

Te Tapuae |

Southern Corridor

Engagement

Summary

ENGAGEMENT SUMMARY

ENGAGEMENT PROCESS

JULY
2023

PARTNERS' WORKSHOP

A Workshop was held with the Grow Well Whaiora partners to understand the development aspirations, components and issues for Te Tapuae | Southern Corridor.

OCT
2023

COLLABORATIVE STRUCTURE PLANNING WORKSHOP

A Workshop was held with partner representatives and stakeholders to understand challenges and opportunities for the Te Tapuae | Southern Corridor and develop options towards a preferred draft structure plan.

NOV
2023

COMMUNITY ENGAGEMENT

Two community engagement events were held, on the 21 November and 23 November in Te Kura Whakatipu o Kawarau - Primary School and Jack's Point Club House respectively. These events were run by Queenstown Lakes District Council, and were informal drop in sessions run from 4pm - 7pm. An online engagement tool was also utilised to gather ideas and feedback.

1. GROW WELL WHAIORA PARTNERS' WORKSHOP

The workshop was held on Tuesday, 18th July 2023 at the Queenstown Event Centre. This workshop ran between 9:30am - 4:30pm, and was run as a joint workshop with the Blue-Green Network.

It was attended by 29 partner representatives, including:

Queenstown Lakes District Council (QLDC)	Aukaha
Otago Regional Council (ORC)	Ministry of Housing and Urban Development
Kāinga Ora	Ministry of Education
Queenstown Airport	Waka Kotahi

Apologies included representatives from:

Te Ao Marama Inc.	Land Information New Zealand
QEII Conservation Trust	Department of Conservation
Queenstown Lakes Community Housing Trust	Te Whatu Ora Southern



PURPOSE

- Understand the developable / opportunity areas remaining in the corridor.
- Collate and agree on components and features that are needed within the corridor to achieve the spatial plan outcomes.
- Discuss the Spatial Plan yield and agree on associated land use mix and densities to support this.
- Understand Partners' position to be represented at the Collaborative Structure Planning Workshop.

AGENDA

9:30am - 10:00am	Karakia and Whakawhauanga Introductions
10am - 12:45pm	Blue Green Network
1:30pm - 4:30pm	Te Tapuae Southern Corridor Structure Plan
1:30pm - 1:45pm	What is a Structure Plan? Why are we doing this work?
1:45pm - 2:15pm	Setting the scene: overview of current state and developable areas
2:15pm - 3:00pm	Exercise 1: Components
3:15pm - 4:15pm	Exercise 2: Spatial Integration
4:15pm - 4:30pm	Wrap up Karakia

SUMMARY

Attendees were provided an initial briefing on 'What is a structure plan?' and existing corridor context, including Spatial Plan (Gen 1) principles, outcomes, layer maps and expected housing yields. A plan illustrating the current state of development, both existing and consented, in the corridor was discussed. It was requested that better legibility between these two states would be useful and this has since been updated. It was noted that the remaining 50% of the expected yield will need to be provided in 17% of the land. Findings of the GIS gap analysis, combining landscape constraints and development status, were presented in as a heat map that identified a range of development opportunity areas that could be considered to help deliver this yield. Discussions highlighted that more natural hazard constraints needed to be included and this is currently being followed up with ORC. Planning work to date on Social Infrastructure and Transport Network Operating Framework were also presented.

Based on the existing context and planning work, an exercise was undertaken in themed break out groups (i.e. Land Use, Transport / Infrastructure and Community Facilities / Open Space) to discuss and agree on any missing components that will be needed to meet the outcomes in the Spatial Plan and create liveable communities. Feedback sheets were completed requesting quantities and qualities; locations; interdependences and relationships; and timing of these components. A range of components were identified, with discussions generally focusing on co-location of education, community and recreation facilities; early mode shift behaviours and transport demand management (en lieu of over-providing infrastructure); exploring '3D'

or 'offline' public transport alternatives (e.g. gondolas and ferries); role of Homestead Bay 'anchor' to provide everyday needs and higher densities; need to further clarify the centre hierarchy; and more local employment opportunities.

The final exercise posed ten 'Spatial Issues' questions to reconfigured breakout groups that were based on topics that had emerged in the early establishment phase of the process. Consensus was generally reached by the Partner group on many of the spatial issues discussed, which help inform those representatives attending the planned Stakeholder Co-Design Workshop to follow.

In summary, Partners agreed several issues should be considered further:

- Reduction of landscape buffer along State Highway 6 (subject to landscape advice);
- Investigation of centres and nodes;
- Expansion of Coneburn general industrial;
- Zoning of the Remarkables Ski Field Access Road entrance area;
- Retention of the 10,000 dwelling spatial plan intent or greater;
- Greater proportion of higher density residential;
- Additional internal connections off SH6;
- A transport link to Kelvin Heights; and
- Critical constraints of the existing airstrip.

