

Planning & Strategy Committee

4 February 2025

Report for Agenda Item | Rīpoata moto e Rāraki take [1]

Department: Strategy & Policy

Title | Taitara: Update on Te Tapuae Southern Corridor structure plan and QLSP Monitoring Report

Purpose of the Report | Te Take mō te Pūroko

This report provides an update on the November 2024 Grow Well Whaiora Spatial Plan Monitoring Report and the implementation of Te Tapuae Southern Corridor (TTSC) Structure Plan.

Recommendation | Kā Tūtohuka

That the Planning & Strategy Committee:

1. **Note** the contents of this report;

Prepared by:



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16 January 2025

Reviewed and Authorised by:



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Title: GM – Strategy and Policy
17 January 2025

Context | Horopaki

1. The Queenstown Lakes Spatial Plan (QLSP) was prepared as part of an Urban Growth Partnership between Central Government, Kāi Tahu, Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) called the Grow Well Whaiora Partnership.
2. The partnership provides a forum to align decision-making and collaboration on the long-term direction for the Queenstown Lakes District. It acknowledges that the Queenstown Lakes District is facing growth-related challenges across housing, transport and the environment that may have flow-on effects nationally, particularly given the importance of the Queenstown Lakes area to Aotearoa New Zealand's tourism sector.
3. Adopted in July 2021, Queenstown Lakes first Spatial Plan (QLSP 21) sets out the partnership's long-term approach to address these challenges providing a vision and framework for how and where the communities of the wider Whakatipu and Upper Clutha can grow well and develop to ensure our social, cultural, environmental, and economic prosperity. In order to grow well, five outcomes have been identified and these include:
 - a) Consolidated growth and more housing choice
 - b) Public transport, walking and cycling is the preferred option for daily travel,
 - c) A sustainable tourism system
 - d) Well-designed neighbourhoods that provide for everyday needs
 - e) A diverse economy where everyone can thrive
4. To deliver on the five outcomes of QLSP 21, the partnership developed a joint work programme focusing on 22 priority initiatives and six priority development areas. Work has been progressing on a number of the priority initiatives and priority development areas and this report provides the Planning & Strategy Committee with an update on the progress of those workstreams.

Analysis and Advice | Tatāritaka me kā Tohutohu

Spatial Plan Monitoring Report Update

5. QLSP 21 implementation plan consists of 22 priority initiatives, and these are actively monitored via the QLSP Monitoring Report (Attachment A). This report is issued quarterly and discussed at the Grow Well Whaiora Partnership Steering Group meetings. The report dated 11 November 2024 has been used to inform this section and as such project updates will be slightly out of date.
6. Alignment with the Business Planning team continues to ensure the RAG status in the monitoring reports are consistent in their approach with other parts of the organisation.
7. Majority of the project updates are progressing on track with a green status. The exceptions are:
 - I. Amber Status
 - Blue-Green Network is amber due to extended timeframes

- Hāwea Infrastructure Acceleration Fund (IAF) - QLDC received an execution version of the varied funding agreement from Kāinga Ora on 29 October. It is expected will be signed-off by both parties during November. Thereafter the reported RAG status will return to green
- Spatial Plan 2.0 development remains amber due to the delay in the Housing and Business Capacity Assessments work which informs this project
- NZUP Queenstown Package - Stage 1 works include: the State Highway 6/6A (BP) intersection; the adjacent bus hub and the Howards Drive roundabout. Project status remains amber due to funding for stage 2 identified as a risk due to having to compete with other projects in funding pool
- Arterials Stage 1 - The project status is amber as due to the scale and stage of the arterials project there continues to be risk associated with time and cost
- Comprehensive Parking Management Plan is amber due to resourcing. A new transport engineer is yet to be recruited
- Active Trail Route A2: Shotover River/Kimiakau Bridge – Frankton is amber as funding for this route is not clear. There is some available funding from NLTP 21-24 carry forwards, but not in NLTP 24-27
- Travel Demand Management Programme is amber as funding for the delivery of this programme through the Better Off Fund has now been redirected to water investment projects. Some funding for this programme has been secured in the 2024-2034 LTP but will now be delivered at a much slower pace

II. Red Status

- Visitor Levy remains red status due to uncertainty over timing and interface with other alternative funding and financing options
- Active Trail Route A7: Jacks Pt – Frankton is red as there is a risk to funding and no solution has been identified yet as to how to proceed with this project
- Active Trail Route A8: Lake Hayes Estate - Frankton (South) remains red due to the lack of funding to proceed
- Wānaka Network Optimisation Single Stage Business case is red as business case to be curtailed after strategic and economic cases are completed. Weak investment signals from all transport partners in current funding cycle

Te Tapuae / Southern Corridor Structure Plan (Note this project is being jointly led with Planning Policy)

8. Priority Initiative 3 of the QLSP 21 requires structure plans to be developed for all the priority development areas. Structure plans will include, for example:
 - indicative zoning
 - infrastructure triggers (including social infrastructure and the blue/green network)
 - transport links/networks
 - financial information
9. The key purpose of the structure plans is to provide a concise overview of the timings, dependencies, and types of infrastructure investment (renewal, enhancement, and growth)

required to complete the priority development area and outline funding, timings, and risk/barriers. The plans will also include the social infrastructure needs of each of the areas and ensure the prioritisation of the delivery of affordable housing through a mixture of lot sizes and housing choice.

