

6 August 2020

---

Hon David Parker

Minister for the Environment

By email s 9(2)(a)

---

Dear David

**COVID-19 Recovery (Fast-Track Consenting) Act 2020 – QTT Response to RFI**

Thank you for your request for further information under section 22 of the COVID-19 Recovery (Fast-Track Consenting) Act 2020.

I provide below information to demonstrate no more than minor effects of the proposal and attach expert reports to support estimates of employment created by the proposal. Copies of the Landscape Assessment and Preliminary Site Investigation reports are available upon request.

- **The consideration of impacts on the Shotover River**

The proposed bridge crossing the Shotover River will be a significant new man-made element in the landscape. It will sit within the feature of the Shotover Gorge, which is an identified Outstanding Natural Feature.

The Landscape Assessment undertaken for the project concludes that, while a low to moderate degree of detracting from current natural character of the Shotover Gorge may occur, it is not considered to be out of place within the expected landscape character and will bring positive effects in providing public access across and along the Shotover River.

The suspension bridge will be a relatively light structure in a part of the Shotover Gorge which already accommodates some human modification. Power lines cross the river close to the proposed bridge location and frequent commercial jet boat trips also use this section of the gorge. The proposed structure is visually permeable and will not be prominent in a visual sense and therefore the degree to which it detracts from the visual amenity will be of a low degree at most.

The bridge structure will not have any piers inside the normal flow of the river and has been designed to reduce any impact on existing and future river use without disrupting the normal river flow. The bridge deck will be at a height to provide sufficient freeboard for commercial and recreational river traffic. Under normal flow conditions there will be no structure in the river channel, therefore zero effects on water flow, ecology or water quality are anticipated as a result of the proposed bridge.

The installation of the towers will require some river disturbance during construction. Any construction related effects will be temporary and managed through site specific management to be implemented by the contractor. Any adverse effects will be appropriately addressed and managed while the earthworks are undertaken. These measures will correspond to the scale, duration and area of the works and the sensitivity of the receiving environment. Controls to prevent silt or sediment from entering waterways are standard conditions of consent, and all proposed works will be undertaken in a 'best practice' manner.

- **The location of the proposed works in relation to the Tucker Beach landfill**

The proposed works for the trail will cross the low-angle cap of the closed landfill to achieve a gradient suitable for a grade 2 cycle trail, as shown in Figure 1.