2. COLLABORATIVE STRUCTURE PLANNING WORKSHOP

The workshop was held on Tuesday, 24th October 2023, between 12pm - 3pm at the Queenstown Event Centre.

It was attended by approximately 40 Grow Well Whaiora partners and stakeholders, representing:

Queenstown Lakes District Council (QLDC)	Ministry of Housing and Urban Development
Otago Regional Council (ORC)	Ministry of Education
Kāinga Ora	Waka Kotahi
QEII Conservation Trust	Classic Developments
NZSki/ Trojan Holdings	RCL Group
Jacks Point Residents and Owners Association	University of Otago
Scope Resources	Homestead Bay Trustees Limited
Darby Partners	Jacks Point
Jardines	James Hennessey

Apologies included representatives from:

Aukaha	Te Ao Marama Inc.
Department of Conservation	Land Information New Zealand
Park Ridge	Mee Holdings Ltd

PURPOSE

- Review the Queenstown Lakes Spatial Plan principles, objectives and existing context analysis undertaken.
- Discuss the likely components that are needed to service and achieve a well-rounded community.
- Understand both project partner and developer aspirations, opportunities and constraints.
- Collaborate to develop indicative structure plan options to inform a draft Structure Plan for wider engagement.



AGENDA

12:00pm - 12:15pm	Welcome and Karakia
12:15pm - 12:30pm	Whakawhanaungatanga Introductions
12:30pm - 12:45pm	Overview of Queenstown Lakes Spatial Plan and existing context analysis
12:45pm - 1:00pm	Partners' Workshop findings and key components identified
1:00pm - 1:30pm	Developer challenges and opportunities in delivering spatial plan outcomes
1:30pm - 2:45pm	Collaborative structure planning exercise
2:45pm - 3:00pm	Next steps
3:00pm	Close Karakia

SUMMARY

A pre-workshop pack was circulated to invitees, including the Spatial Plan background, existing statutory / development context, Corridor planning to date (i.e. Social Infrastructure and Network Operating Framework), constraints analysis and components identified at the Grow Well | Whaiora Partners' Workshop. Participants were then presented with an initial high-level briefing on 'What is a structure plan?', followed by an overview of the pre-workshop pack material and the outcomes of Partner's Workshop (e.g. components, key issues and opportunities.)



The next session focused on the seven key landowners and developers in the Corridor, who were asked to present their response to the question "What challenges and opportunities do you face in delivering the outcomes of the Spatial Plan?". This indicated the spread, diversity and scale range of existing development initiatives within the Corridor. The representative from the QEII Conservation Trust also provided a brief overview of their Remarkables Station 50-year strategy, later in the workshop. Common themes included: seeking appropriate rezoning of land to meet demand and /or operational requirements; constraints of transport and services infrastructure to respond to growth; balancing need for intensification with available greenfield land and affordability of higher density construction; and recognising the changing landscape character. A common call was for a 'infrastructure masterplan' to be jointly prepared with QLDC.

A collaborative structure planning exercise was then undertaken with participants mixed into groups around five tables, to ensure a range of skills and perspectives were represented. The participants were taken through a step-by-step, land use tile exercise process to create their structure plans, progressing through commercial and employment, residential, schools and community facilities, parks and infrastructure. They then marked-up transport connections to stitch these together. Participants were asked to document their decision-making rationale and presented this back to the wider group. Generally, groups supported greater self-sufficiency within the corridor with other points of alignment, including close urban form relationships between centres and high density housing; co-location of schools and community facilities close to Jack Tewa Park; expansion of the industrial precinct with additional business mixed use for employment; and a hierarchy of centres, distributed across the corridor. In addition, it was noted the existing airstrip was a critical constraint and required further investigation. All groups supported the opportunities for more commercial activities being offered with Jacks Point Village and the importance of strong active travel links. However, points of divergence between the groups, included: the relative balance between larger centres in Jacks Point and those in Homestead Bay; extent of high density housing; and degree of acceptable incursion into the SH6 setbacks. Most groups struggled with conceiving the scale and location of serviced infrastructure provision and how to best accommodate health facilities.

Te Tapuae |

Southern Corridor

Grow Well Whaiora Partners

Workshop Summary

1. GROW WELL WHAIORA PARTNERS' WORKSHOP

The workshop was held on Tuesday, 18th July 2023 at the Queenstown Event Centre. This workshop ran between 9:30am - 4:30pm, and was run as a joint workshop with the Blue-Green Network.

It was attended by 29 partner representatives, including:

Queenstown Lakes District Council (QLDC)	Aukaha
Otago Regional Council (ORC)	Ministry of Housing and Urban Development (HUD)
Kāinga Ora	Ministry of Education (MoE)
Queenstown Airport (QAC)	Waka Kotahi

Apologies included representatives from:

Te Ao Marama Inc.	Land Information New Zealand
QEII Conservation Trust	Department of Conservation
Queenstown Lakes Community Housing Trust (QLCHT)	Te Whatu Ora Southern



PURPOSE

- Understand the developable / opportunity areas remaining in the corridor.
- Collate and agree on components and features that are needed within the corridor to achieve the spatial plan outcomes.
- Discuss the Spatial Plan yield and agree on associated land use mix and densities to support this.
- Understand Partners' position to be represented at the Collaborative Structure Planning Workshop.

