

The Queenstown Lakes Spatial Plan Monitoring Report

MAY 2024

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Joint work programme

Project Status Parameters:

Green

- Project plan is in development or established.
- Key Milestones are being met.
- No project budget issue or risks to project.

Amber

- Key Milestones have been missed by more than 3 months but less than 9 months
- Minor project budget issues identified
- Risk realised but minor and solution sought/being resolved.

Red

- Key Milestones have been missed by more than 9 months
- Major project budget issues identified
- Major risks realised and either no solution forthcoming or there is a major threat to the project being fulfilled at all.

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.	<ul style="list-style-type: none"> > QLDC notified its Urban Intensification Variation on 24 August 2023 for a six-week submission period. 1262 original submissions were received. > A summary of decisions requested is currently being prepared and will be publicly notified for further submissions on 16 May 2024 for a period of ten working days. The summary comprises ballpark 5000 submission points. > RAG status remains red due to extended timeframes. 	> Following the further submission period, the next steps will be to formally appoint a hearings panel and prepare for the hearing which will commence first quarter 2025.	Red	QLDC led Other parties: HUD, Kainga Ora, Kai Tahu
2. Priority Development Areas (PDAs). Use the Grow Well Whaiora Urban Growth Partnership to improve alignment and coordination to unlock joint priority development areas: <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 	<ul style="list-style-type: none"> > 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. > The Variation was notified on the 27 April 2023 and a total of 124 submissions and 25 further submissions were received. A Hearing was held for the Variation in December 2023 and a Recommendation Report released in April 2024. > The Variation is now subject to approval from the Minister for the Environment who will either accept or reject the Variation. There is no timeframe for this decision. 	> Awaiting decision by the Minister.	Green	QLDC led Partners involved through QLSP Project Team

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<p>3. Undertake structure plans for future urban areas identified in the Spatial Plan, including identifying infrastructure triggers needed to enable and sequence new growth areas. Ensure the development of future urban areas prioritise the delivery of affordable housing options.</p>	<ul style="list-style-type: none"> > Developing Te Tapuae - Southern Corridor structure plan continues to be the primary focus and is being developed utilising the funding awarded from the 3W Better Off Fund. > Meetings have taken place with majority of the significant landowners. Further meetings to be held with Kai Tahu, Ministry of Education and Land Information NZ. > Experts have been onboarded for urban design, commercial, transport, landscape, ecology, natural hazards/ geotechnical analysis. The procurement process for infrastructure is progressing. > Transport workshop held on 6 May. From here a series of workshops will be set with the rest of the expert consultants. > Working closely with ORC officers on ecology, natural hazards, geotechnical and transport issues. > One of the significant landowners, RCL Ltd, has advised they have submitted an application for Fast Track Consent. 	<ul style="list-style-type: none"> > Peer review and gap analysis reports to be provided by June > Planning & Strategy meeting - 7 May > Expert workshops with key stakeholders - June/July > Further Kai Tahu engagement required. Wananga to be held - 14 May > Planning Policy Team will work through a potential District Plan variation in parallel with this process. A decision will need to be made by Council if this variation will relate to the entire Southern Corridor or parts of the Corridor. 	<p>Green</p>	<p>QLDC led</p> <p>Partners involved through QLSP Project Team</p>
<p>4. Investigate the use of alternative funding and financing tools to accelerate infrastructure delivery.</p>	<p>Infrastructure Acceleration Fund Hawea</p> <ul style="list-style-type: none"> > With support from the Infrastructure Acceleration Fund (IAF), QLDC is making significant investment in Hawea's wastewater management arrangements and introducing a water demand management initiative to the settlement. These investments are critical enablers of further development in Hawea, where demand for affordable housing remains high. > The wastewater solution involves constructing a pipeline between Hawea and Albert Town, where Hawea's wastewater will enter the reticulated Wanaka wastewater network for treatment and disposal. Capacity within the receiving network will also be increased by way of a new conveyance pipeline from Riverbank Road to the Project Pure wastewater treatment plant; this increased conveyance capacity will also support growth within the wider Wanaka scheme. > Since entering into the IAF Agreement, a ruling of the Environment Court has resulted in a substantial extension to Hawea's Urban Growth Boundary. This newly zoned area ('Hawea South') has now also been included in the proposed urban intensification variation. Due to the resulting increase in development potential, detailed design of the pipeline was paused while underlying demand projections were revalidated. This exercise has confirmed the proposed pipeline remains a viable solution as part of a long-term servicing strategy for Hawea, but has resulted in an estimated 12-18 month delay of the project. Detailed design has now resumed, and the project team are assessing options to mitigate the overall impact on the programme. 	<ul style="list-style-type: none"> > Water Demand Management: Site assessment and current state validation, including meter type/quantity. Contract for installation executed (May 2024). > Wastewater: Detailed design completed and approved by QLDC (June 2025). > QLDC is working with Kainga Ora to update the Delivery Plan to reflect the milestone dates noted above. 	<p>Amber</p>	<p>QLDC</p> <p>Other parties: DIA, HUD, KO</p>