10. Structure planning is part of the District Plan process, completing the detailed activity needed prior to changing the district plan, and as such is being undertaken collaboratively between the Strategic Growth and Policy Planning teams. The Infrastructure Strategy and Asset team also has a considerable role to play in this work.
11. Once the structure planning is complete, separate plan changes or variations to the district plan will be one of the tools used to implement the broader objectives outlined in the structure plan. Any plan changes or variation requires an analysis as to the appropriateness of zoning; the structure planning process assists with this, especially over multiple ownerships. That the timing of the plan changes or variations will be as soon as possible after the structure plan finalisation as work is being undertaken in tandem as much as possible.
12. TTSC is the first priority development area to be structure-planned through this process. Noting Te Pūtahi / Ladies Mile was structure-planned at the same time the QLSP 21 was developed. Funding is confirmed through Tranche 1 of the Three Waters Better Off Fund allowing the project to proceed at pace.

Natural Hazards

13. Through the gap analysis process with QLDC's Natural Hazards consultant, it became apparent that hazard assessment work had either not been undertaken by developers within TTSC or it did not sufficiently meet the methodology requirements in the Proposed Regional Policy Statement (ORC, 2021). The consultant was unable to undertake the risk analysis without the appropriate hazard assessment work being completed first, and at QLDC's request they prepared an options cost analysis outlining how QLDC could proceed.
14. The preparation work required to confirm the flood modelling scope has now been completed (i.e. reviewing LiDAR data, estimating the 1D network and reviewing of stormwater/flood reticulation). The scope is identified below, and the outputs from this will be used to complete the flood hazard risk analysis.
 - Full hydrological model of the Southern Corridor (two different flood modelling options are available)
 - Integrating the existing and relevant stormwater assets into the model
 - Establishing the parameters of the model,
 - Developing flood maps for the different return period scenarios considered,
 - Categorisation of flood hazard for the different return period scenarios considered, and
 - Preparation of a brief report summarising the flood modelling assumptions and results.

15. Once QLDC's consultant has completed the flood modelling and internal verification process, they will produce model outputs for the three specified events and present the model results in a meeting to QLDC. The deliverables will be:
 - Flood model covering the study area
 - Flood model report which will include the model assumptions, process, and model outputs
 - Flood velocities in the study area for all three events (delivered as maps and raster images)
 - Flood depth in the study area for all three events (delivered as maps and raster images)
 - Flood hazard according to Australian Institute for Disaster Resilience Guideline 7-3 (2017) definition for all three events for the study area
16. The above deliverables are required to conduct the flood hazard risk analysis according to the RPS (ORC, 2021).
17. The project team is currently working through with the consultant the scope of the liquefaction and debris flow assessments and will be able to provide further updates at the next Planning & Strategy Committee meeting.

Three Waters Infrastructure

18. The infrastructure workstream is currently at the longlist solution phase. The moderation session will confirm which options will be shortlisted vs. those deemed unsuitable. The QLDC and Beca teams are set up and ready to focus on fine tuning the shortlisted options to narrow those options down to a preferred solution. In parallel, discussions with key developers along the corridor. The shortlist is being developed on 21 January 2025.

Mana Whenua engagement

19. Te Ao Marama Inc has provided mana whenua input (on behalf of Aukaha as well) by undertaking an Āpiti Hono Tātai Hono (iwi led assessment). This has resulted in a table outlining the Ki Uta Ki Tai actions they would like to see incorporated into the structure plan.
20. Ki Uta Ki Tai actions include:
 - Mapping waterways, open spaces and public accessways
 - Development designed to support natural elements of the waterways, open spaces and accessways and includes protection and enhancements of waterways to restore their natural form and function where possible
 - Provision of physical access to areas for the purpose of mahinga kai (this isn't always food sources, but includes native plants such as harakeke and raupo etc)
 - A list of indigenous mahinga kai species (flora and fauna) to be used in all restoration, enhancement projects and riparian margins, as well as general public spaces

- The use of Kāi Tahu design elements and narratives that can be incorporated into the external design of buildings, structures, pathways, accessways, open spaces to reflect Kāi Tahu identity
- The provision for Kaupapa Māori Monitoring as part of any restoration and enhancement project
- Provision for establishment of wetland areas and associated soft infrastructure eg swales, or the use of existing wetlands, to improve water quality and discharge to land activities

Fast Track Approvals Bill

21. The Fast Track Approvals Bill was gazetted on the 23 December 2024 and includes nine locally listed development projects in Schedule 2, which includes the Homestead Bay site. Council is currently setting up a consultation process and this will be reported to Council separately.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

22. This matter is of low significance, as determined by reference to the Council’s Significance and Engagement Policy 2024 because this paper is a noting paper
23. The persons who are affected by or interested in this matter are the Queenstown Lakes District Community.

