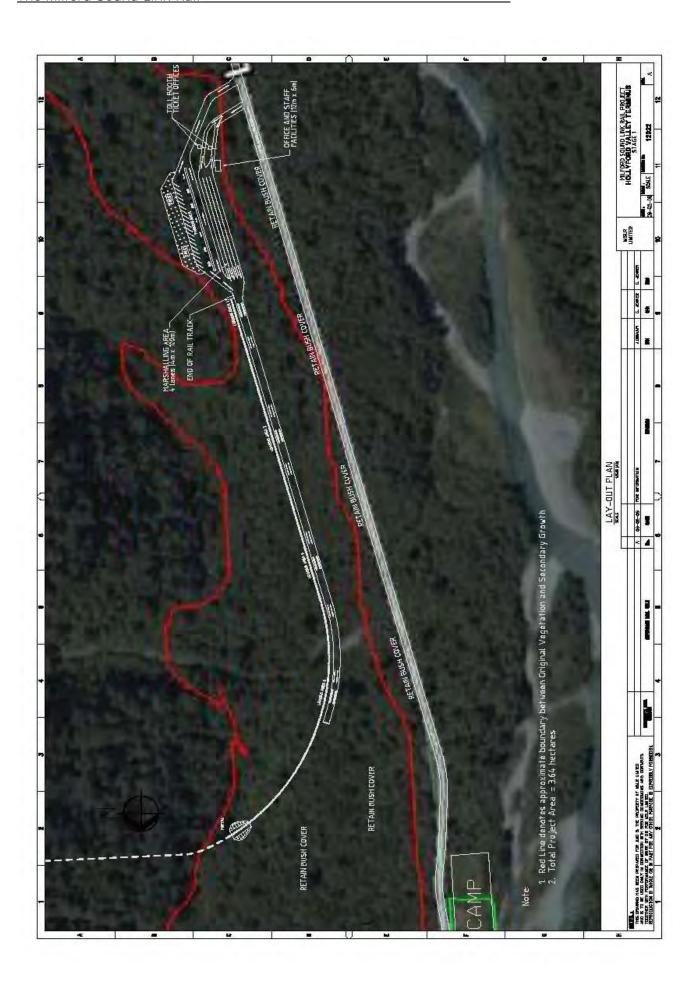
MSLR Alignment Details;
MSLR Alignment Details;
Dart Valley Terminal;
Hollyford Valley Terminal;
Drawing No. MSLR 12001
Drawing No. MSLR 12012
Drawing No. MSLR 12012
Drawing No. MSLR 12022

• Comparison Map No Drawing No.











THE MILFORD SOUND LINK RAIL PROJECT

DRAFT COMMENTS IN REPLY TO DOC CONCERNS RELATED TO THE MT ASPIRING AND FIORDLAND NATIONAL PARKS.

A BRIEF OUTLINE OF THE ENVIRONMENTAL IMPACT OF THE PROJECT ON THE PARKS - 30 June 2014.

THE TUNNEL

Portions of the Tunnel Alignment pass beneath the Mt Aspiring and Fiordland National Parks before exiting in the latter.

The 5 meter diameter Tunnel passes beneath the Humbolt and Ailsa Ranges for some 13.5 km, running almost due west, from the Dart Valley Tunnel Portal situated on privately owned land, at an elevation of 360 meters, and located 1.1 km north of the Glenorchy - Kinloch Road intersection with Routburn Road, near the Dart River Bridge, to the Hollyford Valley Tunnel Portal, situated in the Fiordland National Park, at an elevation of 160 meters, close to Gunns Camp.

Mt Aspiring National Park

The Tunnel alignment enters Mt Aspiring National Park at Tunnel Station 4+470, Google Earth Coordinates 283377E 5039688S at a depth of 1380 meters, below the surface and runs for a distance of 2,300 meters before exiting the Mt Aspiring National Park at Tunnel Station 6+770, Google earth coordinates 281290E 5039616S and a depth of 1620 meters below surface level, as shown on Drawing Numbers 12003 and 12004.

Due to the depth of the Tunnel below surface level, it can be safely assumed that there will be no impact whatsoever on the Mt Aspiring National Park arising from the Tunnel Construction nor from Operation of the MSLR Railway.

The Fiordland National Park

The Tunnel alignment enters the Fiordland National Park at Tunnel Station 10+370, Google Earth Coordinates 277857E 5039539S, at a depth of 1450 meters below surface level. The Tunnel continues within the National Park passing beneath Lake MacKenzie, some 770 meters below the surface of the Lake, to the Hollyford Tunnel Portal at Tunnel Station 14+070 Google Earth Coordinates 273873E 5038847S and at ground level of 160 meters, as shown on Drawings 12003 and 12004.

Likewise, it can be safely assumed that there will be no impact whatsoever on the Fiordland National Park arising from the Tunnel Construction nor from Operation of the MSLR Railway, from the Park entry point as described above, to the Hollyford Portal.

THE HOLLYFORD TUNNEL PORTAL AND TERMINUS AREA.

Hollyford Valley Tunnel Portal and Terminal Area.

At this time, our preliminary design is based upon Topographical Maps and Google Earth and requires further definition from a Site Survey. The attached drawing number 12041, provides Coordinates for the Hollyford Tunnel Portal and the 6.9 Hectares of land required for the development of the Hollyford Terminus.

The Hollyford Terminus Facilities are generally located in secondary growth vegetation. The proposed Site Survey will pick-up the locations of remaining large trees and where practical, some alterations maybe possible to the proposed layout so as to avoid these trees. Topsoil and mulched vegetation will be stockpiles on available land situated close to the Hollyford Airstrip, well clear of any Aircraft operations, for use in restoration works following completion of Construction activities.

The Longitudinal Section and Cross Sections, drawing numbers 12042 and 12043 provide preliminary details of the likely earthworks required to form the Terminal Area. We estimate some 64,000 cubic meters of fill material, road base-course and rail ballast will be required to create the graded Terminus area for the Railway, Roading and Building Construction.

It is proposed to excavate approximately 2.3 Km of the Tunnel, from the Hollyford Portal by drill and blast methods, thereby generating 64,400 cubic meters of tunnel tailings, for use in the land fill, base-course/ballast to create the Hollyford Terminus as shown on Drawing Numbers 12041, 12042 and 12043. It is proposed that the remaining 11 km of Tunnel will be excavated from the Dart Valley Portal.

