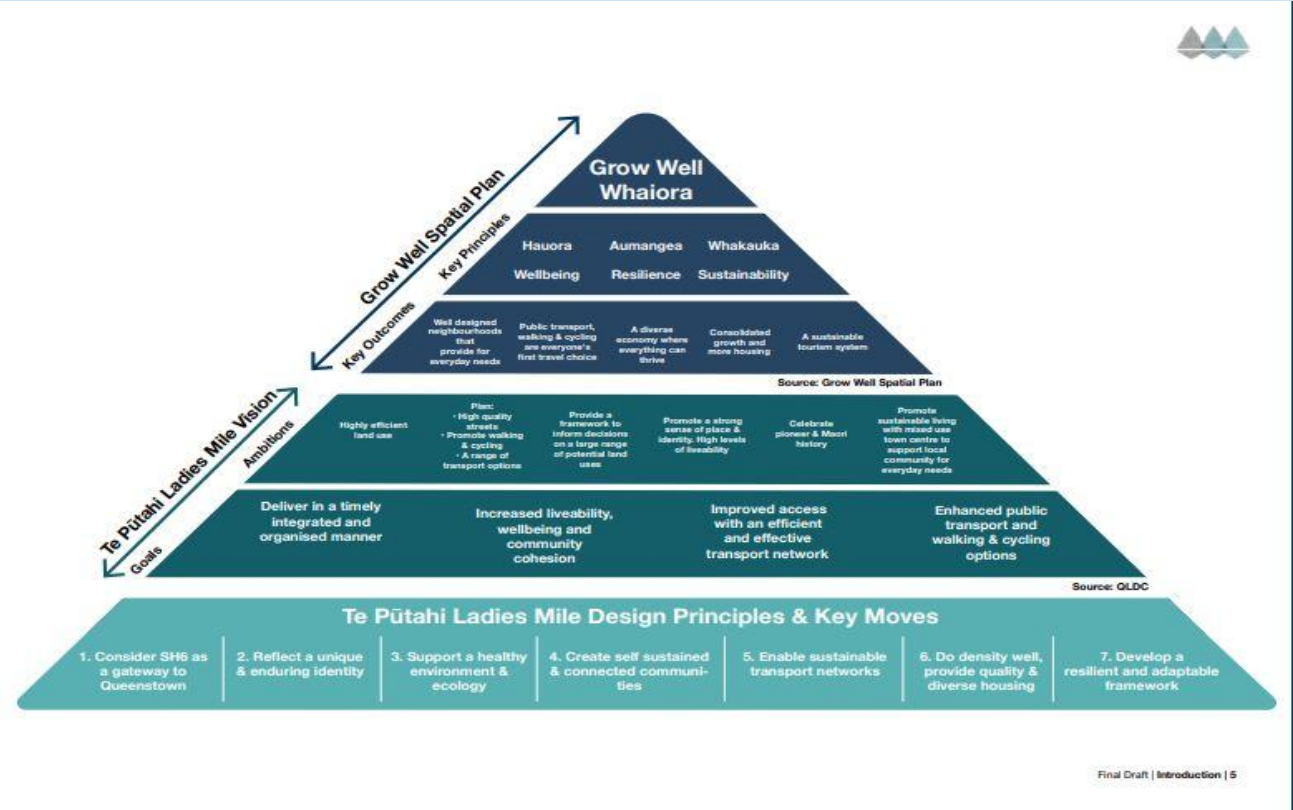


# INTRODUCTION: The 3 Principles behind my reasoning

## 1/ Vision of the Masterplan Ref.#1



## 2/ RMA 1991: Part 2 - Purpose Ref.#2

### Part 2 Purpose and principles

#### 5 Purpose

- (1) The purpose of this Act is to promote the sustainable management of natural and physical resources.
- (2) In this Act, **sustainable management** means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—
  - (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
  - (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
  - (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