AGENDA

9:30am - 10:00am	Karakia and Whakawhauanga Introductions
10am - 12:45pm	Blue Green Network
1:30pm - 4:30pm	Te Tapuae Southern Corridor Structure Plan
1:30pm - 1:45pm	What is a Structure Plan? Why are we doing this work?
1:45pm - 2:15pm	Setting the scene: overview of current state and developable areas
2:15pm - 3:00pm	Exercise 1: Components
3:15pm - 4:15pm	Exercise 2: Spatial Integration
4:15pm - 4:30pm	Wrap up Karakia

OVERVIEW

Attendees were provided an initial high-level briefing on 'What is a structure plan?' to set the scene for the workshop and the overall structure plan process, and clarify what level of detail the participants should be focusing on.

We then moved onto the first section of the workshop, which was 'Setting the Scene'. This section took participants through the principles, outcomes and targets of the Spatial Plan (Gen 1). Of specific note to the workshop was the 10,000 dwelling aim for the Southern Corridor. The current state of the Southern Corridor was also discussed, in which a composite map was presented, showing all current, consented and proposed development looks like to date. It was noted here that the remaining 50% of the expected yield will need to be provided in just 17% of the land (which also needs to incorporate components such as recreational spaces, community facilities, centres, infrastructure, etc). A desktop-level constraints mapping task was also presented, highlighting areas left for development. This was presented in a heat map that identified a range of development opportunity areas which could be considered to deliver the yield. Finally, planning work to date on Social Infrastructure and Transport Network Operating Framework (NOF) were also presented.

EXERCISES

Two exercises were undertaken towards the end of the day.

1. The first exercise identified components needed within the Southern Corridor to meet the principles, outcomes and targets of the Spatial Plan (Gen 1).
2. The second exercise discussed key questions that had emerged within the early stages of the project.

WORKSHOP EXERCISE 1: COMPONENTS

Based on the existing context and planning work, an exercise was undertaken in themed break out groups (i.e. Land Use, Transport / Infrastructure and Community Facilities / Open Space) to discuss and agree on any missing components that will be needed to meet the outcomes in the Spatial Plan and in particular “well designed neighbourhoods that meet our everyday needs”. Feedback sheets were completed requesting quantities and qualities; locations; interdependences and relationships; and timing of these components.

A range of components were identified, with discussions generally focusing on:

- Co-location of education, community and recreation facilities;
- Early mode shift behaviours and transport demand management (en lieu of over-providing infrastructure);
- Exploring ‘3D’ or ‘offline’ public transport alternatives (e.g. gondolas and ferries);
- Role of Homestead Bay ‘anchor’ to provide everyday needs and higher densities;
- Need to further clarify the centre hierarchy;
- More local employment opportunities; and
- Further investigations on infrastructure needed.

A summary of these components can be found in the table below:



SOCIAL INFRASTRUCTURE

COMPONENT	QUANTITY	SIZE	LOCATION	INTERDEPENDENCE AND RELATIONSHIPS	STAGING
Primary school	1-3 x primary schools (potentially co-located with the secondary school)	2-4 hectares	Centrally located	QLDC, MoE	Acquisition before land is zoned
Secondary school	Possibly 1 x secondary school (potentially co-located with the primary school)	5 hectares	Centrally located	QLDC, MoE	Acquisition before land is zoned
Early childhood centre	2-3 x early childhood centres	N/A	Homestead Bay	Private providers	Short - medium term
Local / community parks	4-5 x local parks 2 x community parks	0.3 hectares each 3-5 hectares each	400m walk to local parks 1500m walk to community parks Overall dispersed (residents should have a mix of different reserve types), on quality land without development constraints and centrally located	QLDC	Acquisition before land is zoned
Sports / recreation facilities	1 x premier events centre Consisting of: hockey / multi-use turf courts, tennis courts, basketball courts, sportsfields	10 hectares	Greenbelt south of Jacks Point alongside existing active recreation site	QLDC	Short - medium term
Affordable housing	10% affordable housing (estimated) 10% social housing (estimated)	N/A	Pepper-potted	QLDC, QLCHT, Kāinga Ora	
Community facilities	A community facility / hall	N/A	Centrally located, potentially co-located with open space	QLDC	Short term
Primary health facilities	Unsure of requirements - more input needed.	N/A	Centrally located	Te Whatu Ora, Southern Cross, Private Primary Health providers	Short - medium term