Through grouting, and concrete lining of the Tunnel, inflows of water into the tunnel will be minimized. All water flowing from the newly constructed Tunnel will pass through water treatment facilities prior to discharge into the Hollyford River.

Tunnel Tailings will be monitored for "adverse materials". Should such materials be excavated they will be incorporated into engineered sections of the land fill, where they will be sealed within containment membranes.

Stage one of the MSLR Project will see one rail-track, roading with loading ramps, a vehicle queuing area, parking, two Toll Booths, a Public Shelter, Toilets, a Staff Amenities and Control Building constructed and located as shown on Drawing 12024, 12025, 12026 and 12027. The Hollyford buildings will be of alpine design and will incorporate extensive use of timber with natural colours and a combined footprint of 328 square meters, which includes a 120 square meter Public Shelter and Toilet Building.

Stage two will see a second rail-track and extension to the paved queuing area constructed to allow for the operation of a second Train which is anticipated to follow in 10 years.

Full Engineering Specifications will be developed at an appropriate time with all works being designed and constructed in accordance with the latest relevant Civil/Electrical/Mechanical/Building Codes.

Except for the entrance and exit road locations at the southern end of the development and for an 8 meter wide entrance to the Tunnel Portal, it is proposed to retain a 30 meter wide strip of vegetation alongside the Lower Hollyford Road to provide a natural barrier to the visual effects of the construction and operation of the Terminus.

Tunnel and earthworks construction will be programmed to take 12 months whilst construction of Toll Booths, Staff Amenities/Control Building, Public Shelter and Toilets will programmed to take 6 months. Construction activities will run in parallel with all works completed within 12 months.

It is proposed to negotiate the use of existing and temporary extensions to Gunns Camp to accommodate up to 80 Construction personnel for the construction phase.

Tunnel construction noise will be minimized through the use of silenced generators and compressors. Noise from earthworks operations will be no more than that expected from a road construction contract. Low level construction noise will be generated from the building works.

Effects on other Park users, will be limited to;

- increased traffic on the Lower Hollyford Road, arising from the mobilization of equipment over a 1 month period, general construction traffic arising over a 12 month period and the haulage to and from temporary stockpiles of the stripped topsoil, overburden and mulched vegetation, involving the operation of two dump trucks between the Terminus area and the Hollyford Airstrip.
- As mentioned above, Tunnel construction noise will be minimized, whilst the earthworks, civil
 and building construction noise will be no more than could be expected from Road Construction
 activities which regularly occur in the National Park.
- Once in Operation, the hourly arrival and departure of the train will generate wheel noise for 3
 minutes upon arrival and again on Departure. Being electrically powered, noise levels from the
 Locomotives be low level. Obviously, there will be a substantial increase in Traffic using the
 Lower Hollyford Road, from close to Gunns Camp to the Te Anau Milford Road intersection.
- To safely accommodate the increased traffic in the Lower Hollyford Road, it is proposed to carry out a limited upgrade and sealing of the section of the Road servicing the MSLR Project.

Effects upon Wildlife.

As part of the Environmental Impact Study, reference will be made to the Milford Dart Project's assessment of its Wildlife Impact, together with further field work to identify at risk colonies of bats and monarch butterflies within the proposed area of Clearing.

Vegetation Clearing will be undertaken over 3 month period during which time Construction activities and resulting ground vibration will encourage resident wildlife to migrate to areas of vegetation close to but removed from the actual Work Site. Should some species require assistance with relocation, then the Project will provide resources to assist with the move.

Future stages of the Project.

MSLR Limited has provided a concept of how a Park and Ride, Light Rail Transport system utilizing a second Tunnel, 12 Km in length, between the Hollyford and Milford Sound, could operate, so as to phase out the use of the Homer Tunnel and High Alpine section of the existing Milford Road, to all except approved freight and commercial operators. This would provide a long term solution to the anticipated

growth in New Zealand Tourism. It is difficult to predict future growth, but such a facility could perhaps be justified in 20 to 30 years.

Just imagine, all visitors travelling to Milford Sound from Te Anau via the Hollyford, or from Queenstown, via the proposed first Tunnel from the Dart Valley, on an electric powered Light Rail Train, with no carbon emissions. Both the Dart Terminus and the Hollyford Park and Ride Stations would have sufficient parking to cater for Queenstown visitors and Te Anau visitors alike. Maintenance and stabling of the Light Rail Trains would be in the Dart Valley well away from the Fiordland National Park.

Whilst we have "floated " the Light Rail idea, it does not form part of our Concession Application and suggest that it is extremely unlikely to proceed beyond that of an idea for many years to come.

Otago Daily Times

Published on Otago Daily Times Online News (http://www.odt.co.nz)

Fiordland monorail plan rejected

By Online ODT Created 29/05/14



Nick Smith

Plans for a \$240 million Fiordland monorail have been derailed by Conservation Minister Nick Smith, who says the project does not stack up economically or environmentally.

"The independent tourism and financial analysis concluded it was not viable," Dr Smith said today.

"There would be a significant impact on the area's flora, fauna and natural heritage.

"The route is not sufficiently defined to properly assess the impacts," he said.

The Fiordland Link Experience proposed a new link between Queenstown and Milford Sound consisting of a 20km boat excursion across Lake Wakatipu to Mt Nicholas Station, a 45km all-terrain vehicle ride to Kiwi Burn, a 43.8km monorail ride to Te Anau Downs and a 90-kilometre coach journey to Milford Sound.

The application included a lease, licence and concession for the monorail and related infrastructure through the South West New Zealand World Heritage Area including the Snowdon Forest and Fiordland National Park.

Dr Smith said the monorail plan had more merit than the Milford Tunnel proposal, and had been a more difficult decision to make.

"I have visited the site twice, met its applicants twice, consulted with the New Zealand Conservation Authority, and spent days reading the relevant reports and responses from the applicants." he said.

Dr Smith said he did not want the decision interpreted as the Government and the Department of Conservation (DOC) being opposed to any proposal for alternative access options in Fiordland.

"The door is still open but proposals will need to be both environmentally sustainable and economically viable."

Riverstone Holdings managing director Bob Robertson said the Minister's rejection of the plan came as a surprise.