### 3/ NZ Waste Strategy Vision 2050 Ref.#3

# Our vision for 2050

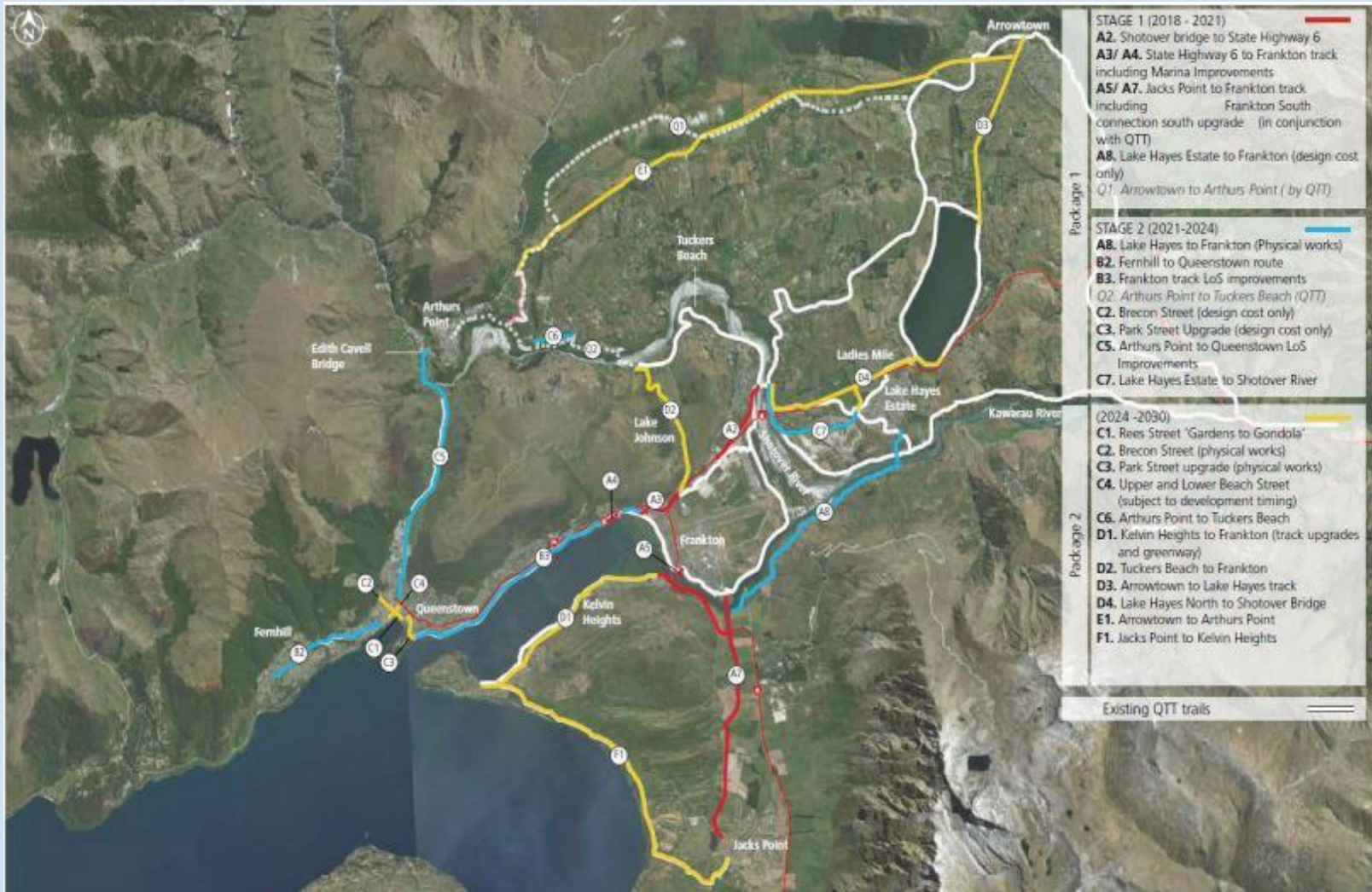
By 2050, Aotearoa New Zealand is a low-emissions, low-waste society built upon a circular economy.

