

Planning & Strategy Committee

10 June 2025

Report for Agenda Item | Rīpoata moto e Rāraki take [1]

Department: Strategy & Policy

Title | Taitara: Te Tapuae Southern Corridor Draft Structure Plan for Consultation

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to recommend the adoption of the draft Te Tapuae Southern Corridor Structure Plan, for a 20 working day non-statutory feedback period.

Recommendation | Kā Tūtohuka

That the Planning & Strategy Committee:

1. **Note** the contents of this report;
2. **Agree** that the draft Te Tapuae Southern Corridor Structure Plan be released for a non-statutory public feedback process for a period of 20 working days.

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Context | Horopaki

Queenstown Lakes Spatial Plan

1. The Queenstown Lakes Spatial Plan (QLSP) was prepared as part of an Urban Growth Partnership between Central Government, Kāi Tahu, Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) called the Grow Well Whaiora Partnership.
2. The partnership provides a forum to align decision-making and collaboration on the long-term direction for the Queenstown Lakes District. It acknowledges that the Queenstown Lakes District is facing growth-related challenges across housing, transport and the environment that may have flow-on effects nationally, particularly given the importance of the Queenstown Lakes area to Aotearoa New Zealand's tourism sector.
3. Adopted in July 2021, Queenstown Lakes first Spatial Plan (QLSP 21) sets out the partnership's long-term approach to address these challenges providing a vision and framework for how and where the communities of the wider Whakatipu and Upper Clutha can grow well and develop to ensure our social, cultural, environmental, and economic prosperity. In order to grow well, five outcomes have been identified and these include:
 - Consolidated growth and more housing choice
 - Public transport, walking and cycling is the preferred option for daily travel,
 - A sustainable tourism system
 - Well-designed neighbourhoods that provide for everyday needs
 - A diverse economy where everyone can thrive

The current Spatial Plan establishes six Priority Development Areas (PDAs)

4. To deliver on the outcomes, the Queenstown Lakes Spatial Plan identifies Priority Development Areas (PDAs). These are strategically important locations to provide for future growth in a way that will contribute towards achieving the outcomes of the Spatial Plan. The delivery of the PDAs requires working in partnership with the Grow Well Whaiora Partners, developers and the community to unlock their potential. The PDAs are:
 - Tāhuna to Te Kirikiri / Queenstown Town Centre to Frankton Corridor
 - Five Mile Urban Corridor
 - Te Pūtahi / Ladies Mile
 - Te Tapuae / Southern Corridor
 - Southern Wānaka
 - Wānaka Town Centre – Three Parks Corridor

Priority Initiative 3 of the Spatial Plan requires structure plans for all PDAs

5. Priority Initiative 3 of the Spatial Plan requires structure plans to be undertaken for all six of the PDAs. The key purpose of the structure plans is demonstrate how the district can grow well. Structure plans provide a concise overview of the timings, dependencies, and types of infrastructure investment (renewal, enhancement, and growth) required to complete the PDA and outline funding requirements, timings, risk/barriers and any land development constraints from natural hazards. The plans will also include the social infrastructure needs of each of the areas and ensure the prioritisation of the delivery of affordable housing through a mixture of lot sizes and housing choice.
6. Structure planning is part of the District Plan process, completing the detailed activity needed prior to proposing changes to the district plan, and as such is being undertaken collaboratively between the Strategic Growth and Policy Planning teams. The Strategy and Infrastructure Planning Team also has a considerable role to play in this work.
7. Once the structure planning is complete, separate plan changes or variations to the district plan will be one of the tools used to implement the broader objectives outlined in the structure plan. Any plan change or variation requires an analysis as to the appropriateness of zoning and the structure planning process assists with this, especially over multiple ownerships.
8. Te Tapuae Southern Corridor is the first priority development area (PDA) to be structure-planned under an established Spatial Plan. Noting Te Pūtahi / Ladies Mile was structure-planned at the same time the QLSP 21 was being developed. Funding to date for this project was confirmed through Tranche 1 of the Three Waters Better Off Fund. It is intended that the format and process used to develop this structure plan will be replicated for all other PDAs.
9. The Te Tapuae Southern Corridor structure plan process has been progressing over the past 18 months, and it is now recommended that a draft structure plan is ready to take to the community for non-statutory public feedback. An update of the process so far is summarized below and key milestones are as follows:
 - Area identified as a PDA in the Spatial Plan – 2021
 - Funding secured through the Three Waters Better Off Fund
 - Early stakeholder and community consultation – 2023
 - Expert reporting 2024/25 (as per point 11 below)
 - Draft Structure Plan released for non-statutory public feedback – June 11 (if endorsed by Planning & Strategy Committee)
 - Non-statutory Public feedback closes – 20 working days after release
 - Final Structure Plan adopted by Council – September 2025
 - Implementation and initiate inclusion of Structure Plan in the District Plan begins – September 2025