"We have proven our commitment to the environment and this project at every step and our plans have been vindicated by experts. To have our application face constant delays and ultimately end up with a decision being made months out from a national election is incredibly disheartening," Mr Robertson said.

"We recognize that there will always be opponents of innovative ideas, but having stuck to this process in good faith, and incurred costs of over \$5 million, this is a tough pill to swallow. No business should have to suffer a process like this.

Mr Robertson said reasons given for the decision were deeply flawed.

"The Minister has ruled that he could not be satisfied the project would be financially viable - a decision based on studies he commissioned that two independent expert assessments, commissioned by us, judged to be manifestly wrong as their conclusions were based on old data and made a series of assumptions that could not be justified."

Economic viability could not be truly established until extensive engineering design had been done, a detailed business case had been developed and funding was sourced. That would take at least six months, and would cost hundreds of thousands of dollars.

"To that end, we proposed the following condition regarding the project's viability be included: 'That the project has been the subject of a robust due diligence process certified by a qualified third party and has subsequently secured all capital (equity and debt) to successfully build, complete and fund the ongoing operations of the business'."

Forest and Bird welcomed the decision, saying it was great news for the World Heritage Area.

"The monorail plans were unrealistic from the beginning, as there is no way the applicant could have restored the old growth forest, tussock grasslands or wetlands the project would have destroyed. It could also have been catastrophic for the bat population," Otago Southland field officer Sue Maturin said.

DOC needed to finish the job it started years ago and classify all stewardship land.

"If it had done, the monorail developer would have been saved the cost of getting his proposal this far. And it would have saved community groups likes Forest & Bird the time and expense of advocating for the protection of the Snowdon Forest."

Labour Conservation spokeswoman Ruth Dyson called Dr Smith's decision "a victory for common sense".

"The monorail would have had a major impact on a special part of Fiordland which is a mecca for trampers and visitors to New Zealand", she said.

"New Zealanders were loud and clear in their opposition to this, with thousands signing a petition opposing the Monorail.

"I am delighted that the Monorail has been stopped in its tracks."

If it went ahead, the monorail development would have been the largest concession ever granted on conservation land.

A hearing commissioner recommended in November that the project should go ahead with extensive conditions.

Dr Smith then visited the site and commissioned a financial viability report for the project to investigate whether there were any risks to Government.

That report found that Government would be liable for significant costs if the project failed.

The development would have cut through both the conservation estate and private land.

Unesco warned the Department of Conservation that the development was "likely to be considered incompatible" with the site's World Heritage status.

But Dr Smith has previously said that many of the 200 World Heritage spots around the world had visitor facilities which were similar to the proposal.

A separate proposal to build a bus tunnel between Queenstown and Milford Sound was rejected in July because it was considered a financial risk to Government and would have cut through two National Parks.



MSLR Limited, Unit 1, 14 Kennaway Road, Woolston, PO Box 19-803, Christchurch.

22 July 2013

Hon Dr Nick Smith, Minister of Conservation, Private Bag 18888, Parliament Buildings, Wellington 6160.

With copies to;

Hon Bill English, Deputy Prime Minister, Minister of Finance and MP for Clutha/Southland. Ms Chris Visser, Case Manager, Department of Conservation, Invercargill.

Dear Minister,

Fiordland Transportation Projects and Concession Applications.

Further to your letter of 05 July 2013, we appreciate your comments on our current incomplete Concession Application, and applaud your decision of 17 July 2013, wherein you declined the concession application by Milford Dart Limited (MDL).

Now that MDL are no longer in their former position of being the front runner to develop a Tunnel Proposal, we will immediately embark on the process to address the shortfalls in our Application and note that your MDL decision, clears the way for our superior proposal to move forward, which will address many of your concerns with the MDL application.

We look forward to working with your Department on our Proposal.

Yours Faithfully

MSLR Limited,

Greg Harris

Chief Executive Officer.

Milford tunnel plan rejected

By Online ODT on Wed, 17 Jul 2013

News: Queenstown Lakes ODT



Nick Smith

Plans for a controversial tunnel between Queenstown and Milford Sound have been rejected by Conservation Minister Nick Smith.

"I am declining this tunnel because the environmental impacts are significant and beyond what is appropriate in two of New Zealand's most spectacular National Parks and a world heritage area," Dr Smith said.

The minister said there were three main reasons for declining the application.

Dr Smith said the first reason was that it would require depositing half a million tonnes of tunnel spoil that would permanently damage the natural landscape.

The second was the impact of the new roads and portals at each end and impacts on visitors at the entrance to the Routeburn track.

His third was that the engineering works and tunnel required were inconsistent with the Fiordland and Mt Aspiring National Park management plans.

Dr Smith said he walked the part of the Routeburn track to see where it would be most affected.

He also considered 1000 submissions.

The minister was responsible for a decision over granting access to Milford Dart Limited for the 11.3km, single-lane bus tunnel, because the development cut through conservation land, including Mt Aspiring National Park.

It was referred to the minister earlier this year by the Department of Conservation because of the huge scale of the project and the huge public interest in the outcome.

The plans stirred heated debate because the tunnel would have been built in prized conservation land which included one of the country's Great Walks, the Routeburn Track.

It would also have allowed buses to bypass Te Anau, which depended heavily on Milford Sound tourism for its economy. A petition created by the Stop the Tunnel lobby group collected 25,000 signatures.

The \$170 million tunnel was designed to reduce the nine-hour return bus trip, and the company estimated the improved access to Milford Sound would draw 20,000 visitors a year to New Zealand.

Dr Smith, who is one of the greenest National MPs, has previously said that the decision whether to grant access to the national parks was a tough one.

"You don't get much more spectacular than the Routeburn and Milford Tracks, both of which I've done. It's a very difficult call in that I take the view that national parks are areas where nature rules and human needs come second."

A separate proposal to cut a 41km monorail and road through Snowdon Forest was still being considered by the minister.

Green Party conservation spokeswoman Eugenie Sage said the decision was a victory for the thousands of New Zealanders who had demanded protection for national parks.

"The National Parks Act, the General Policy for National Parks and national park management plans, developed with community input, have clear rules on what is appropriate in our national parks.

"A private road tunnel would have been at odds with these provisions," said Ms Sage.

She hoped Dr Smith would make a similar decision about the monorail.

Forest & Bird advocacy manager Kevin Hackwell said the tunnel would have been a disaster for the surrounding environment and the local communities that depended on through traffic.

