



**SUBMISSION ON QUEENSTOWN LAKES DISTRICT COUNCIL STAGE 2 SUBMISSIONS ON THE  
PROPOSED DISTRICT PLAN**

**TO:** Queenstown Lakes District Council  
Private Bag 50072, Queenstown 9348

**Name of submitter:** Shaping Our Future Inc

This is a submission on the Queenstown Lakes District Council ("the Council") Stage 2 of the district plan on:

- 1. Wakatipu Basin Chapter 24 (Variation)**
- 2. Transport Chapter 29**

Shaping our Future welcomes the opportunity to provide a submission and would like to be heard.

**1. Wakatipu Basin Chapter 24 (Variation)**

Shaping our Future gathered the views of over 150 Arrowtown residents to develop the Arrowtown Community Visioning Report (finalised in 2017). Information was gathered at public forum in 2015 and developed into the strategic report outlining the long-term vision and goals for Arrowtown. The report contains a number of recommendations towards achieving the vision. To read the full report please visit <https://www.shapingourfuture.org.nz/assets/Arrowtown-Forum/SOF-Arrowtown-Community-Visioning-Final-Report-2017.pdf>

This section of the submission relates to the land directly surrounding Arrowtown.

- a. Support for the proposed variation to Wakatipu Basin Rural Amenity Zone for the land outside of the Arrowtown urban boundary.

The Arrowtown Community Visioning Report recommends the establishment and protection of a greenbelt around the Village (along the current urban growth boundary). With development outside of the boundary low density. The proposed variation would support this recommendation.

- b. Opposition to Jopp Street inclusion in Rural Amenity Zone

The Arrowtown Report recognises the need for housing within the township and would question the inclusion of the land on Jopp Street as Rural Amenity Zone. The report identified this land as potentially being available for development.

**Relief sought:**

Approve the Variation with the exception of inclusion of part of Jopp Street in the Rural Amenity Zone. Include Jopp Street in the Wakatipu Basin Lifestyle Precinct or such other zoning that will enable carefully planned additional housing.

## 2. Transport Chapter 29

In 2017 Shaping our Future released their finalised Queenstown and Upper Clutha Transport Reports. Over 300 community members and experts participated in two public forums with the reports prepared by volunteer community taskforces. The full reports are available at [www.shapingourfuture.org.nz/](http://www.shapingourfuture.org.nz/).

Shaping our Future supports the overall policies and objectives of the Transport Chapter.

The objectives are in line with the overall vision of an:

*‘Queenstown Lakes District has an innovative, functional, integrated, multi-modal and sustainable transport system that supports a thriving, healthy community and enhances the visitor experience’.*

In addition, the following points are in line with Shaping our Future reports.

- a. Support for the development of public transport in preference to private vehicles including the introduction of park and ride facilities and ferry terminals. The report recommends that public transport and active modes of transport are strategically planned to enable a multi-modal transport system connecting our people with the places they live, work and recreate.
- b. Public Transport that is safe, affordable, reliable and efficient and connects our district to key destinations.
- c. Support for a ‘people first’ approach to our towns and villages with an emphasis on active modes of transport and connectivity.
- d. Support for use of parking mechanisms to appropriately encourage multimodal transport, and where parking is necessary ensure its provision causes minimum possible harm to transport network. The reports recommend:
  - *Manage parking, and provide new parking facilities, for cars and bikes (including park and ride) that complement and support public transport use.*
  - *Development of off-street parking facilities for residents and visitors that reduce the need for traffic to enter and circulate around the town centre or for visitors to need a vehicle in the Wakatipu basin.*
  - *Provision of an integrated parking management system that directs traffic to the available parking facilities, e.g. apps showing parking availability.*
  - *Progressive reduction in availability of on-street parking to reallocate road space for better use, e.g. walking & cycling*
- e. Support for the development of ‘end of use’ facilities for people using active transport modes including lockers, showers, bike parks and charging facilities.

### **Relief sought:**

- a. Amend the general framework in the objectives, policies and rules to the following effect:
  - a. Promoting and requiring integrated strategic planning between current and future transport needs and land use planning, and having a strong, robust plan for the future. This was the second recommendation of the Transport Report and has largely gone unheeded.
  - b. Requiring provision of improved, safe and separated commuter tracks (active modes) e.g. upgrade of Frankton to Queenstown trail to commuter status.
  - c. Promoting and requiring an innovative approach to transport – having a transport system that is flexible to future technology options and integrated into the strategic plan.

## **Shaping Our Future**

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Alastair Porter, Chair, Shaping our Future

Arrowtown Community Visioning Taskforce and Arrowtown Village Association

Queenstown and Upper Clutha Transport Taskforces

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