LAND USE

COMPONENT	QUANTITY	SIZE	LOCATION	INTERDEPENDENCE AND RELATIONSHIPS	STAGING
High Density	Enough density to support infrastructure, centres, public transport, etc.	Aligned with NPS-UD and HDR provisions	Along node to lake, in close proximity to centres, community facilities and open spaces.	Infrastructure capacity, developer desire for status quo, underlying covenants. Developers	Short - medium term
Medium Density	To be confirmed	Aligned with NPS-UD and MDR provisions	Woolbrae (Patersons) block to achieve greater residential density.	Kāinga Ora, QLCHT, developers	Short - medium term
Commercial Centre	1 additional	To be confirmed	Homestead Bay to act as the Southern Anchor.	Existing Jack's Point 'hub' under-developed	Medium term
Workspaces	Enough mixed use within commercial centre and neighbourhood centre (offices, shops, etc) for 25,000 people	N/A	Near transport links, near density, near schools and early childcare centres	N/A	Short - medium term



TRANSPORT

COMPONENT	QUANTITY	SIZE	LOCATION	INTERDEPENDENCE AND RELATIONSHIPS	STAGING
Active travel links	Internal and along State Highway 6 - the main route to be linked to by smaller links within each development.	N/A	Main route - Linking Kawarau Falls bridge to southern corridor and beyond for pedestrians/cyclists commuter/school kid use.	QLDC, Trails Trust	Short term
Additional river crossing	1	N/A	Across Kawarau River	Density in Homestead Bay	Medium term
Jack's Point roads	N/A	N/A	QLDC to take ownership of all roads in Jack's Point	QLDC	Short term
Off-line mass aerial transit (e.g. Gondola)	Currently being investigated, number of stations to be confirmed	N/A	From Homestead Bay to Remarkables Park	QLDC, Waka Kotahi	Medium term



INFRASTRUCTURE

COMPONENT	QUANTITY	SIZE	LOCATION	INTERDEPENDENCE AND RELATIONSHIPS	STAGING
Drinking Water	To be confirmed	To be confirmed	To be confirmed		Short term
Wastewater dump site and pipe or treatment plant	To be confirmed	To be confirmed	To be confirmed		Short term

WORKSHOP EXERCISE 2: SPATIAL ISSUES

The final exercise posed 10 'Spatial Issues' questions to reconfigured breakout groups based on topics that had emerged in the early establishment phase of the process. Consensus was generally reached by the Partner group on many of the spatial issues discussed, which help inform those representatives attending the planned Collaborative Structure Planning Workshop to follow. A summary of these spatial issues can be found below:

SUMMARY:

#	QUESTION	COMMENTARY
1	Is the existing Jack's Point landscape buffer to the State Highway important to retain?	<p>The general consensus was that the landscape buffer is important, but does not need to be as large as the existing setback for Jack's Point. Tables noted that the landscape buffer is generally related to visual amenity, and therefore as long as there is enough space for planting (5-10 metres), this has the potential to be reduced. One table noted that the landscape setback could be an opportunity for a cycle trail alongside the State Highway.</p> <p>One table also noted that a State Highway requires a setback for noise if the speed is 100km/hr, however there are opportunities for this to be reduced if the speed limit is changed.</p>
2	How many centres should be provided for within the Homestead Bay future urban areas? And what should the role and function of each of these centres be?	<p>More investigation has been identified as required to understand the centre strategy for the Te Tapuae / Southern Corridor. A range of potential centre locations and roles and function were discussed. The general consensus was that between 1-2 centres would be required to meet the everyday needs of residents, including health, office space, supermarket, etc. These centres should be located where people live (high density area), and be supported by public transport and walking/cycling trails. A potential centre was also identified in Homestead Bay along the waterfront, which could be associated with a tourism destination, including restaurants, cafés, entertainment and recreation.</p>
3	Should we be expanding the Coneburn Industrial Area?	<p>This question received mixed answers. The groups appreciated the need for industrial land in Queenstown, and so were mainly open to the expansion, if done in the right way. Discussion was around ensuring there is appropriate landscape setbacks ensuring the visual amenity to the Remarkables is maintained, and making sure that the site is effectively serviced for and transport effects are taken into consideration.</p>
4	Should we rezone the Remarkables Ski Field entry, other than rural?	<p>The groups were open to rezoning the lower part of Remarkables Ski Field entry. Some ideas posed were for worker's accommodation, but this would need improved visual amenity and connections to the other side of the State Highway. All groups agreed that a petrol station would not be a good outcome.</p>
5	Is it important we achieve the 10,000 dwellings as per the Spatial Plan?	<p>The general consensus was that we should be aiming for approximately 10,000 dwellings for the Southern Corridor. This is Queenstown's last greenfield site and it's important to maximise the yield. If the yield is not located in the Southern Corridor there are limited opportunities elsewhere. Sufficient densities are also needed to support infrastructure and transport. It is important, though, that this increase in population is serviced by sufficient open space, trails, centres and community facilities.</p>