Māori Consultation | Iwi Rūnaka

24. Kāi Tahu are part of the Grow Well Whaiora Partnership and as a result are involved in the implementation of the Spatial Plan Gen 1.0 and the development of the Spatial Plan Gen 2.0. This includes regular monthly meetings, attendance at workshops and the Grow Well Whaiora Steering and Governance Group meetings.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

25. This matter relates to the Strategic/Political/Reputation risk category. It is associated with RISK10056 Ineffective provision for the future planning and development needs of the district within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.
26. The approval of the recommended option will allow Council to retain the risk at its current level.

Financial Implications | Kā Riteka ā-Pūtea

27. There are no financial implications to this noting paper.

28. The workstreams discussed have current funding under the Long Term Plan, Annual Plan and through the Three Waters Better Off Fund.

Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

29. The following Council policies, strategies and bylaws were considered:

- The outcomes and principles of the Vision Beyond 2050
- The QLDC Spatial Plan 2021
- The QLDC District Plan
- The Climate and Biodiversity Plan
- The Destination Management Plan
- The Long Term Plan
- The Homes Strategy and draft Joint Housing Action Plan
- The 30 Year Infrastructure Strategy

30. This report doesn't contain any recommended options as it is a noting report, however the workstreams discussed is consistent with the principles set out in the named policy/policies.

31. These matters are included in the Long Term Plan/Annual Plan

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

32. Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. This report provides an update on the implementation of the QLSP 21. Strategically planning for the growth of our communities is critical to achieving the outcomes of the QLSP 21.

33. The recommended option:

- Can be implemented through current funding under the Long Term Plan and Annual Plan
- Is consistent with the Council's plans and policies
- Would not significantly alter the intended level of service provision for any significant activity undertaken by or on behalf of the Council or transfer the ownership or control of a strategic asset to or from the Council

Attachments | Kā Tāpirihaka

A	QLSP November 2024 Monitoring Report
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The Queenstown Lakes Spatial Plan Monitoring Report

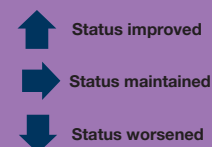
NOVEMBER 2024

www.qldc.govt.nz/your-council/major-projects/queenstown-lakes-spatial-plan

Joint work programme

RAG Status


GREEN	AMBER	RED
The project is being delivered in alignment with the Business Case and within all set tolerances.	The project is marginally out of tolerance but there are control(s) in place to manage the project back within tolerance.	The project is significantly out of tolerance .
All project metrics* are green.	There is at least 1 amber project metric.	There is at least 1 red project metric OR There are more amber than green criteria.





*6 individual project criteria metrics and tolerances scored against **schedule, costs (3), scope and quality/benefits**.




6 Joint Priority Initiatives

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
OUTCOME 1: Consolidated growth and more housing choice				
1. Review zoning and other levers to enable higher densities and more flexible use of land within the existing and new urban areas in appropriate locations identified in the Spatial Plan.	<p>NPS-UD</p> <p>> This is one of the six initial priorities for the partnership's joint work programme, as agreed at the PGG in Sept 2021.</p> <p>> The NPS-UD directs QLDC to enable building heights and housing density commensurate with urban form. At present the Policy team is working through a Plan Variation to the District Plan to give effect to the requirements of Policy 5 and the wider directive of the NPS-UD.</p>	<p>> Aim for the Hearing to occur in the first quarter of 2025.</p> <p>> Confirmation of evidence timeframe as well as provision of time for pre-hearing conferencing (if required).</p>	<p>Green</p>	<p>QLDC led</p> <p>Other parties: HUD, Kainga Ora, Kai Tahu</p>
2. Priority Development Areas (PDAs). Use the Grow Well Whaiora Urban Growth Partnership to improve alignment and coordination to unlock joint priority development areas:	<p>> This is one of the six initial priorities for the partnership's joint work programme, as agreed at the PGG in Sept 2021.</p> <p>> The Te Putahi Ladies Mile Variation is a plan change to the Proposed District Plan that used the Streamlined Planning Process. The Variation proposes rezoning areas of Rural, Rural Lifestyle and Large Lot Residential Land to a Special Purpose Zone providing for a range of commercial activities, as well as open spaces and community facilities.</p>	<p>> Awaiting a decision from the Minister of Environment for the Ladies Mile Streamlined Planning Process.</p>	<p>Green</p>	<p>QLDC led</p> <p>Partners involved through QLSP Project Team</p>
<ul style="list-style-type: none"> > Ladies Mile > Five Mile Urban Corridor > Queenstown Town Centre to Frankton Corridor > Southern Corridor > Wānaka Town Centre to Three Parks Corridor > Southern Wānaka 				






PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>5. Establish a coordinated programme that draws together central government, community providers, iwi and council projects and initiatives to improve affordable housing outcomes.</p>	<p>> The Joint Housing Action Plan is one of the six initial priorities for the partnership's joint work programme, as agreed at the PGG in Sept 2021. Work is progressing on the 34 JHAP actions:</p> <p>> QLDC withdrew the Inclusionary Housing Variation in response to the Independent Hearings Panel report on the Variation (action 4A)</p> <p>> The Manaaki communications campaign ran from Jun-Sep 2024, providing information and support for people with housing needs and encouraging people to rent out a room or support employees with housing needs. Over this period, compared to 2023, views and activity increased on the subpages by an average of 106% (actions 6A, 6D)</p> <p>> QLDC commissioned a peer review of an Infometrics report on the impacts of Airbnb / short-term letting, with findings expected in November (actions 1C, 6A)</p> <p>Stakeholder deeds (action 4B):</p> <p>> Full Council considered but did not accept new prices pro-posed by the developer for house/land packages at Longview in H wea. QLDC is working with the developer to determine next steps</p> <p>> Ongoing conversations with a Wanaka developer regarding compliance with three separate stakeholder deeds: Three Parks, Ballantyne Investments, and Orchard Road</p> <p>> QLDC has contacted Jack's Point to request information on the provision of community housing as required in the Jack's Point stakeholder deed</p> <p>> In October QLDC and QLCHT jointly hosted a community hui on housing to discuss local community solutions to the housing challenge. Next steps are to follow up with key participants, and to host a similar hui in W naka in the new year (actions 6A, 6C)</p> <p>> Updates on the Urban Intensification Variation (implementing the NPS-UD), Future Development Strategy/Spatial Plan 2.0 and Structure Planning provided separately (actions 4A, 8A, 8B, 9A)</p>	<p>Upcoming milestones in the JHAP implementation programme include:</p> <p>> Continue monitoring and enforcing stakeholder deeds with regular updates provided to the QLDC Planning and Strategy Committee (action 4B)</p> <p>> Continue to progress the project on ways to help fund QLCHT and rates settings for short-term letting, with a longlist of options to be developed in late 2024 (actions 3B, 3E, 6B, 6E)</p> <p>> Input into QLDC property review with analysis of options for QLDC land (actions 2E, 5D)</p> <p>> Summer communications campaign: encouraging people to register their properties for short-term letting (action 6A)</p> <p>> In late 2024 Government will introduce an RMA amendment bill to progress the Going for Housing Growth programme, to:</p> <ul style="list-style-type: none"> - introduce housing growth targets for tier 1 and 2 councils, to live-zone thirty years of development capacity - ensure future development strategies and district plans are more responsive to development opportunities - issue national direction for tier 1 and 2 councils to enable a baseline level of mixed-use across their urban areas - abolish minimum floor area and balcony requirements <p>> The bill and accompanying national direction is expected to be passed into law mid-2025 (actions 3B, 3E)</p> <p>> The Government will introduce an RMA replacement bill in late 2024. The new resource management system will have three core tasks:</p> <ul style="list-style-type: none"> - unlocking development capacity for housing and business growth - enabling delivery of high-quality infrastructure for the future, including doubling renewable energy - enabling primary sector growth and development (actions 3B, 3E) 	<p>Green</p> 	<p>QLDC, HUD, KO, QLCHT & Kai Tahu</p>





PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
OUTCOME 2: Public transport, walking and cycling is the preferred option for daily travel				
<p>6. Complete and implement the Queenstown Transport Business Cases including the delivery of the Frequent Transit Network.</p>	<p>Arterials Stage 1 Frankton Road</p> <ul style="list-style-type: none"> > Fences removed > Kerb poured, and with asphalt laid on the new footpath > Road pavement construction on the lakefront side ready for asphalt. <p>Suburb St</p> <ul style="list-style-type: none"> > Lower Suburb Street pedestrian flush crossing, making it safer for pedestrians by encouraging vehicles to slow down > Manhole installation on Veint Crescent. > Upper Suburb Street pedestrian flush crossing is in progress. <p>Dublin St</p> <ul style="list-style-type: none"> > Remains open. > Final lighting install onto a light pole on Dublin Street is in progress. <p>Melbourne St</p> <ul style="list-style-type: none"> > Street furniture completed > Asphalt driveway tie-ins along Melbourne Street from Frankton Road to Sydney Street completed. > Irrigation lines to various garden beds installed > Kerb and channel pour in front of St Joseph's School and Church > Light pole foundation pours complete outside St Joseph's School. > Driveway construction, road construction and footpath preparations in front of St Joseph's School and Church. are being worked on during school holidays. <p>Sydney Street</p> <ul style="list-style-type: none"> > Installed seven of the eight traffic poles at the intersection and all four garden beds are complete. > All footpaths at the intersection are asphalted. > Installing traffic signals at the intersection of Sydney and Melbourne Street. <p>Beetham St</p> <ul style="list-style-type: none"> > Electrical cabling from upper Beetham to lower Beetham in the ground > Schist installation along the new section of the Arterial Road > Footpath preparation on upper Beetham Street is complete. > The pedestrian staircase is underway on Beetham Street. > Road preparations underway to link the new connection from Beetham to Henry Street > Work on the pedestrian ramp access from Melbourne Street to Beetham Street is underway. 	<p>Arterials Stage 1</p> <ul style="list-style-type: none"> > Traffic layout changes to take place in the coming weeks to enable further construction works. > Final surface layer of asphalt on both sides of Frankton Road to be laid. <p>Suburb St</p> <ul style="list-style-type: none"> > Lower Suburb Street pavement preparations to begin > Road construction on lower Suburb Street > Asphalt lower Suburb Street. <p>Dublin St</p> <ul style="list-style-type: none"> > Flush pedestrian crossing, and a pedestrian island crossing > Permanent line marking, traffic signs, and planting. <p>Melbourne St</p> <ul style="list-style-type: none"> > Garden bed and planting > Street signs and above ground assets > Irrigation to various garden beds to be installed > Installation of balustrade in front of St Joseph's School and Church ongoing. <p>Sydney Street</p> <ul style="list-style-type: none"> > Road construction on the lower half of the Sydney and Melbourne Street intersection to begin Monday 21 October for 4 weeks. <p>Beetham St</p> <ul style="list-style-type: none"> > Footpath preparation and road construction on lower Beetham Street. 	<p>Amber</p> 	<p>Ka Huanui a Tahuna (Alliance)</p>



PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
OUTCOME 2: Public transport, walking and cycling is the preferred option for daily travel				
<p>6. Complete and implement the Queenstown Transport Business Cases including the delivery of the Frequent Transit Network.</p>	<p>Arterials Stage 1 continued</p> <p>Henry Street/Malaghan Street/Ballararat Street Completed or in progress:</p> <ul style="list-style-type: none"> > Installed 18 precast fascia panels on Malaghan Street > All edge barriers along the Arterial Road are complete on the downslope retaining wall > Underground work to install power ducting on Henry Street > Kerb, channel and footpath preparations are complete on the new section of the Arterial Road > Road preparations excavating the existing surface and established levels to prepare the new section of the Arterial Road linking Beetham Street to Henry Street > We have poured several light pole foundations between Ballararat and Malaghan Street > Stormwater work is complete on Malaghan Street. > Kerb and channel preparations are underway on upper Ballararat Street > Stairwell excavation is progressing on Malaghan Street > The vehicle barrier is 85% complete > Driveway construction on Henry Street > Work on stair access from Malaghan Street to Henry Street underway > The electrical ducting relocation work on lower Ballararat Street has begun and will continue through to Christmas. <p>Due to the scale and complexity of the Arterials project, it continues to face time and cost pressures.</p>	<p>Arterials Stage 1</p> <p>Henry Street/Malaghan Street/Ballararat Street</p> <ul style="list-style-type: none"> > Road construction on upper Ballararat Street > Light pole installation in various locations > Stair access from Henry Street to Stanley Street > Wall just below the Arterial Road and above Ballararat Street carpark along the new alignment by Mi-Pad hotel. > Kerb, channel and footpath preparations on Henry Street connecting to Gorge Road. > The stormwater work on lower Ballararat Street will begin once we have relocated the electrical ducting in the ground. 	<p>Amber</p> 	<p>Ka Huanui a Tahuna (Alliance)</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>6. Complete and implement the Queenstown Transport Business Cases including the delivery of the Frequent Transit Network.</p>	<p>NZUP Queenstown Package: > Work on the Queenstown Package commenced on 4 April. These works comprise the following:</p> <ul style="list-style-type: none"> • The State Highway 6/6A Intersection. • The Frankton Bus-Hub • The Howards Drive RAB. <p>The works are programmed to take over 4 years.</p> <p>> In August and early September many services were re-organisation and trenches deepened to move them out of the way of future road construction. This was undertaken at night to minimise disruption to traffic.</p> <p>> The realignment of the main Aurora electricity cable has been completed, moving it away from the future SH6/6A rebuild. This major new cable starts at the Aurora electricity substation on SH6 Ladies Mile, runs along the sports fields, connects to the Queenstown Events Centre and Queenstown Airport, and finally links to the main cable in the intersection of Ross and McBride Street.</p> <p>> Progressing with new water main and other utility works in the Golf Course/Events Centre.</p> <p>Arthurs Point Crossing</p> <p>> Project on hold due to awaiting resourcing and confirmation of funding. The FAR was not included in the National Land Transport Programme 2024-27.</p> <p>Queenstown Public Transport Services</p> <p>> 2024-27 National Land Transport Programme (NLTP) funding secured for improved Public Transport Services on 31 August 2024.</p> <p>> Funding: options for future funding mix from fares, rates, central government, and other alternative sources of revenue.</p> <p>> Stage 1 is being planned, with several improvements coming mid-2025.</p> <p>> Business case projects that do not have approved funding and are still under investigation are:</p> <ul style="list-style-type: none"> - Electric Bus Depot development. - Increasing ferry service to an hourly frequency. 	<p>> Setting up of full project office and compound at Grant Rd (vacating the Gorge Rd office in December).</p> <p>> Continuation of current utility relocation works on Gray St / McBride St, with progression to completion of new layout in September 2025.</p> <p>> Packages of night closure of state highway routes will continue for various 3 water and utility works. The next round is planned for November.</p> <p>> Completion of works on the new Golf Course access from Kawarau Rd by Christmas, with the new car park etc to be constructed in the 2025.</p> <p>> Completion of Pet Lodge related advance property/mitigation works at Howards Drive.</p> <p>> Update business case to reflect higher costs and current investment prioritisation method.</p> <p>> Confirm funding to proceed into pre-implementation phase.</p> <p>> The Queenstown Public Transport Business Case Stage 1 early implementation improvements are scheduled for delivery mid-2025 and include:</p> <ul style="list-style-type: none"> > Introduction of Arrowtown to Queenstown route via Malaghans Road. > Extension of Jack's Point service from Frankton to Queenstown. > Increased frequency of Kelvin Heights to Quail Rise and Jack's Point services to 30 minutes at peak times. > Ferry contract renewal. 	<p>Amber </p> <p>Amber </p> <p>Green </p>	<p>Waka Kotahi (with delivery through Ka Huanui a Tahuna)</p> <p>W2G - QLDC, WK,ORC, WTPA</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
7. Complete and implement a mode shift plan for Queenstown including travel demand management measures.	<p>Travel Demand Management (TDM)</p> <ul style="list-style-type: none"> > TDM tranche 1 policy review was successfully tendered. A programme has been established and this is now underway. > Stakeholder interviews have been booked in with internal QLDC teams. <p>Comprehensive Parking Management Plan</p> <ul style="list-style-type: none"> > This project is currently on hold awaiting personnel resources due to vacancy. 	<ul style="list-style-type: none"> > TDM Policy Review programme is due for completion in late November. > TDM Tranche 2 – Wayfinding to proceed to detailed scoping. > New transport engineer to be recruited. 	<p>Amber ➡</p> <p>Amber ➡</p>	QLDC, WK, ORC
8. Investigate and protect the extension of the Frequent Transit Network to Remarkables Park and the Southern Corridor.	<ul style="list-style-type: none"> > This priority initiative will be undertaken in conjunction with: <ul style="list-style-type: none"> - Priority initiative 3: Undertake structure plans for future urban areas identified in the Spatial Plan. - Priority initiative 6: Complete and implement the Queenstown Transport Business Cases including the delivery of the Frequent Transit Network. 	<ul style="list-style-type: none"> > Project to be commenced. 	Not Started	QLDC, HUD, WK, KO, key landowners & developers
9. Complete the Wakatipu and Upper Clutha Active Travel Networks.	<p>Wanaka Network Optimisation (Single Stage Business Case)</p> <ul style="list-style-type: none"> > Business case to be curtailed after strategic and economic cases are completed. Weak investment signals from all transport partners in current funding cycle. <p>Whakatipu Active Travel Network (WATN)</p> <ul style="list-style-type: none"> > WATN is an ongoing programme that will take several years to complete. It is an integrated network of trails for walking and cycling that connects to public transport, providing a genuine alternative to getting around by car. <p>Route C5: Arthurs Pt - Queenstown</p> <ul style="list-style-type: none"> > Completed <p>Route B2: Fernhill - Queenstown,</p> <ul style="list-style-type: none"> > Currently, there is no funding available to construct further improvements on Cameron Place in Fernhill and beyond. <p>Route C7: Lake Hayes Estate - Shotover River/ Kimiakau Bridge,</p> <ul style="list-style-type: none"> > Detailed design is complete for the above route. Currently no funding available to construct the improvements. <p>Route A2: Shotover River/Kimiakau Bridge - Frankton</p> <ul style="list-style-type: none"> > Route A2 has been put on hold until there is a clearer picture of available funding from the NLTP 21-24 carry forwards. 	<ul style="list-style-type: none"> > Design outputs and modelling to be utilised in LCLR programme and used as base information for next planning phase one identified. > Majority of the confirmed route construction is aimed for 2024 - 2027. The routes without funding will be re-confirmed and submitted for funding consideration for the LTP/RLTP/ NLTP processes. <p>Route C5:</p> <ul style="list-style-type: none"> > Completed <p>Route B2</p> <ul style="list-style-type: none"> > Secure funding <p>Route C7</p> <ul style="list-style-type: none"> > Secure funding <p>Route A2:</p> <ul style="list-style-type: none"> > Complete design plans and prepare consenting applications. 	<p>Red ⬇</p> <p>Complete ➡</p> <p>On hold ➡</p> <p>On hold ➡</p> <p>Amber ⬇</p>	QLDC, WK, ORC