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<p>4. Investigate the use of alternative funding and financing tools to accelerate infrastructure delivery.</p>	<p>Infrastructure Acceleration Fund Hawea continued</p> <p>> A key development supported by investment in Hawea’s infrastructure is Longview. Longview is a Special Housing Area and is being developed by Universal Developments Hawea Limited (a party to the Infrastructure Acceleration Fund Housing Outcomes Agreement). To enable Longview to proceed ahead of the planned wastewater pipeline, a temporary onsite storage and trucking arrangement is being operated by the developer. Once the new pipeline is commissioned, this temporary arrangement will cease and Longview will be connected to QLDC’s reticulated wastewater scheme.</p> <p>> Development activity within Longview remains strong, with 97 dwellings completed and a further 54 dwellings in construction at the time of reporting. The developer has vested 58 sections with Queenstown Lakes Community Housing Trust; of these, 46 sections are titled and 24 dwellings have been completed. Social amenities such as an interactive playground, BBQ area, bike racks, public toilets, and mixed recycling bins, are also advancing within the development.</p> <p>> Water supply related interventions for the scheme are progressing well. A contractor has been engaged for the implementation of the water demand management initiative, and scoping for the planned interventions to reduce water network pressures and consequently increase bore yields is underway.</p> <p>Three Waters Better Off Fund</p> <p>> QLDC have committed \$1.52M of \$4.03M of 3W BOF to date which equates to 37.69% of total available fund. Expenditure has significantly increased over the last quarter as plans start to be implemented.</p> <p>> Six of the eight projects have begun drawing down their funds, one is currently going through tender process and the other one is yet to begin but expenditure planning is underway.</p> <p>> DIA have contacted QLDC to provide an update on the Better Off Fund initiatives and expenditure progress.</p> <p>Infrastructure Funding & Financing</p> <p>> Consideration is being given to IFF tools for the Spatial Plan, in particular the priority development areas.</p>	<p>></p> <p>> Tender awarded for Optimal Visitation Levels project as part of Regenerative Tourism Plan - May 2024</p> <p>> QLDC is required to report back to the DIA on the 17 May 2024.</p>	<p>Amber</p>	<p>QLDC</p> <p>Other parties: DIA, HUD, KO</p>

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<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>Communications/Education:</p> <p>> QLDC has updated its website communications on short-term letting, and collaborated with Airbnb to educate the community and improve compliance with the district plan rules (actions 1C, 3E, 6A, 6D)</p> <p>> Undertaken interviews with the Queenstown Property podcast and Community Housing Aotearoa to improve understanding of the district's housing challenge and JHAP work programme (action 1C)</p> <p>Researching new levers and opportunities:</p> <p>> Ongoing discussions within the Whaiora working group to understand the implications of, and to contribute to any advice on, potential policy changes from central government (including residential tenancy regulations, changes to reduce construction costs, and accommodation supplement boundaries) (actions 3B, 3E)</p> <p>> Separate presentations are provided on previous work done by Kainga Ora and the Ministry of Business, Innovation and Employment on lowering the cost of construction (KO) and Crown land in the district with potential for housing (MHUD) (actions 2B, 5E, 7A)</p> <p>> Meetings held with a delegation from Aspen, the Queenstown Chamber of Commerce, a local economist, and two developers to investigate opportunities and barriers for worker's accommodation (actions 6A, 6B, 6D)</p> <p>Monitoring stakeholder deeds:</p> <p>> QLDC met with two developers to follow up on outstanding community and affordable housing contributions (action 4B)</p> <p>District Plan Changes:</p> <p>> The hearing for the Inclusionary Housing Variation finished on 7 March (action 5A)</p> <p>> QLDC is summarising the 1259 submissions received on the proposed Urban Intensification Plan Variation, with a summary of decisions requested expected to be notified in May (action 8A)</p>	<p>> QLDC will provide updates at the next PSG meeting on the following upcoming milestones:</p> <p>> A QLDC Council workshop scheduled for June on the impacts of short-term letting and QLDC work to address these impacts.</p> <p>> Two developers have been identified with overdue community housing contributions. For the first, QLDC is in ongoing negotiations and are looking at using formal letters and caveats on the land to encourage compliance. The second situation is more complex with less clarity in the stakeholder deed, and QLDC is seeking legal advice as to possible next steps.</p> <p>> The first land parcels of the QLDC land review are expected to go to Council for decisions in mid-late 2024. Supporting material will include analysis of different options for the land including use for affordable or community housing. Most of these are likely unsuitable for housing, with later properties likely to be more suitable.</p> <p>> Further QLDC media and community engagement will be scheduled media interviews on the housing challenge and solutions and a communications campaign to encourage long-term renting over winter.</p> <p>> When issued, the Inclusionary Housing Variation Recommendations Report will go to QLDC Full Council for decisions. There will then be an opportunity for submitters to lodge appeals.</p> <p>> Once the Urban Intensification Variation summary of decisions requested is notified (expected in May), further submissions will be open for ten days, ahead of preparation of the 42a report and a hearing early 2025.</p>	<p>Green</p>	<p>QLDC, HUD, KO, QLCHT & Kai Tahu</p>