6	What is an appropriate mix of densities for the remaining developable land?	<p>This question received some mixed discussion. Whilst all groups agreed that there needs to be more density than we have previously seen in the Southern Corridor, there were mixed opinions on how dense is appropriate. Some groups thought that 3-storey apartments would be appropriate high density, whilst others thought that the density could be maxed out to 6-storeys. All agreed that some areas would be appropriately zoned as low density.</p>
7	What level of connectivity should be provided between different developments and what transport modes should be provided?	<p>All groups agreed that as much connectivity should be provided, and for all modes, including public transport, ferry services, and active travel. One group noted that in the future, bus based public transport won't be able to cater for the demand from the fully developed Southern Corridor, and so a gondola linking the Southern Corridor to Remarkables Park should be considered.</p>
8	Should there be greater connectivity through to Kelvin Heights?	<p>The consensus was that yes, there should be greater connectivity to Kelvin Heights, especially from a resilience perspective. All groups agreed the main priority was for an active travel link.</p>
9	Is it appropriate to retain the airstrip as a tourism destination for skydiving?	<p>All groups agreed that the airstrip was a critical constraint in it's current location. It is located on flat land, which could be more appropriately used for high density housing. One group did note that the QAC is constrained for general aviation.</p>
10	Are there any components identified in Exercise 1 that are dependent on a specific location to be functional and/or improve their success?	<p>A few different topics were discussed in this question, including:</p> <ul style="list-style-type: none"> • A ferry to service the centre/high density in Homestead Bay • Centrally located community facilities and centres.

Te Tapuae |

Southern Corridor

Collaborative Structure Planning

Workshop

Engagement Summary

2. COLLABORATIVE STRUCTURE PLANNING WORKSHOP

The workshop was held on Tuesday, 24th October 2023, between 12pm - 3pm at the Queenstown Event Centre.

It was attended by approximately 40 Grow Well Whaiora partners and stakeholders, representing:

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Apologies included representatives from:

Aukaha	Te Ao Marama Inc.
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PURPOSE

- Review the Queenstown Lakes Spatial Plan principles, objectives and existing context analysis undertaken.
- Discuss the likely components that are needed to service and achieve a well-rounded community.
- Understand both project partner and developer aspirations, opportunities and constraints.
- Collaborate to develop indicative structure plan options to inform a draft Structure Plan for wider engagement.



AGENDA

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12:45pm –1:00pm	Partners' Workshop findings and key components identified
1:00pm –1:30pm	Developer challenges and opportunities in delivering spatial plan outcomes
1:30pm –2:45pm	Collaborative structure planning exercise
2:45pm –3:00pm	Next steps
3:00pm	Close Karakia

OVERVIEW

Attendees were provided an initial high-level briefing on 'What is a structure plan?' to set the scene for the workshop and the overall structure plan process, and clarify what level of detail the participants should be focusing on.

Prior to the workshop, attendees were asked to familiarise themselves with the project's context, as outlined in a pre-workshop pack. In the workshop, a 15-minute contextual overview was provided, which highlighted the main focus of the project and workshop. This included topics such as the outcomes of the Spatial Plan, an overview of existing developments in the corridor and a high-level developable land study.

The workshop participants were then provided a brief overview of the Partners' Workshop¹ discussion and outcomes held on 18 July. This covered the components needed in the Structure Plan from a partner's perspective, as well as some specific spatial issues and opportunities.

1. Grow Well Whaiora Partners that attended both Workshop 1 and Workshop 2 included: Anita Vanstone, Gabrielle Marsh, Alyson Hutton, Katie Russell, Brandon Ducharme, Richard Powell, Tony Pickard, Liz Simpson, Jeannie Galavazzi, Abbey Mocke, Varghese Thomas, Vanita Ranchhod, Oscar Damerham.