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>9. Complete the Wakatipu and Upper Clutha Active Travel Networks.</p>	<p>Route A3: Joe O’Connell Drive - Frankton Track A temporary path has been installed between Joe O’Connell Drive and SH6 to provide a pedestrian and cycle connection alongside the state highway until the future SH6 / 6A intersection improvements are constructed. The pathway continues to the existing signalised crossing where it crosses to the Frankton bus hub. A further path is planned via Stewart Street, connecting Frankton Village to Frankton Beach.</p> <p>Route A7: Jacks Pt - Frankton > Route A7 Southern Corridor to Frankton has been put on hold until there is a clearer picture of available funding from the NLTP 21-24 carry forwards.</p> <p>Route A8: Lake Hayes Estate - Frankton (South) > The connection from Lake Hayes Estate (Widgeon Place) to Frankton (South) A8 will now be placed on hold due to the A7 route no longer connecting to A8 route via a new crossing over the Kawarau River, and the lack of funding to proceed. A return crossing from the south bank to Frankton south was considered in high level planning but placed on hold due to cost.</p>	<p>Route A3: Progression of a detailed design for the path via Stewart Street has been deferred until greater certainty of affordability for critical aspects of the active travel programme.</p> <p>Route A7: > Determine funding availability.</p> <p>Route A8 > On hold due to lack of funding.</p>	<p>On hold </p> <p>Red </p> <p>Red </p>	<p>QLDC, WK, ORC</p>
<p>10. Investigate establishing Upper Clutha and Sub Regional public transport networks.</p>	<p>Upper Clutha > Upper Clutha Business Case to be funded in 2024/25 by Otago-wide rate as stated in ORC LTP (2024) (no change from last quarter).</p> <p>Sub-regional > The Otago Regional Council adopted LTP specifies an investigation and trial of a public transport service between Alexandra, Clyde, Cromwell and Queenstown.</p>	<p>> Business case procurement</p> <p>> Investigate and trial public transport service between Alexandra, Clyde, Cromwell and Queenstown - Year 3 (2026/27) of adopted ORC LTP</p>	<p>Amber </p> <p>Not started </p>	<p>QLDC, WK, ORC</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
OUTCOME 3: A Sustainable Tourism System				
11. Develop and implement a Destination Management Strategy to align decision making and development with sustainable development principles.	<p>Destination Southern Lakes has continued to work alongside the Regional Tourism Offices and QLDC to:</p> <ul style="list-style-type: none"> > Contract a supplier to complete the Optimal Visitation project > Working alongside Griffith University on the OVP with 1st round of stakeholder engagement completed <p>> Refine a Roadmap to Decarbonisation</p> <p>> Distribute funding via Love Queenstown/ Love Wanaka</p> <p>> Impact Partner Programme launched</p> <p>> Evolve tourism marketing to align with the plan</p> <p>> Boost industry capability including Electrification and software solutions</p> <p>> RTO member capability programme established and delivering a wide range of workshops + webpages and newsletter</p>	<ul style="list-style-type: none"> > Work alongside Griffith University on the Optimal Visitation project - mid 2025 > Building the Systems Dynamics Model and presentation of Demand & Dynamic Prototypes to the DMSG steering group. > Model Validation & refinement <p>> Work continues with the creation of a document that maps scenarios to decarbonise</p> <p>> Round 1 complete</p> <p>> Round 2 set July -Aug 2025</p> <p>> Impact partner programme business info sessions</p> <p>> Electrify Queenstown events scheduled for 2025.</p> <p>> Finalising details for upcoming events. Connect newsletter launched.</p>	<p>Green</p> 	<p>Destination Southern Lakes</p> <p>(Destination Management Office)</p>
12. Implement a levy on visitor accommodation across the Queenstown Lakes.	<ul style="list-style-type: none"> > The levy would be used primarily to fund the capital expenditure attributable to visitors. > Awaiting formal notification from Minister and/or Ministry officials. 	<ul style="list-style-type: none"> > DIA and MBIE officials to provide formal response to Mayor Lewers. 	<p>Red</p> 	<p>QLDC and DIA</p>
13. Develop and implement a Tourism Travel Demand Strategy to encourage the use of public and active modes by visitors.	<ul style="list-style-type: none"> > This priority initiative is integrated with priority initiative 7: Complete and implement a mode shift plan for Queenstown including travel demand management measures. 	<ul style="list-style-type: none"> > Project has yet to be started. Will form part of the Travel Demand Management programme. 	<p>Not started</p> 	<p>QLDC, WK, ORC, Kai Tahu</p>
14. Investigate establishing a sub-regional public transport network that provides for both local residents and visitor needs.	<ul style="list-style-type: none"> > This priority initiative is integrated with priority initiative 10: Investigate establishing Upper Clutha and Sub-Regional public transport networks. > The Otago Regional Council adopted LTP specifies an investigation and trial of a public transport service between Alexandra, Clyde, Cromwell and Queenstown. 	<ul style="list-style-type: none"> > Investigate and trial public transport service between Alexandra, Clyde, Cromwell and Queenstown - Y3 (2026/27) of adopted ORC LTP 	<p>Not started</p> 	<p>QLDC, WK, ORC, Kai Tahu</p>

