

## Late submissions pack by surname

### Notes

- Highlighted names indicated a preference to speak at a hearings session
- URLs in the submissions pack do not work

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# Submission form

# Puka tāpaetaka



All submissions will be made public (excluding contact and address information)

Name: **FRANCES ANNE BUCKLEY**

Organisation (if any):

Contact email address or postal address: [REDACTED]

Location:

<input type="checkbox"/> Arrowtown	<input type="checkbox"/> Albert Town	<input type="checkbox"/> Frankton	<input type="checkbox"/> Gibbston	<input type="checkbox"/> Glenorchy
<input type="checkbox"/> Hāwea	<input type="checkbox"/> Jacks Point/Hanley's Farm	<input type="checkbox"/> Kingston	<input type="checkbox"/> Luggate	
<input type="checkbox"/> Ladies Mile/Lake Hayes/Shotover	<input type="checkbox"/> Makarora	<input checked="" type="checkbox"/> Queenstown	<input type="checkbox"/> Wānaka	
<input type="checkbox"/> Other (please specify) →				

Do you wish to speak at a hearing for the Long Term Plan 2024-2034?  Yes  No → If yes, please provide a contact number:

Please have your say on the key consultation topics identified below

### TOPIC 1A: Targeted rate on Queenstown Town Centre properties (Street Upgrades 2024-2025)

<input type="checkbox"/>	I support <b>OPTION ONE</b> : Targeted rates recovery focused on wider Queenstown CBD ratepayers	PREFERRED OPTION
<input checked="" type="checkbox"/>	I support <b>OPTION TWO</b> : Apply costs to the existing Whakatipu Roding Rates (Queenstown-Whakatipu and Arrowtown-Kawarau wards)	
<input type="checkbox"/>	Neither	
<input type="checkbox"/>	Neutral	

Please tell us more about your response:  
*Residential properties in CBD bearing a very high proportion of costs in Option One. This is the prefer. Option One works against retailing a vibrant CBD as disadvantages residential properties in the CBD. In NZ around the world it is recognized residents in CBD good to have retailing etc.*

### TOPIC 1B: Targeted rate on Queenstown Town Centre properties (Arterials from 2025-2026)

<input type="checkbox"/>	I support <b>OPTION ONE</b> : Targeted rates recovery focused on wider Queenstown CBD ratepayers	PREFERRED OPTION
<input checked="" type="checkbox"/>	I support <b>OPTION TWO</b> : Apply costs to the existing Whakatipu Roding Rates (Queenstown-Whakatipu and Arrowtown-Kawarau wards)	
<input type="checkbox"/>	Neither	
<input type="checkbox"/>	Neutral	

Please tell us more about your response: *See above comments.*



**TOPIC 2: Bringing forward investment in community and sporting facilities**

<input type="checkbox"/>	I support <b>OPTION ONE:</b> Bring forward funding to invest in community and sports facilities in Queenstown and Wānaka	PREFERRED OPTION
<input checked="" type="checkbox"/>	I support <b>OPTION TWO:</b> Don't bring forward funding and deliver the facilities and upgrades at a later date	
<input type="checkbox"/>	Neither	
<input type="checkbox"/>	Neutral	

Pages 19-22

Please tell us more about your response:  
 Difficult economic times, should look to minimize rate increases @ this time.

**General questions**

**Do you support Council's intent to pursue alternative funding options, such as an upfront development contribution?**

<input checked="" type="checkbox"/>	I support
<input type="checkbox"/>	I oppose
<input type="checkbox"/>	Neutral

Page 3

Please tell us more about your response:  
 Appropriate for developers & new purchases to make small additional contribution to the infrastructure the developments necessitate rather than increase rate demands on existing ratepayers.

**Please use this space to comment on any aspect of the draft Long Term Plan:**



## Long Term Plan Submission 2024 -2034

Submitter: Mt Cardrona Station Village Limited (MCSVL)

Email: [REDACTED]

Location: Upper Clutha – Cardrona

Do you wish to be heard: Yes

Reasons for Submission:

The Queenstown Lakes District Council Long Term Plan does not appear to allocate any Community Services funding for Cardrona.