WORKSHOP EXERCISE: COLLABORATIVE STRUCTURE PLANNING



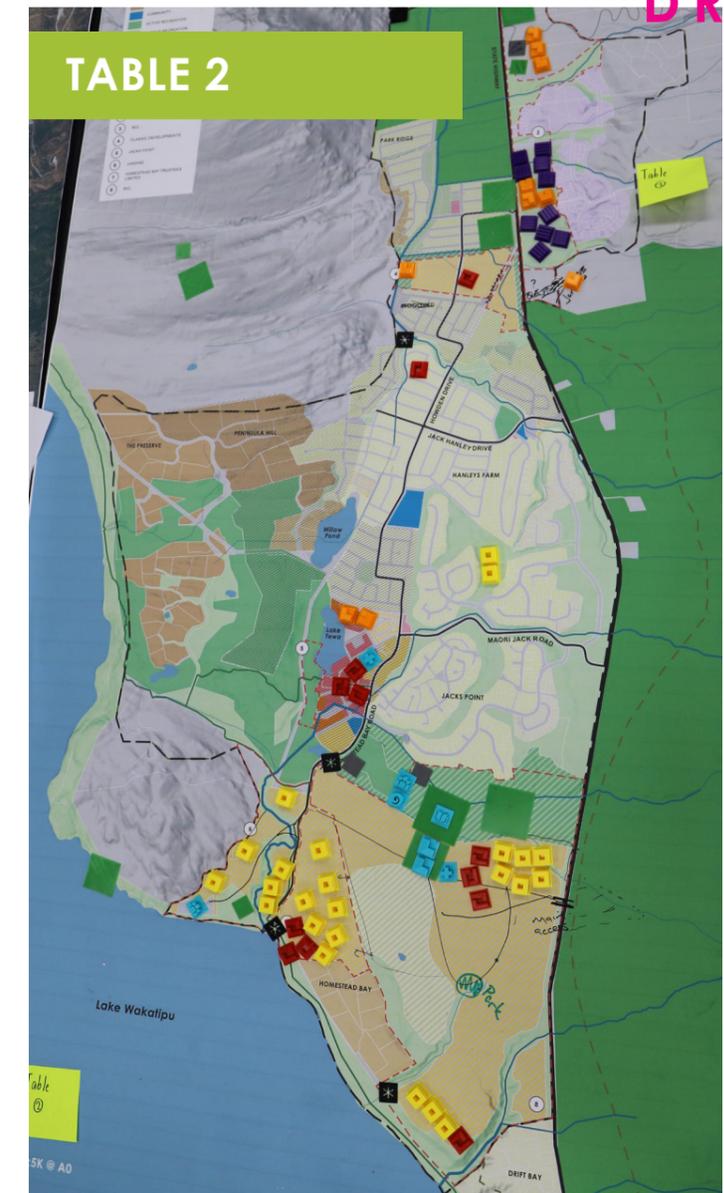
A collaborative structure planning exercise was undertaken with participants mixed into groups around five tables, to ensure a range of skills and perspectives were represented.

The participants were taken through a step-by-step, land use tile exercise process to create their structure plans, progressing through commercial and employment, residential, schools and community facilities, parks, and infrastructure, and then marking up transport connections. Participants were asked to document their decision-making rationale and presented this back to the wider group.



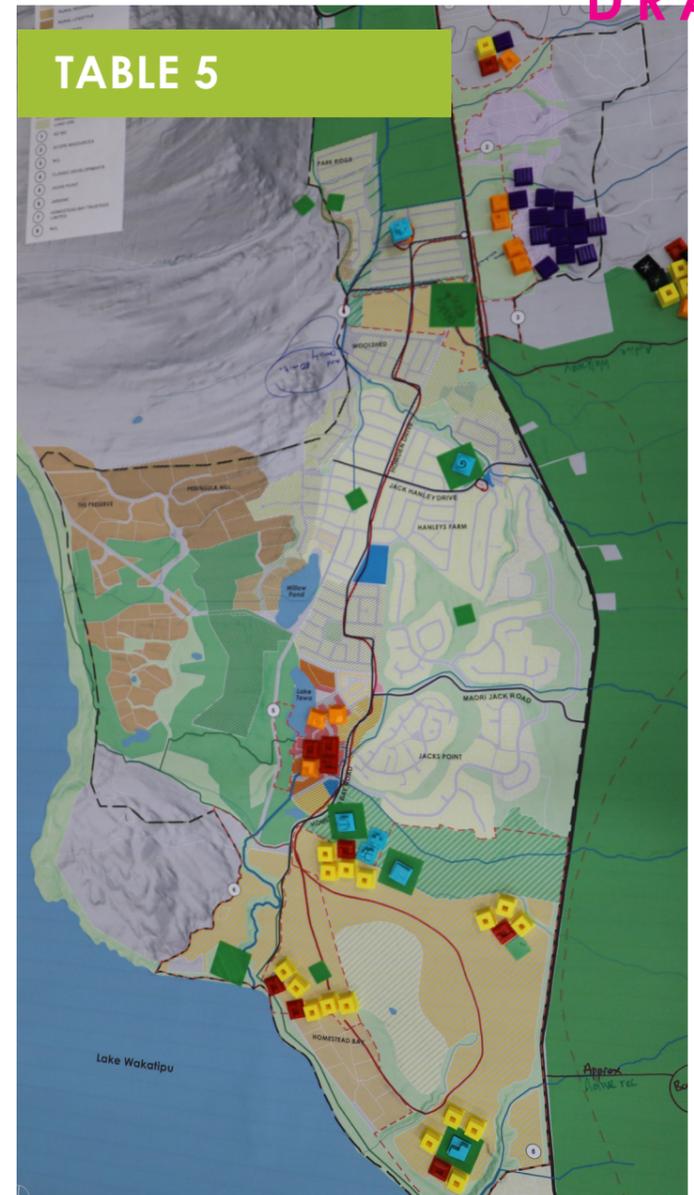
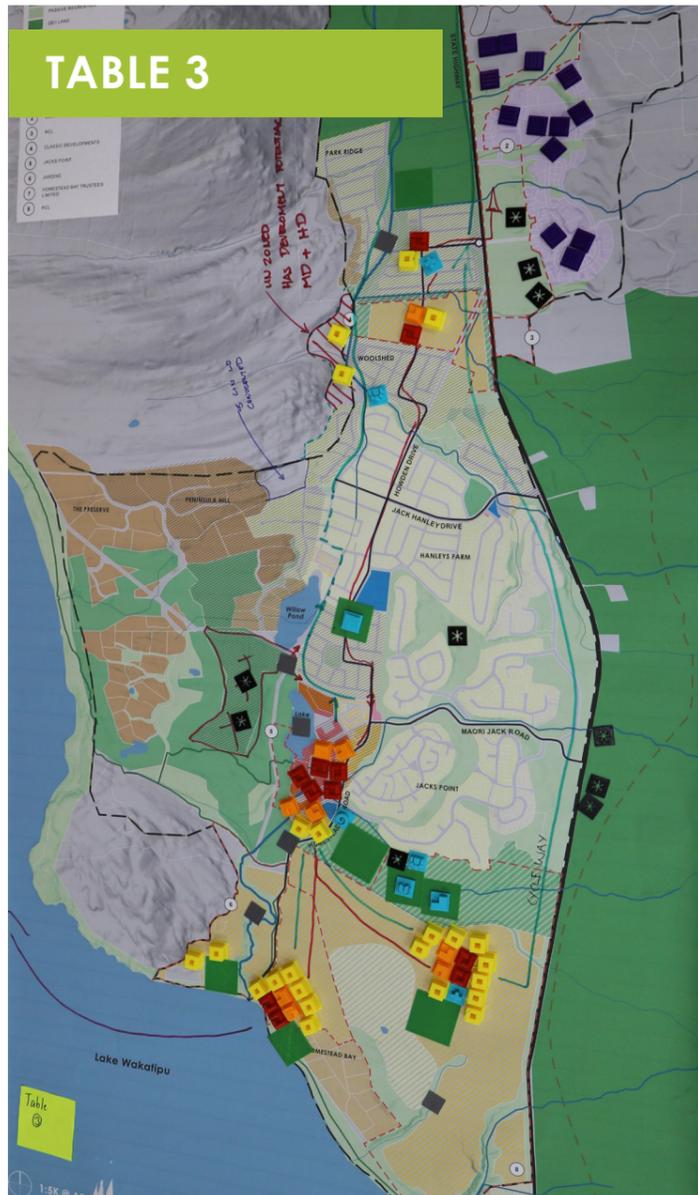
KEY MOVES