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OUTCOME 2: Public transport, walking and cycling is the preferred option for daily travel				
6. Complete and implement the Queenstown Transport Business Cases including the delivery of the Frequent Transit Network.	<p>Queenstown Town Centre upgrades (CIP)</p> <ul style="list-style-type: none"> > Project Practical Completion was signed off by the Alliance Board on 30 January 2024 > Minor re-works (faults and omissions) are underway in upper Brecon Street. Signs and line markings were adjusted in the Historic Core with minor re-works underway. > Remedial works underway (including closure) of Duke Street to fix ramp angle into Shotover Street. <p>Arterials Stage 1: Melbourne/Henry St (CIP)</p> <ul style="list-style-type: none"> > Upper Suburb Street and Dublin Street are now open to traffic. > Significant upgrades to underground services at the gateway to the new arterial road are 90% complete. > Retaining Wall completion (Melbourne St and Glebe) - March 2024. > Lower Suburb Street closed in early April and remains until end of September. > Worksite has shifted to lakeside of Frankton Road from early April to finish the final stormwater upgrades. These will vastly improve the capacity and resilience of the local water supply, wastewater and stormwater systems. > Project budget amendments of \$17.65m approved at Queenstown Lakes District Council Full Council meeting on 15 February 2024. The overall budget is now \$128.02m. The reforecast has also factored in further cost escalations throughout the course of the project. > Stage 1 of the Arterial Road is partially funded by a \$50m contribution by the Government's Infrastructure Reference Group (IRG) fund. > The project status is amber due to the scale and stage of the arterials project. There continues to be risk associated with time and cost, especially leading up to the end of the road sealing season. 	<ul style="list-style-type: none"> > Completion of minor re-works to be completed. > Works undertaken to create a safe turning bay to allow a right turn into Dublin Street - mid May > Begin next stage of work at Sydney and Melbourne St intersections - 13 May - end June. > Melbourne Street - opening mid-May. > St Joseph's and Lower Beetham Street wall completion- June 2024. 	<p>Green</p> <p>Amber</p>	<p>Ka Huanui a Tahuna (Alliance)</p> <p>Ka Huanui a Tahuna (Alliance)</p>

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<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 Phase 1 of the Queenstown Package started with a sod-turning event on 4 April. Phase 1 is 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 four years.</p> <p>Queenstown Public Transport Services</p> <p>> Otago Regional Council endorsed the Queenstown Public Transport Business Case on 9 February 2024.</p> <p>> Endorsed by the W2G partnership</p> <p>> This sets out plans for a public transport system that will achieve the greatest mode shift towards public transport in the Whakatipu Basin over the next 30 years.</p> <p>> The business case also identifies how the public transport fleet can be decarbonised by introducing electric bus technology.</p> <p>The business case covers the following:</p> <p>> Forecasting demand: future land use and how this will influence travel demand.</p> <p>> Fleet decarbonisation: when and how the fleet should be decarbonised.</p> <p>> Service patterns: how the public transport network should meet future demand over the next 30 years.</p> <p>> On-demand services: identifies areas that cannot be easily served by the bus network.</p> <p>> Park-and-ride: tests options for park-and-ride as part of Queenstown's future public transport network.</p> <p>> Public transport hubs and depot: considers life of the Frankton and Stanley Street bus hubs, and the location of a new bus depot.</p> <p>> Asset ownership and system management: considers future ownership and operating models, and ongoing maintenance requirements.</p> <p>> Funding: options for future funding mix from fares, rates, central government, and other alternative sources of revenue.</p>	<p>> Progress construction</p> <p>> The two other Way To Go partners, QLDC and NZTA Waka Kotahi, to consider the QPTBC. It will go to the NZTA board in May for endorsement, and date to be confirmed for QLDC.</p> <p>> Consideration for funding for improved Public Transport Services from 24-27 National Land Transport Programme.</p>	<p>Amber</p> <p>Green</p>	<p>Waka Kotahi (with delivery through Ka Huanui a Tahuna)</p> <p>W2G - QLDC, WK,ORC</p>