We cherish our inseparable connection with the natural environment and look after the planet's finite resources with care and responsibility.

# 1/ KEY ISSUES OUTSIDE THE TPLM PERIMETER

## A. Traffic congestion, active transport and modal shift

- The point of focus and data analysis have been around SH6 West-East bound of Shotover Bridge. However traffic congestion is spread widely around the Wakatipu Basin, especially at peak times. This creates a ripple effect, affecting residents, tourists and tourist operators.
- Active Transport - business case from 2019 Ref.#4 & 5
  - Route A2 and A8 which are key to active transport linking East to West Side of Shotover bridge haven't been completed yet.
  - Route C7 doesn't have the funding.



Ref.#4

# 2. WASTE MANAGEMENT, RECYCLING and ORGANIC WASTE

- **52% of our waste are compostable Ref.#6**
- **QLDC WMMP 2018 Ref.#7 preferred program was “focusing on glass and organics”**
- **QLDC annual reports 2021 to 2023 Ref.#8 & #9 are still planning for organic waste collection and recycling centre upgrade**

**Table 3.2 - Diversion potential of kerbside rubbish wheelie bins - December 2019**

Divertible materials in Council kerbside rubbish - December 2019	Proportion of total	Kg per rubbish wheelie bin
<b>RECYCLABLE MATERIALS</b>		
Paper - Recyclable	5.9%	0.68 kg
Plastic - Drink bottles	0.3%	0.03 kg
Plastic - #1-7 containers	1.4%	0.16 kg
Steel cans	0.5%	0.05 kg
Aluminium drink cans	0.2%	0.02 kg
Other aluminium cans	0.0%	0.00 kg
Glass - Beverage bottles	1.1%	0.12 kg
Glass - Other bottles/jars	0.8%	0.09 kg
<b>Subtotal</b>	<b>10.2%</b>	<b>1.16 kg</b>
<b>COMPOSTABLE MATERIALS</b>		
Kitchen waste	33.9%	3.85 kg
Greenwaste	18.2%	2.07 kg
<b>Subtotal</b>	<b>52.0%</b>	<b>5.92 kg</b>
<b>TOTAL DIVERTIBLE</b>	<b>62.2%</b>	<b>7.08 kg</b>

Approximately 10.2% of the materials in Council’s 140-litre rubbish wheelie bins could have been recycled through Council’s kerbside recycling collections or at the other recycling facilities. This equates to 1.16 kg in the average rubbish wheelie bin.

A further 52% of materials could have been composted, either at home or, in the case of the greenwaste, by being disposed of at the greenwaste drop-off points at transfer stations and community facilities.

Overall, 62.2%, by weight, of materials in Council’s 140-litre rubbish wheelie bins could have been recycled or composted. Other materials, such as clothing and other metals, are also

# CONCLUSION

I have concerns that some key infrastructures in Queenstown are not already in place or being completed in the near future to insure Queenstown GROWS WELL in a SUSTAINABLE MANNER.

- Fundamental Active Transport Network linking East- West side of Shotover Bridge
- Recycling Centre relocation and upgrade
- Kerbside organics collection

## A NEGATIVE QUEENSTOWN EXPERIENCE COULD DAMAGE NEW ZEALAND'S TOURISM BRAND AND ECONOMY

Without proactive investment, an international visitor arriving in Queenstown in the future could potentially encounter:

- overcrowded and 'tired' facilities
- extreme traffic congestion
- a compromised natural environment
- a lack of authenticity due to a lack of local residents in the town centre
- overcrowded and uninspiring public spaces.

Given the sheer number of international visitors who come to New Zealand because of Queenstown – including the quality of those visitors, the amounts they spend, and the economic spill-over effects they generate – the flow-on effects of an eroded experience in Queenstown could, if unmanaged, significantly damage New Zealand's tourism brand and economy.