"We only hope now, the minister will make a similar decision when considering the proposal to build a monorail through Snowdon Forest in Fiordland," said Mr Hackwell.

- by Kate Shuttleworth of APNZ and Isaac Davison



Office of Hon Dr Nick Smith

Minister of Conservation

Minister of Housing

5 JUL 2013

Greg Harris Chief Executive Officer Milford Sound Link Railway MSLR Limited PO Box 19-803 Christchurch

Dear Greg

Thank you for your letter dated 25 March 2013 commenting on the proposed Fiordland transportation projects and your alternative project.

In an email dated 27 July 2012 (DOC reference: PAC-14-06-230), the Department of Conservation advised that your concession application was still incomplete, and lacked information specifically requested by the Department. The email also referred to the following statement in your letter dated 24 July 2012 "It is our intention to provide the required information progressively."

I am advised that, until such time as all information is received with respect to your concession application, the department is not in a position to progress it or to comment on your proposal.

Yours sincerely

Mck Smith

Minister of Conservation

Second Milford tunnel plan unveiled

The Southland Times Last updated 00:33 28/02/2008

A new company has entered the race to become the first to build a Routeburn-Hollyford tunnel to cut travel time from Queenstown to Milford.

MSLR Ltd has lodged a concession application with the Department of Conservation.

It is the second company to apply to DOC for a concession to build a tunnel in the area.

DOC's acting community relations manager for Southland conservancy Dave Taylor announced the news to the Southland Conservation Board at its meeting in Invercargill yesterday.

"We've just received the application but it does not have all the information we require. We've sent it back and asked if they can give us more information," Mr Taylor said.

MSLR Ltd director Greg Harris said his company had applied to DOC for a concession to use some crown land to build a single-lane 13.5km rail tunnel from Routeburn to Hollyford.

"The proposal is to go in at the Routeburn station just past the Dart (River) bridge and come out into the Hollyford Valley," he said.

The tunnel's Routeburn portal would be on private land while the Hollyford portal was on Crown land.

There was road access to both sites.

He said DOC had requested the company include final detail of facilities at either portal, such as toilets.

Construction would take two years, however, given the time these types of applications took to process, it was unlikely to open before 2015, he said.

The proposal was for a roll-on, roll-off, rail-based line. It would be able to carry all types of vehicles, providing more market share, Mr Harris said.

It was based on a Swiss model, which the company had studied, but would be new to New Zealand.

Mr Harris declined to say how much the tunnel was expected to cost or how much fares would be.

In December last year the New Zealand Conservation Authority declined to approve an amendment to the Mount Aspiring National Park Management Plan to allow construction of a new road and tunnel in the Mount Aspiring National Park.

It meant the Milford Dart Company could not proceed with plans to build a \$150 million 10.2km underground bus tunnel from part of the Routeburn Rd to the Hollyford Valley because its activities are not consistent with the Aspiring Management Plan.

Milford Dart director Tom Elworthy said at the time that all was not lost and the company would table other options.

He confirmed last night that the company was still looking at options.

"We are still very much alive and kicking," Mr Elworthy said.

Both companies have been in contact with each other but declined to reveal the extent of any discussions.

Mr Harris said unlike the Milford Dart's proposal to build 1.5km of road to access the tunnel's portals, his company's concept did not require building new roads to access the portals because both had existing road access.

The portal at the Hollyford end come under the Fiordland National Park's Management Plan and the Routeburn portal was on private land.

Jessop, Mark

PRIME WATERFRONT RESTAURANT AND BAR WAKATIPU



Do you support the revised rating model for the proposed convention centre?

Yes

Convention Centre Comments

The revised model increases the burden on (or support given by) commercial CBD ratepayers. I am one of those and the revised impact will be in the region of thousands of dollars pa. I believe the increase faced by my business is justifiable because 1) I simply believe the benefits will exceed the cost to me. 2) I think it is fair that those that directly benefit should pay the major share. I further believe that the inevitable future bed-tax should be partly used to reduce and smooth out this burden across all commercial ratepayers. I would like to further add that the sooner we get this convention centre built the better. Make sure it is consented to grow bigger without further litigation liable debate and ensure we do not waiver from a downtown location. Subjecting high-value time-short visitors to two hours commuting per day to Frankton is not the way to progress. Mark Jessop



3A. Is the Council taking the right approach to address congestion issues in central Queenstown by planning to reduce future traffic movements by 20 percent?

No

3A. Transport Planning Comments

It is a noble desire but I dont think we have any show of reducing traffic by 5% let alone 20%. We are not an urban city with commuters. Winter and bicycles dont mix. We have proven that we dont have the critical mass to support public transport (buses). \$7 for a child to get a bus one way from Arrowtown to Queenstown is outrageous and a severe impediment to creating a habit changing alternative. If the buses were free on alternate days or \$1 per fare for visitors and free with a locals or school or OAP pass. as a trial over a period of a year that would be a valid trial that would produce some statistics that could be used as a basis for a long term plan. They would get used and it would change habits. The use reduction strategy should be traversed but in isolation it will not make much if any difference. The answer lies in the Mann St Henry St Melbourne St bypass.

3B. Should Council increase parking charges and use any additional parking revenue to make public transport more affordable?

Yes

3B. Transport Parking Comments

Yes but only slowly and not in isolation. At the moment the public transport fares are so high that they promote disuse which in turn increases congestion instead of the aim of reducung congestion. Get the price of a bus ticket below the price to drive and park and the congestion issue will reduce.



Water and Wastewater - a Standardised Rate

Do you agree that Council should further investigate the principle of a standardised rate for water and wastewater?

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // KANE, DICK

Kane, Dick

CENTRAL OTAGO HEALTH INCORPORATED WANAKA/UPPER CLUTHA



Would you like to comment on any other aspect of this draft 10 Year Plan?