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
16. Complete, update and implement QLDC Community Facilities, Parks and Reserves and Community Wellbeing strategies and plans.	<p>Community Partnerships Plan</p> <p>> Community Partnerships Plan has successfully received funding from 3 Waters Better Off fund (\$250k).</p> <p>Creativity and Cultural Strategy</p> <p>> The final version of the Te Muka Toi, Te Muka Takata The Creativity, Culture and Heritage Strategy for the Queenstown Lakes District was endorsed by Council on 27 June 2024 (Council Report).</p> <p>> QLDC Community Fund 2024-2027 allocations approved by Council on 27 June 2024, including three years of operational funding for:</p> <ul style="list-style-type: none"> - Three Lakes Cultural Trust \$100k annually - Lakes District Museum \$100k annually - Te Atamira \$85k annually <p>> The Queenstown Lakes District Welcoming Plan 2024-27 was endorsed and adopted by the Community & Services Committee on 24 September 2024.</p>	<p>> Key partners QLDC, Three Lakes Cultural Trust (TLCT) and Lakes District Museum, scoping detailed work programme, project management approach and communications plan for 2024-2026; planning for delivery of key actions in the first two years of the strategy implementation plan, including monitoring, evaluation and reporting.</p> <p>> Overarching strategy programme management and key reporting will be managed by TLCT - the Regional Arts Organisation (RAO) - in collaboration with key partners. A key action this quarter is to incorporate the heritage sector and QLDC into the RAO governance model.</p>	<p>Green</p> 	QLDC and partners
17. Develop a Grow-well Design Guide to improve the quality of built form and embrace Kāi Tahu cultural values.	<p>> This priority initiative has not yet commenced.</p> <p>> Funding is available to commence this project. However project is contingent on resourcing, with the focus on Blue-Green Network completion first.</p>	<p>> Project scoping discussions to be held between Kai Tahu and QLDC.</p> <p>> Project plan to be initiated once resourcing allows.</p>	<p>Not started</p> 	Kai Tahu, QLDC