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<p>7. Complete and implement a mode shift plan for Queenstown including travel demand management measures.</p>	<p>Travel Demand Management (TDM)</p> <ul style="list-style-type: none"> > Funding for delivery of a TDM programme has been secured through the Better Off funding, and a Single Stage Business Case (SSBC) was commissioned in order to secure match funding for the project through Waka Kotahi New Zealand Transport Agency. > The TDM SSBC was approved by the QLDC Infrastructure Committee on 27 February 2024. > Aotearoa Bike Challenge was successfully supported by QLDC. This fun, inclusive bike challenge encouraged travel behaviour change as well as giving educational tips for new riders such as bike repairs and maintenance advice and suggestions on how to pick the best route. > Funding provided for bike parking at at Wanaka A&P Show and supporting the delivery of Seniors Cycling Course <p>Comprehensive Parking Management Plan</p> <ul style="list-style-type: none"> > QLDC's Parking Strategy consultation is now complete > Wanaka, Queenstown and Frankton management plans are being prepared. The Wanaka plan has been workshopped with the Wanaka Upper Clutha Community Board. Scoping work to include Glenorchy, Arrowtown and possibly Hawea is underway. 	<ul style="list-style-type: none"> > The first tranche will include addressing the policy suite, road pricing and preparing scoping and procurement bundles for the other three tranches (Wayfinding, Travel Plans and Transport Management Associations). > Wanaka, Queenstown and Frankton parking management plans to be completed. 	<p>Green</p> <p>Green</p>	<p>QLDC, WK, ORC</p>
<p>8. Investigate and protect the extension of the Frequent Transit Network to Remarkables Park and the Southern Corridor.</p>	<p>> This priority initiative will be undertaken in conjunction with:</p> <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. 	<p>> Project to be commenced.</p>	<p>Not Started</p>	<p>QLDC, HUD, WK, KO, key landowners & developers</p>
<p>9. Complete the Wakatipu and Upper Clutha Active Travel Networks.</p>	<p>Wanaka Network Optimisation (Single Stage Business Case)</p> <ul style="list-style-type: none"> > The programme is currently being reset to allow for inclusion of QLDC internal gateways and allowances for material to be advanced before public workshops. Completion is due Q1/2 2024/2025. <p>Schools to Pool route</p> <ul style="list-style-type: none"> > Work has started on Stage 4 of the Schools to Pool active travel route and the section of pathway running along Ballantyne Road and up to the signalised crossing near the intersection with Golf Course Road. > From Monday 22 April 2024, Hedditch Street will be closed to through traffic between SH84 and Little Street for crews to deliver part of the pathway, drainage improvements, and a new raised safety platform. > Stages 1, 2 and 3 of the Schools to Pool route were funded by Waka Kotahi NZTA's Transport Choices package. 	<ul style="list-style-type: none"> > Completion is due Q1/2, 2024/25. > Construction on the Hedditch Street portion of the pathway begins on Monday 22 April and is expected to be completed by Friday 17 May 2024. 	<p>Green</p> <p>Green</p>	<p>QLDC, WK, ORC</p>

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<p>9. Complete the Wakatipu and Upper Clutha Active Travel Networks.</p>	<p>Whakatipu Active Travel Network (WATN) > 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> <p>Route C5: Arthurs Pt - Queenstown > The agreed elements of route C5 are on track to be completed by Q4 2023 / 2024.</p> <p>Route B2: Fernhill - Queenstown, C7: Lake Hayes Estate - Shotover River/Kimiakau Bridge, > Detailed design is complete for the above routes. Currently no funding available to construct the improvements.</p> <p>Route A2: Shotover River/Kimiakau Bridge - Frankton > A scope change to allow for the new bridge has been approved by Waka Kotahi and funding is in place for design through to construction. Geotech, including boreholes to test foundation options for the bridge, will be undertaken in the first half of next year. Design plans will also progress, and consenting applications will be prepared. This will be followed by community and Mana Whenua engagement.</p> <p>Route A7: Jacks Pt - Frankton > The original preferred route for the NZTA - Waka Kotahi section to connect to Frankton was proposed go under SH6 via an underpass through additional private property and on to a new crossing over the Kawarau River near Boyd Road. Geotechnical investigations near the proposed bridge crossing have shown this route isn't feasible because of poor ground conditions. This means the cost estimate for the preferred bridge design is significantly higher than expected. Alternative routes have been investigated to avoid the geotechnically challenging river crossing.</p> <p>> Route A7 Southern Corridor to Frankton has been to the VOS committee with the recommendation to complete the Pre-implementation and Property phases being supported by VOS.</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.</p>	<p>> 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> <p>Route C5: > Completion - Quarter 4 2023/24</p> <p>Route B2 > Secure funding</p> <p>Route A2: > Complete design plans and prepare consenting applications. > This will be followed by community and Kai Tahu engagement.</p> <p>Route A7: > A decision to make an application for Implementation funding will be made once pre-implementation and property phases have been completed.</p> <p>Route A8 > On hold due to lack of funding.</p>	<p>Green</p> <p>Green</p> <p>On hold (until funding secured)</p> <p>Green</p> <p>Amber</p> <p>Red</p>	<p>QLDC, WK, ORC</p>