Mt Cardrona Station Development is proceeding with an anticipated zone yield of approximately 800 dwellings. Council owned and operated infrastructure for water and wastewater is constructed and operational for the zone. Water and wastewater is being extended to the wider Cardrona township.

Housing and community development within Cardrona is anticipated to increase considerably with significant development contributions being generated over the next ten years.

MCSVL request QLDC consider investing into Cardrona Community Services with a particular focus on Parks and Reserves. A targeted suggestion is the construction of the pedestrian/cycleway link from Mt Cardrona Station Village to the Cardrona Community Hall. Legal easements have been previously secured for this purpose. MCSVL would willingly work in conjunction with the QLDC to achieve these outcomes.

Kind Regards

Tom Morton  
For Mt Cardrona Station Village Limited

Home for your  
*adventurous spirit*

[mtcardronastation.co.nz](http://mtcardronastation.co.nz)

[team@mtcardronastation.co.nz](mailto:team@mtcardronastation.co.nz)



NZMFF Board of Trustees  
17 Drake Place  
Lake Hawea  
Otago 9382  
ph [REDACTED]

July 30, 2024

Queenstown Lakes District Council  
10 Gorge Road  
Queenstown 9300

Tēnā koutou katoa,

**Re: Submission in Support of Funding for the Wānaka Performance Arts and Cultural Centre**

The NZMFF Board of Trustees is writing to you as representatives of the 22 year old NZ Mountain Film & Book Festival. We have used the excellent Lake Wanaka Centre since 2002 and it has been too small for us for about a decade now.

We are writing to express our strong support for the Wānaka Arts and Culture Charitable Trust's proposal for the Wānaka Performance Arts and Cultural Centre and to urge the Queenstown Lakes District Council to consider allocating funding to this transformative project in the 2024-2034 Long Term Plan.

The Wānaka Performance Arts and Cultural Centre is more than just a building; it is a catalyst for cultural enrichment, economic growth, and community development. We urge QLDC to invest in our region's future by supporting this vital project.

Thank you for considering this submission, please feel free to contact me with any questions.

Warm regards,

NZMFF Trustees: Anna Cook, Sue Webb, Mark Sedon, Britt Hawes, Jo Sedon, Whitney Oliver.

# / Puka tāpaetaka /

All submissions will be made public (excluding contact and address information)

Name: Conway & Kathy Powell

Organisation (if any):

Contact email address or postal address: [REDACTED]

Location:

<input type="checkbox"/> Arrowtown	<input type="checkbox"/> Albert Town	<input type="checkbox"/> Frankton	<input type="checkbox"/> Gibbston	<input type="checkbox"/> Glenorchy
<input type="checkbox"/> Hāwea	<input type="checkbox"/> Jacks Point/Hanley's Farm	<input type="checkbox"/> Kingston	<input type="checkbox"/> Luggate	<input checked="" type="checkbox"/> Wānaka
<input type="checkbox"/> Ladies Mile/Lake Hayes/Shotover	<input type="checkbox"/> Makarora	<input type="checkbox"/> Queenstown		
<input type="checkbox"/> Other (please specify) →				

Do you wish to speak at a hearing for the Long Term Plan 2024-2034?  Yes  No

If yes, please provide a contact number: [REDACTED]

Please have your say on the key consultation topics identified below

## TOPIC 1A: Targeted rate on Queenstown Town Centre properties (Street Upgrades 2024-2025)

<input checked="" type="checkbox"/>	I support <b>OPTION ONE</b> : Targeted rates recovery focused on wider Queenstown CBD ratepayers	PREFERRED OPTION
<input type="checkbox"/>	I support <b>OPTION TWO</b> : Apply costs to the existing Whakatipu Roding Rates (Queenstown-Whakatipu and Arrowtown-Kawarau wards)	
<input type="checkbox"/>	Neither	
<input type="checkbox"/>	Neutral	

Please tell us more about your response:  
We think this is appropriate user pays allocation of costs