Annual Plan Submission Submission to the Annual Plan Funding for 20% of the administration costs for Central Otago Health Incorporated. "Please give serious consideration to funding \$1,514-40 being 20% of the administration costs for Central Otago Health Incorporated (COHInc)." The total administration costs of COHInc are \$7,572. Of this amount Central Otago District Council (CODC) pays \$7,100. It has been felt for a number of years that Queenstown Lakes District Council (QLDC) should have been paying their share of the cost for the administration of COHInc. The Dunstan Hospital is owned by the Southern District Health Board (SDHB). COHInc provides the link between Dunstan Hospital and the communities served by the hospital and represents the interests of those COHInc owns and funds the furniture fittings and equipment within the hospital and communities protects those assets on behalf of the community. COHInc elects the Directors of Central Otago Health Services Limited (COHSL), who are responsible for the day to day running of the hospital and are funded by the SDHB. COHInc owns the shares of COHSL on behalf of the community. COHInc members are elected at the triennial local body elections and have been reliant on the good will of CODC who have been paying almost all of the administration costs for COHInc. There are 5 members elected to the COHInc Board of which one is from the Wanaka Ward of QLDC, hence the request for 20% of the funding. There is a long history of involvement with the Wanaka Ward and Dunstan Hospital. In 1998 the transition Shareholders of Central Otago Health were, CODC Mayor Bill McIntosh, Wanaka Community Board Chairman, Peter Barrow, and Alexandra lawyer, Darryl Fletcher. '1 April 1999. Central Otago Health shareholders, Bill, Peter, and Darryl along with Chris Crane (representing the Health Funding Authority) signed a Heads of Agreement which paved the way for a final contract providing community responsibility for the delivery of health services from Dunstan hospital to begin 1 July 1999.' CT scans, specialist appointments and chemotherapy treatments are provided for the entire Central Otago region including Queenstown. We request that QLDC fund 20% of the administration costs of Central Otago Health Incorporated.

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // KENNEDY, MANDY

Kennedy, Mandy

QUEENSTOWN TRAILS TRUST



Would you like to comment on any other aspect of this draft 10 Year Plan?

See attached submission



Queenstown Trails Trust - QLDC Annual Grant Submission

Thank you for the past support of the Queenstown Trails Trust (QTT) in regard to the annual grant of \$50,000.

QTT utilises the annual grant to offset the administration costs of the Trust. When the Wakatipu Trails Trust (WTT) was formed in 2004, there was an agreement between QLDC and the WTT (now known as QTT) for support of the Trust in the form of this administration grant.

Over the past year a lot has been achieved by the QTT. The support of QLDC with the administration grant assists us greatly to continue to maintain and develop the network of trails within the Wakatipu Basin. QTT is a charity with two part-time employees and a supportive team of volunteers known as Friends of the Trails.

Queenstown's trail network has expanded to become a serious contributor to the destination. The trails network now provides improved commuter linkages, recreation and tourism experiences, business opportunities and adds some new news for marketing and positioning Queenstown in domestic and international markets. QTT has made a considerable contribution in terms of promotion of the trails and to the maintenance/enhancement of the trail network. Over the past twelve months we have delivered the following:-

- Upgrade of the Gibbston River Trail Network (\$385,000 investment)
- Upgrade of the Kelvin Peninsula Loop (\$78,000 investment)
- Successful in securing funding from the Ministry of Business, Innovation and Employment 'Maintaining the Quality of Great Rides' fund to provide funding with the maintained to the Twin Rivers Trail (Old McDonald's Hill section), Twin Rivers Trail (Upper Kawarau Trail), Glenda Drive to the Wakatipu Gun Club in excess of \$250,000.

We are committed to ensuring a viable pathway for taking the Queenstown Trail network to the next level of development and sustainable management and wish to again thank the QLDC for their support with this \$50,000 annual grant for the coming financial year.

Kindly direct any questions in reference to the above points to Mandy Kennedy, CEO, Queenstown Trails Trust – mandy.kennedy@queenstowntrail.org.nz /

Yours sincerely

Mandy Kennedy CEO Queenstown Trails Trust April 27, 2015



Queenstown Trails Trust Submission to QLDC 10 Year Plan 2015/2025

Thank you for the opportunity to make a submission to the QLDC 10 Year Plan 2015/2025. On behalf of the Queenstown Trails Trust (QTT) please find our submission below.

The Queenstown Trail officially opened in 2012 - a lot has been achieved since then. Queenstown's trail network has expanded to become a serious contributor to the destination. The trails network now provides improved commuter linkages, recreation and tourism experiences, business opportunities and adds some new news for marketing and positioning Queenstown in domestic and international markets. QTT has made a considerable contribution to the Trail network in terms of promotion of the trails and to the maintenance/enhancement of the trail network – for example:-

- Upgrade of the Gibbston River Trail Network (\$385,000 investment)
- Provided funding (\$17,000) to assist in the upgrade of the Frankton Track
- Upgrade of the Kelvin Peninsula Loop (\$78,000 investment)
- Successful in securing funding from the Ministry of Business, Innovation and Employment 'Maintaining the Quality of Great Rides' fund to provide funding with the maintained to the Twin Rivers Trail (Old McDonald's Hill section), Twin Rivers Trail (Upper Kawarau Trail), Glenda Drive to the Wakatipu Gun Club in excess of \$250,000.

We are committed to ensuring a viable pathway for taking the Queenstown Trail network to the next level of development and sustainable management. Whilst we understand QLDC's objective not to increase spend in trail maintenance, nor in the short-midterm invest in further recreational Trail development we wish to raise the following points.

<u>Infrastructure & Transport - Connectivity</u>

We understand that Queenstown is progressing through some great change and will do so over the next 10 years. Connectivity of the recreational trail network to commuter trails and the development thereof requires great consideration in the 10 Year Plan for the following reasons.

- Population growth and increased need for local connectivity (work, schools, leisure)
- Growth in visitors (domestic and international)
- Rapid expansion of cycling throughout New Zealand, Australia and in many of Queenstown's source markets
- Increasing traffic congestion in and around Queenstown and the opportunity of a shift of commuters to consider cycling as the preferred method of transport
- Strong appeal for cycling and mountain biking in other destinations (Rotorua, Taupo, Nelson Tasman, Wellington)

We appreciate the 10 Year Plan under the category of 'Roading Future Proposed Capital Works Projects' contains a placeholder for commuter trails which has been applied as part of the Queenstown Town Centre Strategy and the Frankton Flats Strategy Implementation plans. We request the scope of these plans include consultation with QTT and where appropriate QTT involvement in trail development.

