

# SPATIAL PLAN HEARING 2021



**Hāwea Community**  
*Association*

Community  
Verbal  
Submission

May the 4th  
On behalf of - Hāwea Community Association Inc

Cherilyn Walthew – Chair

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Submission to QLDC - 2021 – Spatial Plan

Spatial Plan Hearing 10:05am

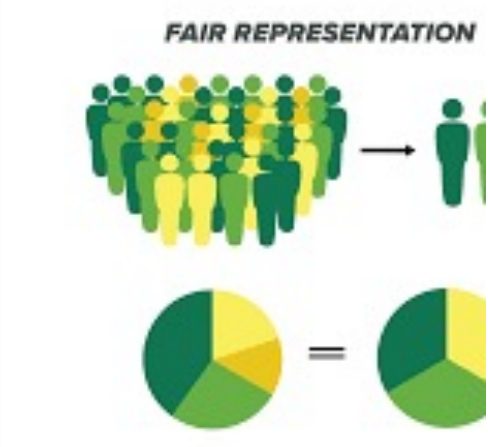
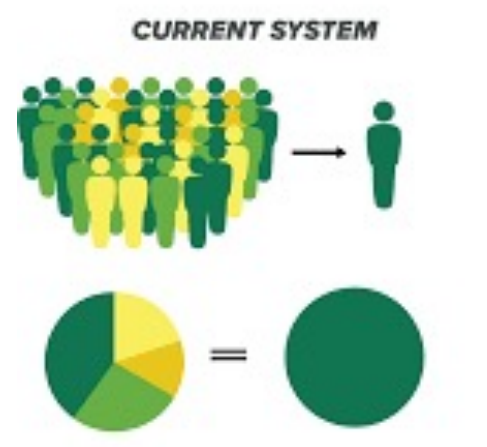


A group of wooden figures, one of which is painted to look like a person with black hair, a pink shirt, and a blue polka-dot skirt. The word "Representation" is overlaid in white text.

# Representation



# Why Representation Matters



# Overview of the Hāwea Community Association Inc. (HCA)

The Hāwea Community Association represents the residents of the Hāwea District including the Lake Hāwea town settlement, residents through to The Neck (Manuhaea), John Creek, Hāwea Flat and Maungawera.

The population is the second largest settlement in the Upper Clutha/Mata-au.

The HCA holds regular Public Meetings to consult with the residents three times a year in January, May, and October.

Executive committee meetings are consistently held on the third Tuesday of the Month and QLDC are well represented at these meetings with delegates including a QLDC elected member (Niamh Shaw), a WCB elected member (Jude Battson) and a Council Corporate representative (Jess Garrett).

# Representing the Hawea Community

5 minutes to speak after hours of looking at documents, cross referencing information and hours of conversations with residents.

From the beginning, Council have reiterated the importance the Spatial Plan will have in gaining investment from Central Government and, taking control of how we develop.

However, despite hours of reviewing documents, attending meetings, and talking to people, I am allowed five minutes to express the views of my community on what is essentially a plan that will forever define the development of our whole district.

I cannot have 10 minutes because of the weight of interest and the share volume of requests to be heard from other parties on this matter.

Five minutes is a slap in the face for democracy. The odds of being able to make any of the hundreds of pertinent points that could and should be made on the Spatial Plan, given the lack of current public input, is greatly reduced if people only have five minutes to try and make them all. In fact, the odds of anyone making even one point in detail is greatly reduced.



# QLDC Consultation





# How the information was generated from public

From a population of 42,000 people (pg 3 Draft Q/T Spatial Plan Summary), according to page 9 of the Spatial Plan Community engagement report, QLDC have engaged with the public through direct and indirect marketing.

# Direct Communication from the Public

32 online  
survey  
responses

211 people  
attend  
workshops.

# Indirect Marketing

25,000 copies of scuttlebutt  
*(No specific feedback or engagement information)*

615 Let's Talk webpage views  
*(No specific feedback or engagement information)*

1,185 Flyers to rural & PO letterboxes  
*(No specific feedback or engagement information)*

Direct emails to Community Associations and Key Stakeholders (with no definition around what is a Community Group or Key Stakeholder)

Print Adverts in local publications  
*(No specific feedback or engagement information)*

Regular short adverts posted fortnightly in local publications  
*(No specific feedback or engagement information)*

Radio Interviews and Adverts  
*(No specific feedback or engagement information)*

842 "received Let's Talk October Newsletter highlighting Spatial Plan – What does this even mean?"

62,076 total Facebook reach but, could have provided and specified the "engagement" number.

On page 10 of the Spatial Plan Community engagement report it states - "Workshops were based around the concept of Whaiora "Grow Well". **The aim was to find out what positive growth looked like for the community 30 years into the future; what were the priorities within townships in terms of desired facilities and services and how this related to population growth i.e. what would it take for these facilities and services to become viable.**"

The QLDC\_Spatial Plan\_Engagement Summary\_Hawea\_Oct20[8221].pdf document sent out by Tessa Payze on the 29<sup>th</sup> October with a synopsis of community feedback, doesn't show any indication of the expansion of the SHA area however, this is clearly identified as a growth area in your consultation Summary. Despite Hawea not requiring the SHA area in order to meet it's 30-year commitment to growth, QLDC have disregarded the feedback from the workshop and decided that we **should** be consulting about it.

What other differentials have QLDC added to this document? With a mere 32 days to consult the public from launch to close, two long-weekends and promised consultation from Council not materialising for the Spatial Plan, we have not been afforded a chance to really check the robustness of the content against the local community feedback.

With such a lack of engagement as demonstrated above, shouldn't the Council Hearing be of the utmost importance and perhaps another day added, if the interest is so high?