## TOPIC 1B: Targeted rate on Queenstown Town Centre properties (Arterials from 2025-2026)

<input checked="" type="checkbox"/>	I support <b>OPTION ONE</b> : Targeted rates recovery focused on wider Queenstown CBD ratepayers	PREFERRED OPTION
<input type="checkbox"/>	I support <b>OPTION TWO</b> : Apply costs to the existing Whakatipu Roding Rates (Queenstown-Whakatipu and Arrowtown-Kawarau wards)	
<input type="checkbox"/>	Neither	

I support **OPTION TWO**: Don't bring forward funding and deliver the facilities and upgrades at a later date

Neither

Neutral

Please tell us more about your response:

Given the indicative costs to water updates, we suggest that sports facility upgrades are delivered at a later date. We have to prioritize and cannot continue to load costs onto ratepayers

General questions

Do you support Council's intent to pursue alternative funding options, such as an upfront development contribution?

I support

I oppose

Neutral

Please tell us more about your response:

It is appropriate that all new housing / commercial developments have the full infrastructure upgrades paid by the developers, in advance

Please use this space to comment on any aspect of the draft Long Term Plan:

- ① We oppose bringing in jet aircraft into Wanaka airport
- ② Increased operating costs for

# Submission form

# Puka tāpaetaka



All submissions will be made public (excluding contact and address information)

Name: *Nicola Roth Bester*

Organisation (if any):

Contact email address or postal address: [REDACTED]

Location:

<input type="checkbox"/> Arrowtown	<input type="checkbox"/> Albert Town	<input type="checkbox"/> Frankton	<input type="checkbox"/> Gibbston	<input type="checkbox"/> Glenorchy
<input type="checkbox"/> Hāwea	<input type="checkbox"/> Jacks Point/Hanley's Farm	<input type="checkbox"/> Makarora	<input type="checkbox"/> Kingston	<input type="checkbox"/> Luggate
<input type="checkbox"/> Ladies Mile/Lake Hayes/Shotover	<input type="checkbox"/> Other (please specify) →	<input checked="" type="checkbox"/> Queenstown	<input type="checkbox"/> Wānaka	

Do you wish to speak at a hearing for the Long Term Plan 2024-2034?  Yes  No

If yes, please provide a contact number:

Please have your say on the key consultation topics identified below

### TOPIC 1A: Targeted rate on Queenstown Town Centre properties (Street Upgrades 2024-2025)

<input checked="" type="checkbox"/>	I support <b>OPTION ONE</b> : Targeted rates recovery focused on wider Queenstown CBD ratepayers	PREFERRED OPTION
<input type="checkbox"/>	I support <b>OPTION TWO</b> : Apply costs to the existing Whakatipu Roding Rates (Queenstown-Whakatipu and Arrowtown-Kawarau wards)	
<input type="checkbox"/>	Neither	
<input type="checkbox"/>	Neutral	

Please tell us more about your response:

### TOPIC 1B: Targeted rate on Queenstown Town Centre properties (Arterials from 2025-2026)

<input checked="" type="checkbox"/>	I support <b>OPTION ONE</b> : Targeted rates recovery focused on wider Queenstown CBD ratepayers	PREFERRED OPTION
<input type="checkbox"/>	I support <b>OPTION TWO</b> : Apply costs to the existing Whakatipu Roding Rates (Queenstown-Whakatipu and Arrowtown-Kawarau wards)	
<input type="checkbox"/>	Neither	
<input type="checkbox"/>	Neutral	

Please tell us more about your response:



QUEENSTOWN

TOPIC 2: Bringing forward investment in community and sporting facilities

- I support **OPTION ONE:** Bring forward funding to invest in community and sports facilities in Queenstown and Wānaka PREFERRED OPTION
- I support **OPTION TWO:** Don't bring forward funding and deliver the facilities and upgrades at a later date
- Neither
- Neutral

Please tell us more about your response:

Rates increases are already too high.

Pages 19-22

General questions

Do you support Council's intent to pursue alternative funding options, such as an upfront development contribution?

- I support
- I oppose
- Neutral

Please tell us more about your response:

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Please use this space to comment on any aspect of the draft Long Term Plan:

Please accept this late submission as I have been unwell, and not able to bring it in sooner.  
Thank you.