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The flow-on effects of an eroded experience in Queenstown could, if unmanaged, significantly damage New Zealand's tourism brand and economy

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**2018 Report - Sustaining tourism growth in Queenstown - Ref.#10**

## **2/ KEY ISSUES WITHIN THE TPLM PERIMETER**

### **A. The Provisions or Points I support**

- 1. SH6/Stalker Road and SH6/Howards Drive intersection upgrades with managed traffic lights and speed reduction down to 60km/h. Ref.#11**
- 2. Increase of the supermarket floor area. Ref.#12 I believe this should help residents to find competitive pricing within the TPLM commercial precinct and decrease utility trips to main Frankton shops.**



## **B. The amended provisions I oppose**

### **1. Reduction of the 75m setback adjacent to SH6 on QCC land. Ref.#13 and Ref.#14**

**As per Mrs Palmer explains, this is important to retain foraging open space in the South Side of SH6 especially for 3 specific birds, who are either nationally endangered or declining. I refer to N.3 TPLM principles of the triangle “Support a healthy environment and ecology”.**

**I’m asking to review the provision to keep the 75m setback as per original.**

## **2. Maximum parking requirement and Residential Visitor Accommodation in HDR. Ref.#15**

### **My concerns:**

- **Queenstown is a semi-rural environment and most people have at least one car, especially families. Not enough parking space for residents may generate “wild” parking.**
- **90 day RVA in HDR (instead of the 4 week option presented by Mr Brown) will likely attract tourists with private vehicles.**

**CONCLUSION: I would like either the parking ratio to be reviewed to suit the amended provision or to keep the RVA in HDR down to 4 week.**

## **C. The Provisions I would like to add**

**1. Provisions for easy access to 3 pin power sockets in parking areas, so EVs and e-bikes can easily be charged.**

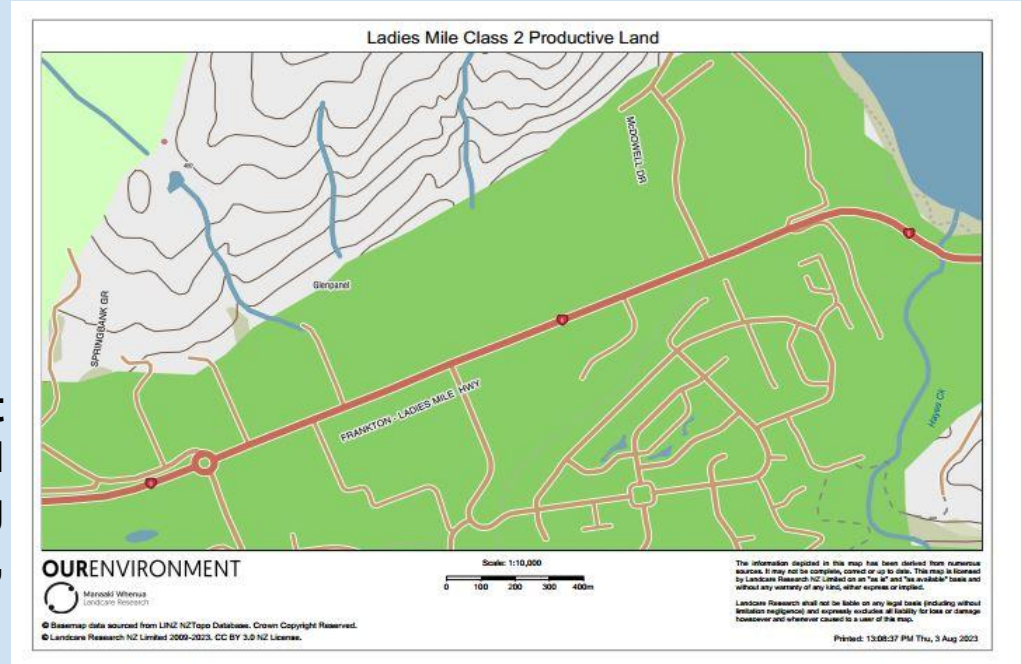
**2A. Provisions to have more certainty regarding the staging of delivery of infrastructure and development.**

**2B. Provisions to enhance the development of the education facilities and commercial precinct before the residential area.**

**Ref.#16 - Mr Smith conclusion summarizes my view.**

### 3. Provision for a Community garden especially for High Density Residents

49.2.2 Objective – Development achieves a range of residential intensity and diversity of housing choice to promote affordable homes, a self-sustaining community, and efficient use of urban land.