<u>Infrastructure & Transport - Recreational Trails (New)</u>

We understand in the short-medium term no budget has been set aside for new trail development. As this plan is for a period of 10 Years, we request provision given to new trail development – should the market dictate so – within the 10 Year period. Important to note QTT is undertaking a 10 Year Strategic Plan for the period 2015/2025 as we believe it is time for us to look ahead and to understand how we can add value to what we already have achieved. QTT has matured as an organisation and has a proven track record in achieving its objectives. Whilst it is too early to state exactly what this plan will contain we require this point to be noted and considered.

Community Services & Facilities

Trail Maintenance

We understand no additional budget is available for trail maintenance and it is QLDC's intention to make the current budget more efficient. We stress the vital importance of the Queenstown Trail, in its function as one of the NZ Cycle Trail Great Rides, and in fact the most well utilised Great Ride, retains its world-class standard by regular and thorough maintenance. We understand QLDC are preparing a 'best practice maintenance' paper which QTT will have the opportunity to comment upon.

QTT recently completed an upgrade of the Kelvin Peninsula Loop and secured funding from a third party to maintain this trail loop until 2017. We request, that as this trail upgrade is part of the Queenstown Trail network be maintained by the QLDC from 2017 onward.

Kelvin Peninsula Loop Cost Estimate \$5000.00 (\$500.00 p.a.)

We request that any further (new) trail development over the next 10 years which is an extension of the Queenstown Trail network be included in the QLDC maintenance programme. Any new trail development would be agreed by both organisations.

Investment of Further Counter Technology

There are nine counters in total on the Queenstown Trail – the data is utilised to report on trail activity. QLDC invested in six new counter technologies approximately 18 months ago (named Eco-Counters), these are totally automated, easy to understand and download via a Bluetooth or GSM connection. These counters breakdown data by user type (cyclist & pedestrian) and direction of users. We request the replacement of three old counters (these counters require QLDC staffing costs to read and load data and check are functioning correctly) with the new Eco-Counter technology to save on QLDC human resource costs and also provide reliable data. We also request the additional purchase of two new counters for placement at the recently upgraded Kelvin Peninsula Loop and Gibbston River Trail.

Cost estimate \$40,000.00+ GST

Signage

There is trail network signage within the Wakatipu which requires upgrade - for example Arrowtown trails (i.e. Chinese Village /Sawpit etc). We request a budget allocation to this project.

We request signage budget allocation for any new commuter trails, to update recreational trails to reflect connectivity and downtown.

Forests

QTT are very supportive of QLDC strategy to ensure the exotic species which are spreading and smothering indigenous vegetation are contained and removed from areas where native forest can be restored. We stress the need for this activity to be addressed in the short-term.

QLDC Resource Consent - Ferry Project

QTT is supportive of QLDC seeking a resource consent re a ferry operation (to transport commuters, visitors and cycles) across the Narrows with consideration for a 'park & ride' type service included.

The Opportunity of Cycles as a Viable Transport Option

EBikes

There is no mention in the 10 Year Strategy of the provision of evolving forms of transport, such as the EBike. Provision downtown of EBike charging stations and appropriate parking for this form of transport in our opinion needs to be considered.

Designated Cycle Lanes on Roads

QTT is very supportive of dedicated cycle lanes on roads to ensure the safety of cyclists and motorists and to assist with cycling as a safe alternative form of transport when using the roading network.

Signage

Increase in visibility and clear signage instruction of where to find cycle parking along with an increase in cycle parking to support the strategies as outlined in the 10 Year Plan and draft Transport Strategy

Education

Both the 10 Year Plan and draft Transport Strategy are encouraging alternate forms of transport for our community (and visitors). An education programme in particular for the children / youth of our community in respect to how to manage on our roads is vital. Also, education for drivers in dealing with cycles on the roads also vital.

Kindly direct any questions in reference to the above points to Mandy Kennedy, CEO, Queenstown Trails Trust – mandy.kennedy@queenstowntrail.org.nz /

Thank you again for consideration of the above points.

Yours sincerely

Mandy Kennedy CEO Queenstown Trails Trust April 27, 2015

10YP 2015-2025 // FULL SUBMISSIONS // 8 MAY 2015 // KENNEDY, DAVID

Kennedy, David

SHAPING OUR FUTURE



Would you like to comment on any other aspect of this draft 10 Year Plan?

Please see attached submission



Submission to Queenstown Lakes District Council Annual Plan 2015-2016

Shaping Our Future Steering Group submits in support for a \$50,000 grant included in the 2015/16 Annual Plan.

The budget below outlines projects and costs. Please note this budget does NOT include Forum support to complete forum topics budgeted as part of the 2014/15 year. Forums such as the Conservation, Glenorchy and Transportation Forums are budgeted for support in the previous year. (Note: please see below this submission for a report outlining activity in the year ending June 30, 2016)

Projects requiring expenditure	Expenditure within financial year ending 2016
Community visioning process – reassess vision and priorities	6000
Coordination Services	38000
Forum support – minimum 2 new forums	8000
Membership drive and Advertising	2000
Annual progress report and AGM	2000
Web support and hosting	2000
Total	58000

Total spend for 2015/2016 is currently budgeted at \$58,000

The shortfall is to be made up by Corporate Membership Fees and Sponsorship.

Shaping Our Future plans a 'Sinking Lid' on requests for Queenstown Lakes District Funding that will see funding requests progressively reduce over future years.

For more information about Shaping Our Future and its activities for the year 2014/2015, please see the attached Report to Queenstown Lakes District Council dated April 2015 and attached update report prepared for the AGM in Feb 2015.

For more information about the organisation and its future project planning please visit www.shapingourfuture.org.nz or contact Chairman David Kennedy on david.kennedy@nttourism.co.nz

We would like to be heard in support of our Submission. Yours sincerely,

David Kennedy Chairman Shaping Our Future Steering Group

Shaping Our Future Inc. Report to Queenstown Lakes District Council April, 2015

Summary:

Shaping Our Future is building its ability to engage the Lakes District community around a shared vision and set of priorities. The Shaping our Future process is becoming more well known within the district with support for the systems and independence offered by the society. Increasingly Shaping our Future is being approached regarding current issues within the community for consideration. Previous Shaping our Future Forum topics are now moving into renewal phase e.g. Events and Visioning.

Shaping our Future reviewed their membership categories in the second half of 2014 resulting in individual membership now being offered free. Following a membership drive in early 2015 individual membership is now at 156 (up from 50) with 14 (up from 8) corporate members and an additional 400 database members who have expressed an interest in Shaping our Future. Our target is 1000 individual members and 100 corporate members by June 2016.