- The group's objective was to make the Southern Corridor as self-contained as possible.
- Additional industrial, business mixed-use, workers accommodation and a centre was added to the Coneburn Industrial site, along with a new fire and emergency services building.
- Most higher density residential was located on RCL land, as this provides the most opportunity for growth.
- They identified one new centre in the RCL land, including a supermarket. This was located towards the north of the site, to capture trade from the State Highway, and co-located high density residential and the primary and secondary school.
- Wastewater treatment plant was identified as needing to be south of the river, self-contained in the Southern Corridor and be informed by soil types.
- A continuous walking and cycling trail was identified as being important.



KEY MOVES

- The group expanded the Coneburn industrial area with additional industrial and business mixed use. They noted that the current PDP zoning does not allow a mixed use precinct.
- They considered the landscape setback important. However, noted that if this was to be removed from the eastern side of the State Highway, then more should be located on the western side (at Park Ridge).
- They identified one new centre in the RCL land, just off the State Highway, and co-located high density residential and the primary and secondary school and community facilities. They noted that access was critical and identified a new access point along the State Highway, near the new centre.
- Most of the high density land was identified on flat land or located at Homestead Bay around the village.
- They identified the Homestead Bay Village as being a destination centre for tourism.



KEY MOVES

- The group identified more industrial development located within the Coneburn Industrial. However, they did not locate this within the landscape setback, but rather indicated this to the north.
- They identified more intensive development within Park Ridge and the Paterson's block, including centres, high density residential and a medical block.
- Jack's Point Village was identified as the main centre for the Southern Corridor and stated that this could be developed more intensely than planned.
- Additional centres were identified at Homestead Bay and within the RCL land. Both centres are to be mixed use and be surrounded by high density residential and a community park.
- They also located a new school within Hanley's Farm and a new primary and secondary school within Lot 12, co-located with open space and community facilities.
- Public transport was considered key and they wanted to ensure these were well connected.

KEY MOVES

- The group expanded the Coneburn industrial area with additional industrial and business mixed use. They considered the landscape setback important and retained a landscape setback within this area.
- Workers accommodation was located at the base of the NZSki Road.
- They noted that medium and high density residential is hard to sell affordably and, for that reason, did not place all residential tiles.
- Commercial land use was identified in Park Ridge and they noted that additional retail on the Paterson's site would be too close.
- They identified a new primary school within the Paterson's Block, alongside a new option space and located a high school just south of Jack Tewa Park.
- A small centre was positioned in the middle of the RCL land, co-located with high density, another primary school and other community facilities.
- The integrity of the State Highway was recognised, including the QEII land and the Jack's Point landscape setback that they considered should continue to be protected.