Ref.#17 - NPS-HPL Class 2

## **CONCLUSION:**

**I support the vision of Te Pūtahi Ladies Miles Masterplan. I can see the benefits it could bring to our community. However I have concerns that its success relies on specific staging phases involving multiple stakeholders and that it could easily fall through.**

**Thank you for your consideration**

## TPLM References:

- #1 - Page 11- <https://www.qldc.govt.nz/media/15bnkx1o/1-appendix-a-te-putahi-final-draft-masterplan-report-pages-i-to-22.pdf>
- #2 - Resource Management Act 1991 - Part 2: Purpose and Principles
- #3 - <https://environment.govt.nz/what-government-is-doing/areas-of-work/waste/aotearoa-new-zealand-waste-strategy/>
- #4 - Page 16 - <https://www.qldc.govt.nz/media/tqpdwrtf/a-watn-single-stage-business-case-pp1-16.pdf>
- #5 - <https://www.qldc.govt.nz/services/transport-and-parking/way-to-go/whakatipu-active-travel-network>
- #6 - Page 15 - <https://www.qldc.govt.nz/media/1vbfsmbr/final-1-0-queenstown-lakes-kerbside-waste-swap-2019.pdf>
- #7 - Page 17 - <https://www.qldc.govt.nz/media/hcvlxe4w/waste-minimisation-and-management-plan-2018.pdf>
- #8 - Page 72 - [https://www.qldc.govt.nz/media/2qmbdosc/qldc\\_annual-report\\_2021-2022\\_combined-101022-adopted.pdf](https://www.qldc.govt.nz/media/2qmbdosc/qldc_annual-report_2021-2022_combined-101022-adopted.pdf)
- #9 - Page 84 & 86 - [https://www.qldc.govt.nz/media/oqeh4xmz/qldc\\_annual-report\\_2022-2023\\_final-251023-adopted.pdf](https://www.qldc.govt.nz/media/oqeh4xmz/qldc_annual-report_2022-2023_final-251023-adopted.pdf)
- #10 - Page 41 - <https://www.qldc.govt.nz/media/nazhf4fd/1803-sustaining-tourism-growth-in-queenstown-final-report.pdf>
- #11 - Page 6 - Points 17-18-19  
<https://www.qldc.govt.nz/media/0gsfxr2n/rebuttal-evidence-of-colin-shields-transport-dated-10-november-2023-appendix-a-included.pdf>
- #12 - Page 9 - Point 17 - <https://www.qldc.govt.nz/media/tclpreir/section-42a-report.pdf>
- #13 - Page 23 - Point 83 - <https://www.qldc.govt.nz/media/5oln5gfx/rebuttal-evidence-of-jeffrey-brown-planning-dated-10-november-2023.pdf>
- #14 - Page 4 - Point 12 - <https://www.qldc.govt.nz/media/fymfovh5/rebuttal-evidence-of-dawn-palmer-ecology-dated-10-november-2023.pdf>
- #15 - Page 19 (Point 49.5.37) & Page 109 (Point 29.5.12A) -  
<https://www.qldc.govt.nz/media/5oln5gfx/rebuttal-evidence-of-jeffrey-brown-planning-dated-10-november-2023.pdf>
- #16 - Page 23 - Point 13 Conclusion <https://www.qldc.govt.nz/media/kfnlb0p4/dave-smith-traffic-waka-kotahi-submitter-62-20-oct-2023.pdf>
- #17 - Map HPL class 2 <https://www.landcareresearch.co.nz/>