**From:** [Let's Talk](#)  
**To:** [Charlotte Wallis](#)  
**Subject:** FW: Long Term Plan  
**Date:** Tuesday, 30 July 2024 2:38:04 PM  
**Attachments:** [image001.png](#)

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Late submission below.

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**Eden Sloss** | Communications Coordinator | Kairuruku Whakapā  
Chief Executive's Office | Queenstown Lakes District Council  
P: +64 3 441 3691 M: 027 44 66 570  
E: [eden.sloss@qldc.govt.nz](mailto:eden.sloss@qldc.govt.nz)



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**From:** L Schmidt [REDACTED]  
**Sent:** Tuesday, July 30, 2024 2:27 PM  
**To:** Let's Talk <[letstalk@qldc.govt.nz](mailto:letstalk@qldc.govt.nz)>  
**Subject:** Long Term Plan

Hello,

Did any of you at QLDC get a 15% wage increase this year?

I didn't and I don't know anyone who did.

How can any of you contemplate such a reckless and selfish rates increase?

What wage increases did you give yourselves? Make this information public and look for ways to make the rates take work for the basics. Remove frills spending and frills staff.

Wanaka and Luggate should have their own rates allocation so that we can get basics like storm water drains, footpaths and basic mowing done.

Back to basics thanks.

Regards,  
Lorna Schmidt  
Luggate

**From:** [F.M Taylor](#)  
**To:** [Jane Robertson](#)  
**Subject:** Fwd: LTP Submission  
**Date:** Sunday, 18 August 2024 6:26:08 PM

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See previous email. Meg Taylor

Begin forwarded message:

**From:** F M Taylor [REDACTED]  
**Subject:** LTP Submission  
**Date:** 28 July 2024 at 10:39:49 PM NZST  
**To:** letstalk@qldc.govt.nz

I support the inclusion of funding for a shelter and public toilets at the Snow Farm in the Long Term Plan. The Snow Farm is an important asset for the Upper Clutha community. It attracts top athletes from around the world, helps to make this region a true winter destination, fosters outdoor education and adventure and also offers families and young people an alternative to the very expensive winter sports available on the downhill fields. All this is achieved on a minimal budget and the facility deserves financial support from our local council.

Meg Taylor, Wanaka.

## **Submission to draft Long Term Plan**

**27/7/2024**

**We request to speak at the submission hearing.**

Hearings are scheduled for 26 and 27 August 2024.

### **1. Wānaka Airport Master Planning process provided for in Draft LTP**

We welcome money being set aside for Wānaka Airport community consultation and a Master Planning process. We assume that the 2024/25 spend of \$106,000 listed under Capital Works as Wānaka Airport Planning is for the Master Plan.

We would like to ask who will conduct the planning exercise for the airport? We submit that Master Planning for Wānaka airport should be independent of Queenstown Airport Corporation (QAC) both as its current manager and especially given QAC's fraught history of planning for Wānaka Airport. QAC is not the independent uncompromised agency that should conduct the Master Planning process. While QAC may provide useful input, master planning for Wānaka Airport should not be a process curated by QAC.

We strongly submit that the Master Planning process for Wānaka Airport must include consideration of a more robust form of governance for the airport which genuinely reflects the local community's interest in its strategic asset. The Upper Clutha community does not have the opportunity for direct political influence over Wānaka Airport in the way that the Queenstown/Whakatipu community does over QAC with its greater representation on Council. In no way can Wānaka Airport currently be said to be under local community control.

### **2. CAPEX for Wānaka Airport in LTP**

The draft LTP shows 3 different items of Capital Works investment with zero explanation or detail; Wānaka Airport Compliance, Wānaka Airport Renewals and Wānaka Airport Upgrades, along with \$106,000 for a planning exercise. Together these add up to over \$11 million in investment over the 10 year period, with significant investment, \$6,679,000, happening under Renewals and Upgrades in the years 26-30.