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10. Investigate establishing Upper Clutha and Sub-Regional public transport networks.	<p>Upper Clutha</p> <ul style="list-style-type: none"> > The Upper Clutha Community Shuttle Trial final report was issued in November 2023 by Community Networks/LINK. More information can be found here: https://www.communitynetworks.co.nz/shuttle-trial > Among proposed changes now open for feedback in the ORC draft LTP is one involving public transport rates funding. > This proposal broadens who pays for Queenstown public transport into the wider Queenstown Lakes district, including Wanaka, Hawea, Albert Town and surrounds. > The proposed plan includes funding for district councils and communities to explore local public transport trials and an investigation and public transport trial is proposed for Wanaka. > A Public and Active Travel Advisory Group, comprising members from both Councils, has been established to advise on public and active transport matters. <p>Sub-regional</p> <ul style="list-style-type: none"> > Otago Regional Council draft LTP specifies a proposed investigation and trial of public transport services between Cromwell and Queenstown and in Wanaka. 	<ul style="list-style-type: none"> > QLDC and ORC have contracted transport experts to look into potential public transport improvements for the Upper Clutha – through the Wanaka Network Optimisation Single Stage Business Case and Regional Public Transport Plan respectively. > Await finalisation of ORC LTP programme - June 2024 > Await finalisation of ORC LTP programme - June 2024 	<p>Green</p> <p>Not started</p>	QLDC, WK, ORC

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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>> The first action from the Queenstown Lakes regenerative tourism strategy Travel to a Thriving Future was launched on 4 April 2023. Love Queenstown and Love Wanaka (project 14)</p> <p>> \$75,000 has been raised across the district in year one.</p> <p>> The inaugural Love Wanaka and Love Queenstown funding round is open from 4 April – 16 May, 2024. Charitable organisations who operate in the local environmental sector can apply online now via www.loveqt.co.nz/community-group-support or www.lovewanaka.co.nz/for-community.</p> <p>> Request for Proposal through GETS opened on 28 February and closed on 28 March for Optimal Visitation Levels project. Panel met on 6 May to assess tenders.</p> <p>This procurement plan seeks to identify and appoint a provider to create an optimal visitation model that will enable effective scenario planning and informed decision-making within the district.</p> <p>> The model is being developed for QLDC in partnership with DSL.</p> <p>> An application has been made to MBIE to fund the development of an Emissions Reduction Plan (ERP) for the tourism system and to fund the optimum visitation project. Decision continues to remain outstanding.</p>	<p>> Independent distribution committee will oversee the allocation of funds, with support from charitable partners at The Wakatipu Community Foundation - outcome communicated by 30 June</p> <p>> Start ERP project (TBC)</p> <p>> Procure supplier for optimal visitation project (May/June)</p> <p>> Secure funding decision from MBIE. The uncertainty over this funding decision has led to an amber project status.</p>	Amber	Destination Southern Lakes (Destination Management Office)
12. Implement a levy on visitor accommodation across the Queenstown Lakes.	<p>> The levy would be used primarily to fund the capital expenditure attributable to visitors.</p> <p>> Awaiting formal notification from Minister and/or Ministry officials.</p>	<p>> DIA and MBIE officials to provide formal response to Mayor Lewers.</p>	Red	QLDC and DIA
13. Develop and implement a Tourism Travel Demand Strategy to encourage the use of public and active modes by visitors.	<p>> This priority initiative is integrated with priority initiative 7: Complete and implement a mode shift plan for Queenstown including travel demand management measures.</p>	<p>> Project has yet to be started. Will form part of the Travel Demand Management programme.</p>	Not started	QLDC, WK, ORC, Kai Tahu
14. Investigate establishing a sub-regional public transport network that provides for both local residents and visitor needs.	<p>> This priority initiative is integrated with priority initiative 10: Investigate establishing Upper Clutha and Sub-Regional public transport networks.</p> <p>> The Spatial Plan envisages public transport connections between Queenstown, Wanaka and Cromwell.</p>	<p>> Sub-regional public transport network investigation will commence once current business cases are completed.</p>	Not started	QLDC, WK, ORC, Kai Tahu