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
OUTCOME 5: A diverse economy where everyone can thrive				
18. Develop an Economic Diversification Plan (EDP)	<ul style="list-style-type: none"> > The Economic Diversification Plan is one of the six initial priorities for the partnership's joint work programme, as agreed at the PGG in Sept 2021 > The Economic Diversification Plan was endorsed by 18 organisations including QLDC. A one year action plan was also presented. >The plan was endorsed by the Grow Well Whaiora Partnership on 30 October 2024. 	<ul style="list-style-type: none"> > Work alongside stakeholders to action the plan, including designing the World of Connections project, procurement to continue cluster development and support to Otago University. 	Green ↑	QLDC, MBIE
19. Support the Otago Regional Economic Development Network to continue to deliver regionally connected initiatives.	<ul style="list-style-type: none"> > Strategic Doing consultant developed training and promoted the approach. ORED also supported the Regional Growth Summit (postponed due to weather) > Film Otago Southland supported the Otago Film makers collective and continued to work on location access 	<ul style="list-style-type: none"> > ORED promotes strategic doing course in November in Dunedin. > Feature film based out of Central Otago supported by Film Otago Southland network 	Green →	QLDC, MBIE
20. Review and update the zoning of centres and major employment locations in the District Plan to be consistent with the Spatial Plan.	<ul style="list-style-type: none"> > This priority initiative aligns with priority initiatives 1 and 2. It is integrated within implementing Policy 5 of the NPS UD and the Priority Development Area work. 	<ul style="list-style-type: none"> > Initiate development of structure plans for all PDAs (except Ladies Mile) 	Green →	QLDC
21. Establish a Queenstown Lakes utility infrastructure providers forum to improve coordination with Spatial Plan outcomes and resilience of the networks.	<ul style="list-style-type: none"> > QLDC has completed working with power utility providers Transpower, Aurora and Powernet to determine the potential electricity demand in the QLD region out to 2050. This work will feed into a regional development plan and intention is that there will be engagement with the community in mid 2025. Alongside this, Ara Ake are holding a workshop made up of industry professionals and large electricity users from the Queenstown-Lakes District tourism and technology sector to identify demand response or load reduction/ shifting initiatives that can be pursued commercially or as Ara Ake supported pilots. A number of different QLDC staff members are attending. 	<ul style="list-style-type: none"> > Community engagement in mid 2025 	Green ↑	QLDC
22. Identify and ensure the efficient operation of main freight routes by developing a Network Operating Plan.	<ul style="list-style-type: none"> > Expansion of the Network Operating Frameworks and business cases to elevate the current understanding to a District Wide level. 	<ul style="list-style-type: none"> > Subject to funding availability. > Undertake a Business Case Analysis 	Not started →	QLDC, WK, ORC

PROJECT	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
GENERATION 2.0 OF SPATIAL PLAN (FUTURE DEVELOPMENT STRATEGY)				
Spatial Plan Gen 2.0	<p>> Development of the Spatial Plan Gen 2.0 spatial scenarios has paused until the Housing Business Capacity Assessment is developed enough to provide interim results on plan enabled and infrastructure ready capacities. The HBA work is in progress but awaiting infrastructure capacity information which is likely to be provided in approx. September.</p> <p>> In the meantime, a review of the Districts Challenges and Opportunities is underway to inform SPG2 and this will form a separate report to be discussed with the partners at a later stage.</p>	> Subject to HBA results being available	Amber 	QLDC, ORC



www.qldc.govt.nz/your-council/major-projects/queenstown-lakes-spatial-plan