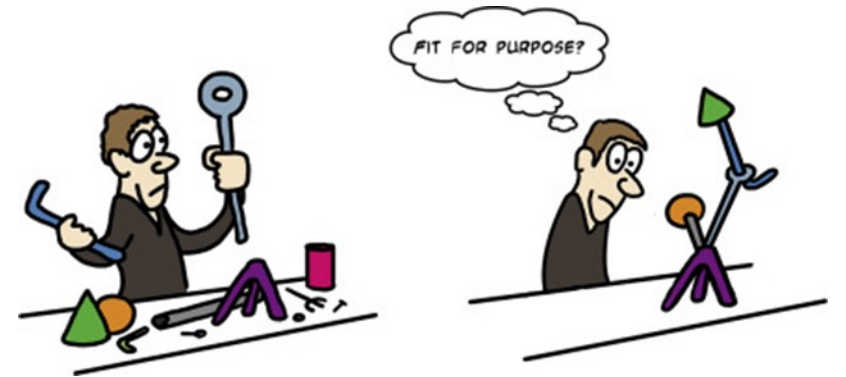




# Is the Spatial Plan “Fit for Purpose”?

# FIT FOR PURPOSE?

Are Kiwis getting the government they pay for?





# Yes, or No?

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- The simple answer is “no”. The Spatial Plan is not fit for purpose.
- Until we really discuss the issue of the Airport, we can not truly establish the needs of our communities because we will not have planned for the impact that airport growth will have on our infrastructure. This could result in millions of dollars in infrastructure being in the wrong place.
- We believe it was Colin Keel, former CEO of QAC, that suggested that we should plan our town first and that the Airport would have to work around it.
  - This is an utter nonsense when we consider what has happened in Whakatipu with the Queenstown Airport, when we failed to plan in the late 80’s.
  - Residents can still remember the suggestion that the jets heading into Queenstown Airport would only be one or two a week..... clearly someone had different ideas later?

## Why is it necessary to be “fit for purpose”?

- If our Communities had been honest and, openly planned to bring in so many tourists back in the 80’s, would we really have allowed the Whakatipu to develop in the way that it has with an airport in the middle of a residential area?
- Hindsight is not a practical thing unless you learn your lessons from it and clearly this is currently not the case with Council if you continue to insist on pushing through a Spatial Plan that does not take the Airport into account from the very beginning and, what that airport will look like.





# So, what's been done about the Airport, so far?

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We've had the conversation with the consultants but, I believe we're still waiting on the conversation to happen around the Council table to discuss the results of that consultation.

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QLDC have recently lost the Judicial Review about the Airport lease due to a lack of public consultation and yet here we are again, pushing through a Spatial Plan which isn't clear about the outcomes for the community because the "powers that be" refuse to bring the issue to Council, for discussion.

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This is the part of the process where the "glitches" form and quite frankly, we are sick of seeing ratepayer money being spent, to fight ratepayers.

# Does the Spatial Plan address the main issues?



TRANSACTIONS	LABOUR	ENTERPRISE
MARKET	WAGE	CAPITALIST
Alternative Market	Alternative Paid	Alternative Capitalist
Nonmarket	Unpaid	Noncapitalist



# Does the Plan address the main issues?

The outcome of the airport is also intrinsically linked to the “Common Aspirations” of the community which Council have identified on Pg 13 of the Queenstown Lakes Spatial Plan Community Engagement Report as “in close alignment with the Spatial Plan outcomes”;

- Well-designed neighbourhoods that provide for everyday needs
- A diverse economy where everyone can thrive
- Public transport, walking and cycling are everyone’s first travel choice
- Consolidated growth and more housing growth
- A sustainable tourism system

All these aspirations will be heavily impacted by the differing outcomes of the airport conversation and therefore, makes it ridiculous to consider a Spatial Plan without discussing it.



The background is a blue-tinted photograph of a document. It features a line graph with a jagged line and a dotted trend line. A pen is visible in the upper right corner, pointing towards the graph. The word "Summary" is overlaid in the center in a white, sans-serif font.

# Summary



# Reset and ensure the process is “fit for purpose”.

- The HCA’s recommendation is that Council do not repeat the process of inadequate consultation with the Spatial Plan and instead, put realistic timeframes on developing the Spatial Plan in a way that will genuinely allow real consultation with the public to take place and..... to include the airport as part of that discussion.
- The HCA has identified other issues as they relate to the district around infrastructure and recognises that there are similar themes across other settlements and communities with similar issues around three-waters infrastructure, pollution and public transport. These issues need to be not just be discussed as part of this plan but require the issues to be directly addressed.

# Meaningful Consultation

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Where are the open public forums and meetings? Of the consultation methods listed above, only 243 are direct from the public.

We are told that many residents feel intimidated by public forums and events yet, the events are always well attended when people are allowed to get involved. Example being the “meet the candidates” meetings during election time. Attendance was high at all the events.

It is prudent to hear all points of view before asking our community to conclude which outcome is relevant for us.

If there are members of the community who feel intimidated, they can still email Council with their thoughts but, taking away the right of public debate for the sake of a few is frankly undemocratic and a backwards step for society. It certainly doesn't lend itself well to the “Whaiora” mantra of Council.



# Review whether the Spatial Plan proposal is realistic.

The Spatial Plan which advocates for public transport and well-connected communities is heavily dependent on the Long-Term Plan (LTP) and requires investments to be made now.

Sadly, this is not reflected in the LTP and therefore, this consultation appears to be nothing but another box ticking exercise with a lot of paperwork and fluff but, no real substance.

We strongly urge the Council to pause proceedings and review the veracity of their processes for Public consultation and, to allow the airport conversation to happen before adopting a Plan that cannot be “fit for purpose” without instigating and concluding a major part of our planning and development discussions. I.e., The AIRPORTS.