The Operating Expenditure in the draft LTP rises from \$1,571,000 in 24/25 to \$2,480,000 in 33/34. Given this and the \$11 million CAPEX investment (\$19 million inclusive of Debt Repayment according to QLDC) you would assume that forecast airport revenue must rise significantly to justify this. However there is no mention of Wānaka Airport revenue in the draft LTP. Instead we have to look to the Projected Budget supplied by Council to the Wānaka Airport Liaison Committee which shows an increase in General Aviation Landings income from \$147,207 in the 2025 FY to \$731,779 by 2030 and \$1,177,228 by 2034. This is 8 times the 2025 Landings income or an increase of 700%. Where is this coming from?

It is a struggle to understand the budgeting for Wānaka Airport. This confusion is due to vague terminology and incomplete presentation of information. The result is a lack of clarity as to what is being planned for the airport. Is it strictly to comply with immediate CAA safety requirements and users requests for ongoing upgrades? The lack of forthcoming information from Council and the use of heavily redacted, partially presented information and delayed or ignored responses to requests does not inspire confidence.

We are concerned that plans for the future of Wānaka Airport are being made prior to public consultation with the Wānaka and Upper Clutha community.

### **3. Unsatisfactory LTP Consultation Document**

The "Key Consultation Topics" highlight Investment in New Sports Fields in Wānaka at a cost of \$837,500 and the Pool at \$520,000 while not mentioning the variously described \$11-19 million in Capex proposed for Wānaka Airport. "Other Projects" lists Wānaka Airport but provides no detail given the level of expenditure. The importance of the proposed investment in and Master Planning for Wānaka Airport is of greater significance to the community than new sports fields and a pool upgrade.

#### 4. Draft Significance and Engagement Policy 2024

We submit that a key part of community engagement is transparency as to the information provided, the evidence collected during consultation and the outcome. If the process is not transparent and the information provided redacted, subject to lengthy delays or unavailable, then the community cannot be said to be informed. If the submissions from the community to the proposals are not made publicly available, then there is no evidence as to the level of consultation.

Sadly QLDC is just one of many agencies that drags out the disclosure turnaround times under the Official Information Act and the LGOIMA. An example of this is that WSG and others have been asking for many months for a full explanation of the interest payments included in the Wānaka Airport budgets. Are these interest payments on the 14 million for the lease that was paid to Council by QAC and then paid back to QAC by council, or for what exactly? The sum identified as interest payments varies wildly between just under \$14k in 2020, \$638k in 2021 and \$257k in 2022. We have been told only that they relate to “costs” incurred in the transition away from the lease and over to QAC management. Equally we asked Council for details of the Wānaka Airport management fees paid to QAC from 2020-23 as well as what NASA revenue is directed to Wānaka Airport and what to to QAC. Council’s response is that they are withholding this information due to commercial sensitivity.

Another example of the less than ideal interface between Council and community is the Wānaka Airport Liaison Committee which was established to be a liaison between the Upper Clutha community and the airport. There is only one “community representative” on this committee. The WALC has had three meetings since September 2023 none of which were notified in advance in QLDC’s online meeting schedules, practically ensuring that the public could not attend. When challenged on this the messaging has been mixed as to whether members of the Upper Clutha community are able to attend WALC meetings. This raises concerns as to whether the WALC is being allowed to fill its role in promoting transparency and ensuring local community input into airport planning.

We submit that the Council should review its frequent use of redaction and commercial sensitivity in favour of a commitment in the Draft Significance and Engagement Policy to full and prompt disclosure of information to the community which the QLDC represents. The claim of “commercial sensitivity” is used far too frequently to justify non-disclosure of information. There should be a high bar regarding the use of “commercial sensitivity” to limit information, generally outweighed by public interest. We submit that all submissions to consultations should be made publicly available and that the WALC meetings be notified online well in advance to enable public attendance.

#### Attachments

We attach a summary of main references to Wānaka Airport in the draft LTP. We attach a spreadsheet combining the CAPEX and operating expense line items from the various LTP documents relating to Wānaka Airport. This required correlating information from multiple separately presented spreadsheets which otherwise would be meaningless to many readers of the LTP.