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OUTCOME 4: Well-designed neighbourhoods that provide for everyday needs				
15. Develop open space network plans to deliver the Blue-Green Networks.	<ul style="list-style-type: none"> > Work on the Blue Green Network Plan began in April 2023, and is progressing well. The Blue Green Network (BGN) is the grouping of all the waterways, water bodies, parks, open spaces, and connections that deliver a variety of educational, recreational, ecological, cultural, landscape and health benefits. > In terms of progress, the introduction, community engagement and gap analysis chapters have been drafted. > Significantly, Kai Tahu have completed a Blue Green Network Kai Tahu values report. > A Wananga (the third for the Blue Green Network Plan) on the report i.s to be held on 14 May. The Wananga will enable Council to understand how Kai Tahu have expressed how their values should be integrated into the Blue Green Network Plan and forward work programme. The Wananga will also do a deep dive of Kai Tahu values for the Te Tapuae Southern Corridor Structure Plan. 	<ul style="list-style-type: none"> > Third wananga to be held - 14 May > The Blue Green Network Plan will then respond with a project priority list and set of recommendations for delivering the Blue Green Network in the Spatial Plan Gen 2.0, Structure Plans and the wider district. > Finalisation of the Blue Green Network is expected to happen later this year to align with the Spatial Plan Gen 2.0, after the 2024 Housing and Business Capacity Assessment (HBA) and the Council's Long-Term Plan (LTP) have been progressed. > This is amber project status due to delays in timeframes. 	Amber	QLDC, Kai Tahu
16. Complete, update and implement QLDC Community Facilities, Parks and Reserves and Community Wellbeing strategies and plans.	<p>Community Facilities Strategy - Implementation</p> <p>Paetara Aspiring Central</p> <ul style="list-style-type: none"> > Basketball hoops works are being progressed and contract finalised with Naylor Love to allow the works to commence in July. <p>Whakatipu Community Hub Charitable Trust</p> <ul style="list-style-type: none"> > The ground lease was approved by Council on 23 March 2023 > Stakeholder engagement is currently being undertaken to ensure concept, design and the vision involve all parties crucial to the success of the project. <p>Parks and Open Spaces Strategy - Implementation</p> <ul style="list-style-type: none"> > Wanaka Lakefront Development Stage 5 - Design finalised and procurement plan approved - March 2024. - Tender documents for construction went live on GETS 5th April 2024. Tender closes 13th May 2024. > Coronet Forest Harvest Operation - Planting contract has been awarded to Te Tapu o Tane and Citycare Property. e3Scientific will manage the ecological restoration design and program. Council has been working with the Coronet Recreational Working Group (which has representatives of local groups and organisations that use this area) on plans for a network of recreational trails for activities such as horse riding, biking, walking and paragliding. 	<ul style="list-style-type: none"> > July School Holidays – Structural Steel Installation. > September School Holidays – Basketball Hoop Installation. > Next stage is to get the engineers reports (geotech, acoustic etc) and then get the plans approved by Planning & Development, QLDC > Construction is hoped to start in 2024 > Construction contract to be awarded June 2024. > Anticipated work completion prior to summer 2024/25. > The contract for the planting contractor will be announced - February/March 2024. 	Green	QLDC
			Green	WCHCT (QLDC support)
			Green	QLDC
			Green	QLDC