KEY MOVES

- Similar to table 1, the group's objective was to ensure the Southern Corridor is as self-contained as possible.
- The Coneburn Industrial area was intensified, including some business mixed use within the landscape corridor. They also created a small mixed use precinct at the base of the NZSki Road.
- They thought that Jacks Point Village should be the main centre of the corridor.
- Four smaller centres were identified in the corridor, including three in RCL land and one at Homestead Bay. Each of these are surrounded by high density residential and open spaces. The largest one is located south of Jack Tewa Park and included a co-located primary / secondary school and community facilities.
- It was noted that they did not have the expertise on their table to confidently plan for infrastructure.

EMERGING THEMES

		 SIMILARITIES	 DIFFERENCES
	Primary and secondary schools	<ul style="list-style-type: none"> • Tables 1, 2, 3 and 5 located a primary and high school next to Jack Tewa Park. Table 4 located a primary and high school just south of Jack Tewa Park. 	<ul style="list-style-type: none"> • Table 4 located a primary school within Woolbrae (Patersons). • Table 3 identified an extension to the existing Te Kura Whakatipu o Kowarau - Primary School. • Table 5 located a school south of existing homes at Homestead Bay.
	Local / community parks	<ul style="list-style-type: none"> • All tables kept the open space next to Jack Tewa park free for a park. • Tables 1, 2, 4 and 5 located a community park within Woolbrae (Patersons). • Table 3 and 5 located a community park on the western side of Homestead Bay along the waterfront. 	<ul style="list-style-type: none"> • Table 2 located a community park within Park Ridge, along the State Highway.
	Community facilities	<ul style="list-style-type: none"> • Most tables clustered communities facilities around centres and high density residential. 	
	Primary health facilities		<ul style="list-style-type: none"> • There was no common location for health facilities. • Table 2 located ambulance / fire station at the base of Remarkables Ski Field Access Road.
	Town centre	<ul style="list-style-type: none"> • All tables agreed that Jack's Point Village had opportunities for additional retail and commercial. 	
	Local centre	<ul style="list-style-type: none"> • Tables 1, 2, and 3 located two new local centres, one at Homestead Bay Village and one within RCL Land. • Tables 4 and 5 did not identify any further local centres. 	
	Neighbourhood centre	<ul style="list-style-type: none"> • Tables 1, 2, and 3 located a neighbourhood centre in Woolbrae (Patersons). • Tables 2 and 5 identified a new neighbourhood centre south of existing homes at Homestead Bay. 	<ul style="list-style-type: none"> • Table 4 identified 4 new neighbourhood centres, one at Homestead Bay Village, and three within RCL land.
	Business mixed use	<ul style="list-style-type: none"> • Tables 1, 2 and 5 located business mixed use on NZ Ski land. • Tables 1, 2, 4, and 5 located business mixed use within Coneburn Industrial land. 	<ul style="list-style-type: none"> • Table 3 was the only table to not locate business mixed use within Coneburn Industrial.
	Industrial	<ul style="list-style-type: none"> • All tables agreed that more general industrial land was needed within Coneburn Industrial. • Tables 1, 3, 4 and 5 identified more general intensive industrial land in existing zoning. 	<ul style="list-style-type: none"> • Table 2 was the only table to locate this within the landscape setback.
	High density	<ul style="list-style-type: none"> • All tables clustered high density residential around the centres. • All tables included high density residential north of Homestead Bay Village. • Tables 2 and 5 located high density residential south of existing homes at Homestead Bay, with elevated views over Lake Wakatipu. • Tables 1, 2, 3 and 5 located high density residential just south of Jack Tewa Park. 	<ul style="list-style-type: none"> • Table 3 identified more high density residential south of Jacks Point Village.
	Wastewater treatment plant	<ul style="list-style-type: none"> • Most tables were unsure where to locate the plant (should it be required), and agreed more work needed to be done. 	<ul style="list-style-type: none"> • Table 1 identified the wastewater treatment plant south of the river, self-contained in the Southern Corridor and be informed by soil types.
	Stormwater basins	<ul style="list-style-type: none"> • All tables were unsure where to locate these relative to stormwater catchments, and agreed more work needed to be done. 	



Together. Shaping Better Places.

Boffa Miskell is a leading New Zealand environmental consultancy with nine offices throughout Aotearoa. We work with a wide range of local, international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, Te Hīhiri (cultural advisory), engagement, transport advisory, climate change, graphics and mapping. Over the past five decades we have built a reputation for creativity, professionalism, innovation and excellence by understanding each project's interconnections with the wider environmental, social, cultural and economic context.

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