Meg Taylor  
Chair, **Wānaka Stakeholders Group Inc.**



## **Draft Financial Strategy, Page 22**

### **FINANCIAL INVESTMENTS AND EQUITY SECURITIES**

The Council holds very few financial investments as we are a net borrower. Surplus cash will be invested for short periods from time to time in line with the Council's Investment Policy. The Council does hold equity securities (shares) in several controlled entities. These Council Controlled Organisations (CCOs) exist or have been established to perform specific important functions within our community. Shares are held in the following entities: Name Ownership Interest Queenstown Airport Corporation 75.01%.

The shareholding in Queenstown Airport Corporation is both commercially and community oriented. Council continues to hold a controlling interest in QAC as the airport is seen as a critical piece of local tourism infrastructure. The airport is the fastest growing in Australasia and it is seen as essential that it remain under community control to ensure that it continues to make decisions in the best interests of the district. Until 2010, Council was the sole shareholder but with the equity investment from Auckland International Airport Ltd, regular dividends have been paid until the impact of COVID-19 has temporarily halted dividend payments for 2020-2021 and 2021-2022. Over the next ten years, \$104.4M of dividend income is forecast to be received...

## **Main Document - Draft Long Term Plan 2024-3034 (full document), Page 133**

### **AVIATION CAPACITY**

QAC's long-term forecasts indicate that there is neither demand nor community appetite for the Southern Lakes region to cater for long-haul capable, wide-body jet services. As a result, QAC will not plan for the introduction of wide-body jets at Queenstown. QLDC has given the same undertaking in relation to Wānaka Airport.

## **Draft 30 Year Infrastructure Strategy, Page 5**

Wānaka Airport is owned by Council, and currently operated by QAC under a Management Services Agreement. With more than 50,000 movements per year, the Wānaka Airport is one of the busiest non-certified airports in New Zealand. In the short-to medium-term, Council plans to invest in the airport's infrastructure, ensuring compliant and safe operations, fit-for-purpose facilities and general good stewardship of the existing asset base (culminating in the airport becoming Qualified under Civil Aviation Rule Part 139). Concurrently, a master planning exercise will consider the strategic purpose and future role of the airport in providing air transportation services to the Upper Clutha Community.

## **Long Term Plan Consultation Document 2024-2034 - website and hard copy/postal distribution, Page 25**

### **WANAKA AIRPORT**

Wānaka Airport is owned by QLDC, and operated by Queenstown Airport Corporation under a management services agreement. These operations include noise monitoring, property management, regulatory planning and compliance, and liaising with the airport community on day-to-day matters. Airport operations include a scheduled domestic return service to/from Christchurch with Sounds Air and a large and growing number of helicopters offering training and charter flights. Current capital investment at the airport covers safety and Civil Aviation Authority regulatory compliance and providing fit-for-purpose services for existing tenants and airport users. The future of the airport is an important topic for the area and it's essential to ensure the Wānaka-Upper Clutha community is part of shaping it. This draft plan proposes funding to enable the development of a long term plan for Wānaka Airport (including a future Masterplan). We'll provide more information on this important community conversation later in the year.

Table 1

	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	TOTALS
<b>Capital Works (000s)</b>											
Wānaka Airport <b>Compliance</b>	892	1063	441								<b>2396</b>
Wanaka Airport <b>Renewals</b>	856	358	349	312	240	72	238	224	100	93	<b>2842</b>
Wanaka Airport <b>Upgrades</b>			542	2214	2828	362					<b>5946</b>
Wanaka Airport Planning	106										<b>106</b>
<b>Prospective Capital Asset Expenditure by Activity (000s)</b>	1854	1421	1332	2526	3068	434	238	224	100	93	<b>11290</b>
<b>Prospective Capital Debt Repayment Expenditure (000s)</b>											
Wānaka Airport	250	250	250	500	1000	1082	1097	1123	1229	1266	<b>8047</b>
<b>Prospective Capital Expenditure (Inc Debt) Repayment (000s)</b>											
Wānaka Airport	2104	1671	1582	3026	4068	1516	1335	1347	1329	1359	<b>19337</b>
<b>Prospective Operating Expenditure (000s)</b>											
Wānaka Airport	1571	1774	1950	2156	2263	2315	2456	2484	2486	2480	<b>21,935</b>