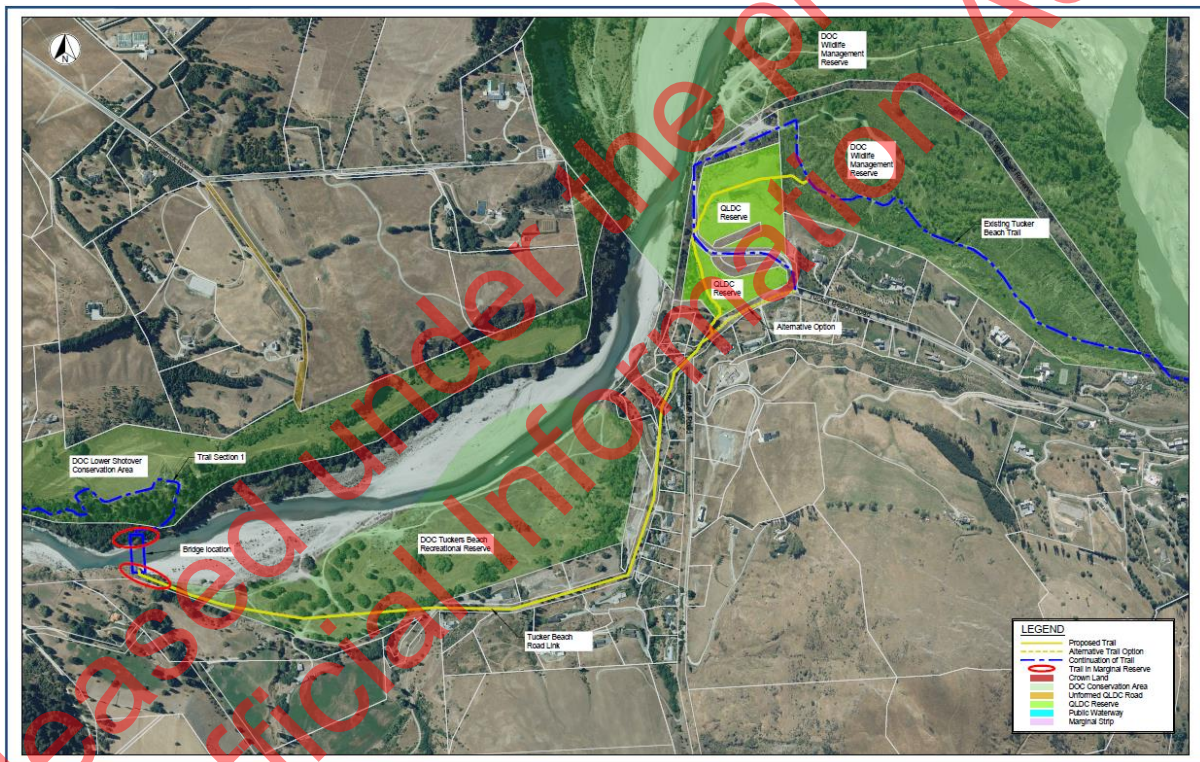


Figure 1 Proposed trail alignment (yellow) in vicinity of Tucker Beach Landfill (QLDC Reserve)

A Preliminary Site Investigation has been prepared for the site, which concludes that, provided the approximately 200mm clay cap over the landfill remains undisturbed, contaminants present within the landfill will remain encapsulated and no pathway will exist between the source of contaminants and the end-users of the trail.

Due to the gentle nature of the slope, the Engineering Feasibility Report prepared for the project considers that fill material can be placed (once vegetation is removed) directly on the current ground

level to form the trail base where ground levelling is required. No excavating of the cap is proposed. This will remove any negative impact on the cap of the landfill and will retain its integrity.

There is an alternative fall-back route which would not require crossing of the landfill and would use the existing gravel road which runs through the site (shown in dashed blue in Figure 1). However this route is circuitous, and would be slightly steeper than the desired Grade 2 gradient, so it is the less preferred option.

- **Information on the nature of the interest and any concerns raised by the Tucker Beach Residents Association**

The Tucker Beach Residents Society (TBRS) has been consulted throughout and QTT has held several meetings with the committee as well as a public community meeting for residents.

The TBRS intends remaining neutral in respect of QTT's application for the proposed trail and bridge.

The TBRS is engaged in a legal battle to prevent a proposed subdivision at Tucker Beach and has requested QTT's undertaking that QTT does not support the proposed subdivision. QTT remains neutral on any such development proposals.

Some residents expressed a concern that additional infrastructure would be required for the trail, including lighting and road widening, which could play into the hands of the proposed subdivision. On the contrary, QTT's discussions with QLDC and traffic engineers resulted in the only suggestion for additional infrastructure for the trail being to create a 'shared space', slower speed environment on the existing rural lane using traffic calming measures.

Concerns about visual amenity have been mitigated and covered in the Landscape Assessment. The permeability of the bridge structure and the scale of the bridge in the composition of views from the rural living properties at Tucker Beach (approximately 1.1 to 1.6 km away) are considered to not be prominent.

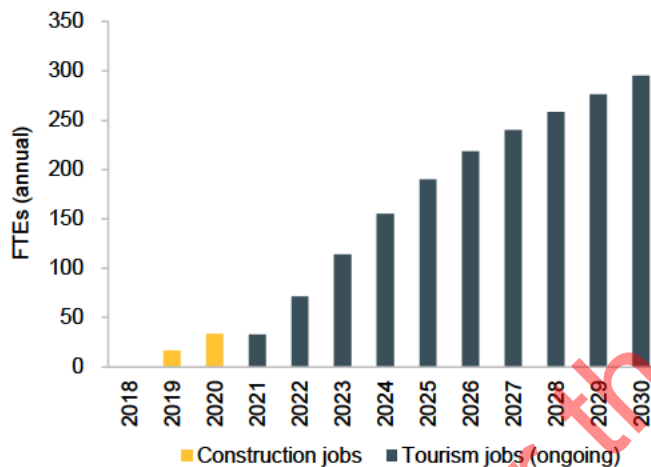
At the recent Public Community Meeting, QTT was congratulated by residents for its vision in connecting these communities with a trail network and the TBRS affirmed its support for the work we do, but urged members to make their own decision on the proposal as they see fit.

- Information, especially any expert reports, to support the estimates of employment created by the proposal.

Please refer to the attached *Queenstown Trails CBA summary\_QA approval* Martin Jenkins (page 8) and *Queenstown Trail Realignment Business Case – Final* Martin Jenkins (Page 34)

These expert reports estimate that between 25-28 full-time jobs will be created in each year of construction phase over 2-3 years, whilst up to 231 full-time jobs would be sustained annually as a result of trail related business associated within the first 10 years of operation of the trail.

Figure 2: Impact on regional employment, Martin Jenkins



Thank you for your time considering our application and please do not hesitate to contact me if you require any further information.

Yours sincerely

Mark Williams | CEO | Queenstown Trails Trust

M: s 9(2)(a)

E: s 9(2)(a)

[www.queenstowntrail.org.nz](http://www.queenstowntrail.org.nz)