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
<p>16. Complete, update and implement QLDC Community Facilities, Parks and Reserves and Community Wellbeing strategies and plans.</p>	<p>Parks and Open Spaces Strategy - Implementation (continued)</p> <p>> Coronet Forest Harvest Operation There was a Community & Services Committee Workshop on this project on Tuesday 2nd April 2024</p> <p>An update was provided to the Community and Services Committee on 2 April 2024. https://www.qldc.govt.nz/media/ie4fzjfp/workshop-item-1-coronet-revegetation.pdf</p> <p>Mount Iron Recreation Reserve – The Department of Conservation (DOC) and QLDC have signed a management agreement that applies to the DOC land at Mount Iron from 1 May 2024. It outlines that DOC will continue to undertake all statutory requirements e.g., Regional Pest Management Strategy requirements, reserve closures and management of commercial activities, as set out in the Conservation Act. QLDC has taken on day-to-day management of the site e.g., signage, track maintenance and carpark maintenance.</p> <p>Community Partnerships Plan > Community Partnerships Plan has successfully received funding from 3 Waters Better Off fund (\$250k). Funds will be utilised towards the Accessibility Audit and the Creativity and Cultural Strategy.</p> <p>Creativity and Cultural Strategy > Planning community engagement on draft Creativity and Culture Strategy (CCS).</p> <p>> Staff lunch and learn held on 6 March. Hui planned for Queenstown (3 April), Wanaka (11 April) and Glenorchy (12 April), along with an opportunity to provide feedback via the Let's Talk engagement platform.</p> <p>> 18 March – 19 April 2024: community engagement undertaken on draft strategy.</p>	<p>> Draft Mount Iron RMP presented to Wanaka-Upper Clutha Community Board for endorsement</p> <p>> Draft Reserve Management Plan to be shared with the public - mid 2024.</p> <p>> Final Mount Iron RMP presented to Full Council for adoption - late 2024</p> <p>> April 2024: Seeking endorsement from CE/ELT: Proposal to use \$100k of Better Off Funding allocation as a contribution to support years one/two of RAO operations. If agreed, this will be notified as part of endorsement of final Strategy, 27 June 2024 Council meeting. This would be set up under a Community Partnership Agreement with clear KPIs, monitoring/reporting. Govt recognition of TLCT as RAO for Queenstown Lakes will be confirmed before proceeding with this arrangement.</p> <p>> April/May – community feedback reviewed and final changes made to Strategy and Implementation Plan.</p> <p>> Final Strategy to Council for endorsement - 27 June 2024.</p>	<p>Green</p> <p>Green</p> <p>Green</p>	<p>QLDC</p> <p>QLDC</p> <p>QLDC and partners</p>
<p>17. Develop a Grow-well Design Guide to improve the quality of built form and embrace Kāi Tahu cultural values.</p>	<p>> This priority initiative has not yet commenced.</p> <p>> Funding is available to commence this project in Year 3 (2023/24).</p> <p>> 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.</p>	<p>Not started</p>	<p>Kai Tahu, QLDC</p>

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)	<p>> Feedback has been reviewed for updates to the draft plan, alongside one on one consultation with key organisations.</p> <p>> A Diversification Review Panel (DSP) has been established to ensure feedback and changes to the draft plan are being reviewed, agreed and signed off in a collective way. The panel is made up of seven members with expertise in strategy, business development, Maori business development, tourism, climate change, startups, local communities, and economic development.</p> <p>> Endorsement sessions have taken place with approximately 15 partners and supporters in April, with a couple sessions remaining in May.</p>	<p>> ELT - 12 June</p> <p>> Council workshop - 18 June</p> <p>> Partnership Steering Group endorsement sought - 13 May 2024</p> <p>> Council meeting to request endorsement - 1 August</p>	Amber	QLDC, MBIE
19. Support the Otago Regional Economic Development Network to continue to deliver regionally connected initiatives.	<p>> Working with the Otago Regional Economic Development Network to identify and deliver initiatives that have cross-district benefit.</p> <p>> Stream Two of the Innovation Programme for Tourism Recovery fund closed on 15 December 2023. QLDC applied to this fund however this fund is now on hold.</p>	<p>> Lifetime value pilots application for Stage 2 funding made to MBIE Tourism Innovation Fund - funding decisions have been put on hold (TBC)</p>	Amber	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.	<p>> 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.</p>	<p>> Initiate development of structure plans for all PDAs (except Ladies Mile)</p>	Green	QLDC
21. Establish a Queenstown Lakes utility infrastructure providers forum to improve coordination with Spatial Plan outcomes and resilience of the networks.	<p>> QLDC continues to play a lead role in the coordination of the Otago Lifeline Utilities Group, with Mayor Glyn Lewers being the chair. This forum includes a broad representation of critical infrastructure agencies, e.g. power, roading, telecommunications, 3 waters, airports, rail, as well as emergency management services. The group meets quarterly and provides a forum for sharing of updates on resilience investment and emergency response planning from across the various agencies. The forums also supports the delivery of lifeline utility work programme, which is led by Emergency Management Otago. Key deliverables from this work programme for 2024 include:</p> <ul style="list-style-type: none"> • Update of the Otago Lifeline infrastructure vulnerability and interdependency study • Development of the Otago Region CATPLAN (catastrophic plan) • Alpine Fault Plan (AF8) Priority Routes planning • Generator Management Plan • Review the Otago/Southland Fuel plan 	<p>> Ongoing engagement with Lifeline utility providers in regards to Spatial Plan 2.0 and Te Tapuae Southern Corridor structure plan process.</p>	Green	QLDC