Money from the QLDC grant is used to pay coordination and administration costs plus direct Forum and Speaker Series costs. Other costs include maintaining www.shapingourfuture.org.nz and producing our annual progress report. We are a lean organisation run by a volunteer Steering Group. We try not pay meeting venue expenses using either Council facilities or donated boardrooms for meetings and always buy our own coffees! We do provide tea/coffee and minimal food at forums that are held in the evening. Shaping Our Future now has six forums established that will continue to provide feedback to the community and its agencies for the foreseeable future. The Steering Group envisages a 'sinking lid' policy regarding its current Council funding and is currently working on a strategic plan that will be presented in the next report. This plan will cover corporate membership, alternative funding bodies and sponsorship.

Governance

Shaping Our Future is an incorporated society with tax exemption. It is guided by an annually elected volunteer Steering Group. David Kennedy (chair), Alastair Porter, Celia Crosbie, Jim Boult, Trent Yeo, Ralph Hanan, Ed Taylor, Mandy Bell, Kathy Dedo and Mark Edghill. Four live in Wanaka/Hawea and six in Queenstown. A new Steering Group will be elected at the Annual General Meeting scheduled for February 2016. During 2014 coordination services changed from the Centre for Sustainable Practice to a private contractor. The Centre remains available to assist as and when required.

Financials:

Shaping Our Future has been granted \$50,000 for the year ended June 30, 2015. This money has been committed in the following way:

\$38,000 for coordination services – support and administration

\$12,500 Forum and Speaker Series Costs

\$4,000 Advertising and Membership Drive

\$4,000 Annual General Meeting, Annual progress report, website maintenance

10,000 New Website

This budget will be fully spent or allocated by June 2015. Funding carried over from the 2013/14 year was used to complete MOU obligations (due to a six month delay in MOU establishment). Shaping our Future will be up to date with MOU obligations at June 2015.

Shaping Our Future has also raised \$3115 through membership fees and donations.

Forums established over the past year:

Visitor and Tourism, Conservation, Economic Futures, Events Review, Glenorchy Visioning Forum and Transportation. Visitor and Tourism, Conservation, Energy and Economic Futures (draft Economic Strategy) are all expected to be completed by the end of financial year 2015. Glenorchy Visioning, Transportation and 2 other forums (possibly Governance and Wakatipu Conservation) are expected to be completed in FY ending June 2016. The Events Forum and Community Visioning are also due for review. At this point, Shaping Our Future has caught up with its obligations under the MOU (2 Forums per year at stage of report delivery).

Full Forum update:

Events Review – first round of recommendations completed in 2013. In response to that Task Force report, an Events Office and funding regime has been established. First public reports filed. In the Shaping Our Future process at some future point (expected to be around March 2015) this new baseline will be established, a forum convened and, if required, a new task force established to measure progress against vision, re-establish vision if required and new recommendations made if required.

Economic Futures – first round of recommendations responded to by council. An Economic Development Report has been commissioned by Council and is currently under consideration. As with Events, at some future point a forum will be reconvened. **Economic Futures** – Draft Economic Development Strategy – Forum held and Task Force established. Recommendations submitted to QLDC.

Energy – The task force has reported back on 3 occasions and have on each occasion been asked to reconsider a number of its recommendations to the Council and ORC. Final report and recommendations presented to the Steering Group in March 2015.

Innovation – A forum was convened in Wanaka – a task force is yet to be successfully established. **Visitor and Tourism Futures** – Forums convened in Queenstown and Wanaka – task force established. Recommendations and Task Force final report presented in late 2014.

Conservation Forum – Upper Clutha – in partnership with Department of Conservation – task force established. Final recommendations and report due by June 2015.

Speaker Series – Martin Snedden and Kauahi Ngapora Speaker Series held September 2014. **Glenorchy Visioning Forum** – Forum held 11/12th April 2015. Task Force is in the process of being established. Final recommendations and Report are expected by June 2016.

Transportation – Forum scheduled to be held in Queenstown 5th May 2015 with final recommendations and report due by June 2016.

Community Engagement:

Shaping Our Future has 170 members including 14 corporate members.

Over 1500 people have participated in one of our forums, workshops or Task Forces. In 2014 over 1000 hours of volunteer time was donated by the Steering Group, Task Forces and businesses. Since 2011 we have completed eight forums on Shaping our Future visioning, Events, Economic Futures, Energy, Visitor and Tourism Industry, Upper Clutha Conservation and Glenorchy Visioning.

Shaping Our Future Inc. The next report will be provided by end July 2015.

February 2015



Annual Progress Report

Committed individuals working together to find creative ways to build better lives, for now and for generations to come.





What is Shaping our Future?

A framework for collective, future focussed decision making. A process harnessing and applying local expertise to local issues. An independent organisation dedicated to delivering a shared vision of the future for the Queenstown Lakes District.

Who's behind it?

A volunteer Steering Group, a part-time paid coordinator, individual and institutional members and volunteer taskforce members committed to the district's vision of a great future.

Steering Group 2013/14: David Kennedy (Chair), Jim Boult, Alastair Porter, Trent Yeo, Pete Bullen, Ralph Hanan, Prue Kane, Celia Crosbie, Ed Taylor

Previous Steering Group Members: Steve Henry, Ella Lawton, Vanessa van Uden, Sue Coutts, Alexa Forbes, Debra Lawson, Sally Battson and the late John Aspinall.

Co-ordinator: Anita Golden

Partners: Chamber of Commerce Queenstown,
Chamber of Commerce Wanaka, Destination
Queenstown, Lake Wanaka Tourism, Otago Polytechnic
Centre for Sustainable Practice, Queenstown Lakes
District Council, Queenstown Resort College, Westpac,
SBS Bank, Queenstown Airport, Vivian Espie,
Queenstown Rafting, Chevy Chisholm, Creeksyde
Holiday Park.



The Vision

"Spectacular environments, enterprising people, exceptional solutions"

Individuals and groups committed to finding creative ways to build better lives, for now and for generations to come. A district embracing the concepts of Kaitiakitanga* and Manaakitanga**. Applying these values reflects our intention to move forward together, based on a shared approach.

*Kaitiakitanga means guardianship, care and protection. It includes the management of natural, cultural and built environment resources for current and future generations.