PRIORITY INITIATIVE	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
OUTCOME 5: A diverse economy where everyone can thrive				
<p>21. Establish a Queenstown Lakes utility infrastructure providers forum to improve coordination with Spatial Plan outcomes and resilience of the networks.</p>	<p>> The topic of energy resilience remains a high priority for the district. QLDC is working with power utility providers Transpower, Aurora and Powernet to determine the potential electricity demand in the QLD region out to 2050, this is a collaborative exercise to determine an appropriate development path for the region to meet future electricity demand.</p> <p>> Work to date has focused on developing an updated long-term forecast, identifying the drivers of demand, including consideration of:</p> <ul style="list-style-type: none"> - That increasing demand has resulted in a number of tactical upgrades of \$30m committed funds, after 2030, there are not further tactical measures available and new supply capacity will be required - Demand in general continues to rise organically, and QLDC are positioning Queenstown as an area of Carbon-Zero tourism (QLSP Outcome #3) - Carbon-Zero will further increase the natural demand and the electricity impact is not yet well understood. - Staged investments, including a combination of distribution, transmission and local generation as appropriate - The ability to consent and the impacts on the local community of the investments do or not proceed - Ensuring that the whole of the region is considered, from W naka to Kingston, including Frankton and Cromwell - Determine appropriate funding arrangements and secure funding approvals. <p>> QLDC and the power providers are mid way through producing the various scenarios outlining the different energy demands (and what the drivers of demand are), this will then be used to develop a number of options on how to meet this future demand and what that means in terms of generation, distribution and transmission options and what these options will cost.</p>	<p>> Ongoing engagement with Lifeline utility providers in regards to Spatial Plan 2.0 and Te Tapuae Southern Corridor structure plan process.</p> <p>> These options will then be consulted on and collaborated on with wider stakeholders and the community more generally in approximately June/July 2024.</p>	<p>Green</p>	<p>QLDC</p>
<p>22. Identify and ensure the efficient operation of main freight routes by developing a Network Operating Plan.</p>	<p>> Expansion of the Network Operating Frameworks and business cases to elevate the current understanding to a District Wide level.</p>	<p>> Subject to funding availability.</p> <p>> Undertake a Business Case Analysis</p>	<p>Not started</p>	<p>QLDC, WK, ORC</p>

PROJECT	COMMENTARY	NEXT KEY MILESTONES	RAG STATUS	OWNERS
GENERATION 2.0 OF SPATIAL PLAN (FUTURE DEVELOPMENT STRATEGY)				
Spatial Plan Gen 2.0	<p>> Work on the Spatial Plan Gen 2.0 is underway, but the spatial scenarios cannot be confirmed until the housing and Business Assessment (HBA) has been completed. A HBA provides a highly detailed understanding of supply and demand for both residential and business capacity and this assessment enables Councils to understand whether there are any insufficiencies due to not enough plan-enabled capacity, insufficient infrastructure supply or other market conditions that may affect the commercial feasibility of developing a site. This evidence base then allows the spatial plan to respond with the appropriate solutions for the identified shortfalls.</p> <p>> Work is progressing in two parts on the HBA, one is a new online and interactive Housing and Business Capacity and Feasibility Model (growth model). This growth model will allow QLDC to understand the housing and business market by testing scenarios in-house to understand how changes in planning assumptions or infrastructure investment could impact on the results of capacity or feasibility in the district. This model is due to be completed approximate June 2024 and will be used to inform the HBA report.</p> <p>> The growth model will then provide most of the information required for the full HBA assessment to be completed as per NPS-UD requirements, the HBA report itself is due to be completed mid-November 2024 and will then be taken to the QLDC Planning & Strategy Committee and the ORC Full Council meeting prior to the end of 2024 for adoption.</p>	<p>> Proposing to hold a workshop with all the Partnership team leads (to be presented back to the next PSG) that looks at the Principals and Outcomes through the lens of the five Partnerships Objectives, reviewing the Outcomes and associated Strategies, also considering the impacts of the HBA interim results - June 2024.</p> <p>> Whilst the HBA report won't be adopted until approx. December 2024, the HBA model is expected to provide the necessary interim results on any insufficiencies that relate to either not enough plan-enabled capacity or insufficient infrastructure supply from approximately June 2024. As such work is due to begin on the Spatial Scenarios in approximately August 2024. Further updates will be provided as work progresses.</p>	Amber	QLDC, ORC



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