**Manaakitanga implies a reciprocal responsibility upon a host, an invitation to a visitor to experience the best we have to offer.

The Priorities

As we create the district we want, each Forum considers the agreed priorities established in the visioning process.

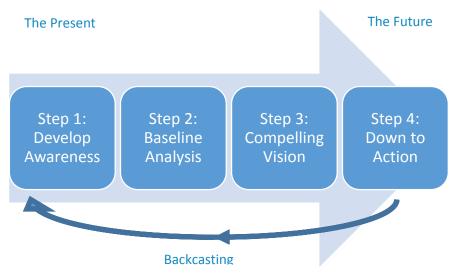
- Preserve and enhance the natural environment
- Community Development
- Education
- Engagement in governance
- Diverse economy
- Infrastructure/facilities
- Build self-sufficiency
- Connectivity
- Tourism
- History
- Town Development



How does it work?

The theory

The framework sets up a continuous spiral of visioning, establishing baselines (where are we now), raising awareness and working on steps towards the vision (where we want to go). Each step further raises awareness and further moves the baseline towards the vision.



Does it move us in the right direction? Is it a flexible platform?
Is it a good return on investment?

It starts with public forums and online discussion where people can identify issues that inhibit our path towards or shared vision of a great future. This progresses to putting together volunteer task forces which investigate the issues and ultimately present recommendations to local and national agencies.





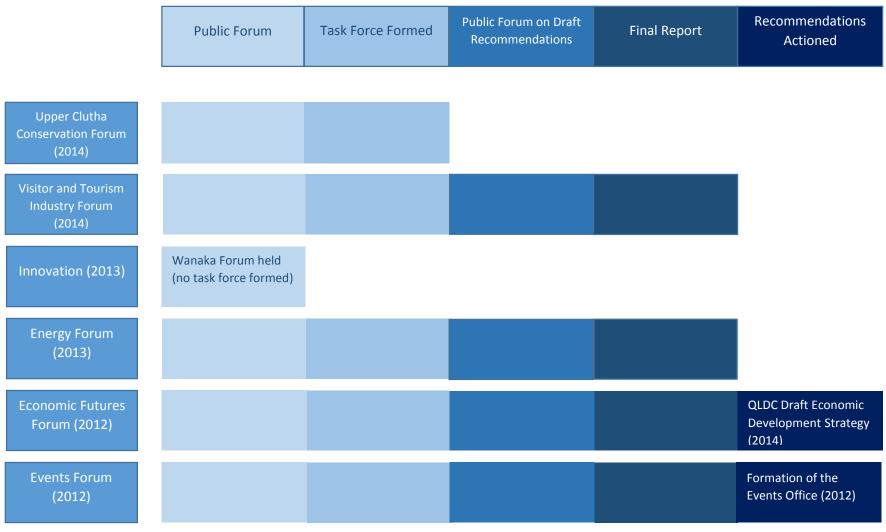


What's happened in 2014/15?

- Appointed new Executive Co-ordinator Anita Golden
- Visitor and Tourism Forums held in Wānaka and Queenstown, Task Forces formed and Final Report presented
- QLDC commissions Martin Jenkins Report in reponse to Economic Futures recommendations
- Over 1000 volunteer hours contributed by Steering Group and Task Force members
- Approximately 500 hours of community participation in forums
- Upper Clutha Conservation Forum held in Wānaka and Task Force formed
- Discussions held with Glenorchy about using SOF process for Community Visioning (to begin in April 2015)
- Discussions with Ministry of Education re using SOF process
- Russell Goulding Otago Centre for Sustainable Practice Community Engagement Research
- Membership drive
- Shared Shaping our Future principles with other New Zealand regions
- Media releases and Public Relations activity
- Website and online management
- Quarterly member update newsletters



Public Forums and Task Force Reports to date





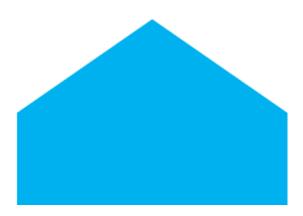
What's Happening in 2015?

- Presentation of the Visitor and Tourism Task Force final report
- Upper Clutha Conservation Task Force Report presentation to community forums
- Glenorchy Community Visioning Forum
- Potential Forums:
 - Infrastructure/Transport
 - Queenstown Conservation
 - Education
- A new interactive website
- Increasing membership for individuals and corporate.
- Review of the Shaping our Future Vision.

Get Involved

- Register your interest at www.shapingourfuture.org.nz
- Indicate the task forces you'd be interested in
- Comment on task force reports, vision or priorities
- Initiate a forum on a subject you feel strongly about.







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Kennedy, David

NGĀI TAHU TOURISM WAKATIPU



Convention Centre Comments

Ngāi Tahu Tourism Ltd submission to QLDC 10 year plan Re: The proposed rating model for the Queenstown Convention Centre Ngāi Tahu Tourism support the building of an international standard convention centre at the Lakeview site in downtown Queenstown. This support is based on the understanding that the economic benefits to the community will be as outlined in the economic impact reports by CBRE (July, 2013) and Insight Economics (Nov, 2014). This support for the current proposed rating model is given on the basis that the council's contribution is permanently capped at \$32.5m and that Council will actively investigate all alternative methods of funding before 2018 and advise on the progress of these funding methods. Ngāi Tahu Tourism understand that there will be at least three Annual Plan and one 10 Year Plan processes before any rating model will be implemented and therefore the opportunity to make further submissions on this issue will be available. Ngāi Tahu Tourism believe the opportunity to construct and operate a Convention Centre in the central city site at Lakeview is a compelling proposal that will have long term social and economic benefits for commercial and residential ratepayers and residents of the Queenstown Lakes District. The seasonality issues that Queenstown has faced throughout its entire tourism history, will be mitigated by the establishment of a world class facility, which will have many downstream benefits including better security of employment for residents and increased visitor yield. Ngāi Tahu Tourism knows from its extensive tourism experience throughout New Zealand, that conference organisers' primary concern in the consideration stage of destination selection are logistical elements that relate to the running of the conference e.g. availability and proximity of a range of accommodation, proximity of subsidiary venues, coach transfer cost and coach transfer time. The proposed premier location in central Queenstown is vital to the success of such a strategic community asset. Ngāi Tahu Tourism encourage the QLDC to seek alternative funding options in order to reduce the burden on ratepayers.