Analysis and Advice | Tatāritaka me kā Tohutohu

Draft Structure Plan

10. The draft Structure Plan has been developed using ArcGIS Storymaps which is a story authoring web-based application that allows Council to share maps in the context of the Structure Plan text and other multimedia content to provide an interactive Structure Plan proposal. A word version of the draft Structure Plan storymap is attached to this report as Appendix A. However the storymap will be presented to the Strategy and Policy Committee at the meeting on the 10 June.
11. The draft Structure Plan is informed by higher level strategic documents including the National Policy Statement on Urban Development, the QLDC Spatial Plan, the Regional Policy statement and the Operative and Proposed District Plans and the Long Term Plan. It is also informed by targeted stakeholder workshops, community engagement, discussions with landowners and developers as well as expert reporting across the following disciplines from both internal and external experts:
- Urban Design
 - Cultural
 - Landscape
 - Ecology
 - Natural Hazards
 - Commercial/Economic
 - Parks, reserves and community
 - Wastewater
 - Water
 - Stormwater
 - Transport (all modes)
12. To align with the Queenstown Lakes Spatial Plan outcomes, the structure plan has set out a robust framework for measuring the success of the Structure Plan. By outlining the Spatial Plan framework and identifying its intended outcomes, Council can further refine these outcomes into detailed components that will be addressed in the Structure Plan. The framework is shown below:

Spatial Plan Outcomes	Structure Plan Principles
1. Consolidated Growth and more Housing Choice	<p>a. Ensure that housing developments align with future demographic and affordability needs.</p> <p>b. Focus on integrating developments within the Te Tapuae Southern Corridor and enhancing its connection to the wider Queenstown Lakes community.</p>

2. Public Transport, Walking, and Cycling is the Preferred Option for Daily Travel	<ul style="list-style-type: none"> c. Reduce greenhouse gas emissions. d. Evaluate and enhance the overall transport network. e. Reduce reliance on cars by providing for alternate modes for travel
3. Well-Designed Neighbourhoods That Provide for Everyday Needs	<ul style="list-style-type: none"> f. Continue enhancing social infrastructure to support community needs effectively. g. Work towards increasing the self-sufficiency of the area. h. Ensure the provision of efficient and effective infrastructure within Te Tapuae Southern Corridor (covering stormwater, water supply, wastewater, and transportation).
4. A Diverse Economy where everyone can thrive and a sustainable tourism system	<ul style="list-style-type: none"> i. Develop functional and well-designed commercial centres that enhance self-sufficiency in the area. j. Encourage industrial activities in appropriate places that contribute to economic growth.
5. Integrate Kāi Tahu values within Te Tapuae Southern Corridor	<ul style="list-style-type: none"> k. Retain connections and linkages between development areas and non-development areas to improve and retain the mauri of the immediate and wider landscape; to facilitate the movement of people and species between areas. l. Mahinga kai access and opportunities m. Biodiversity protection, enhancement and availability for continued intergenerational use and appreciation n. Maintenance of the health of the waterways o. Sustainable wastewater and stormwater management and disposal
6. Integrate QEII Trust Land values within Te Tapuae Southern Corridor	<ul style="list-style-type: none"> p. People are inspired to access and connect with QEII Trust protected places q. Values within protected areas are enhanced
7. Staging of Development:	<ul style="list-style-type: none"> r. Establish a clear sequencing plan for residential and business capacity to meet market demands in Queenstown by identifying key triggers for infrastructure provision and the optimal timing for their implementation.

13. The key highlights of the draft structure plan are as follows:

- a) Te Tapuae Southern Corridor will provide effective and integrated structure planning for a total of approximately 9,300 houses over the next 20-30 years.
- b) The structure plan will provide opportunity for a range of housing types between 25-60 households per hectare.
- c) A Commercial Centre network has been identified, with the Town Centre in Jacks Point Village, Local Centres in Homestead Bay and Industrial/Commercial mixed use centre in Coneburn Industrial Zone.
- d) For education, a second primary school has been identified, and a potential location for a secondary school has been included in case this is needed in the structure plan area (with further discussions to occur with the Ministry of Education)

Additional social infrastructure, such as a Library, Aquatic Centre, Community Centre and additional Sports Fields to be developed next to Jack Tewa Park to create a community hub along side the new Town Centre in Jacks Point Village.

- e) For wastewater, disposing of treated wastewater within the corridor was investigated, however, due to the area's topography, and variable permeability of the soils and the subsequent large land area required for disposal, it was concluded that disposing treated wastewater to land in TTSC area to be unsuitable. Therefore, the disposal option for the TTSC will therefore form part of, and be considered in, the Shotover WWTP disposal options which is a separate project to this Structure Plan. The final structure plan including the Implementation Plan will be updated to reflect the decision made by Council in relation to future disposal options relating to the Shotover WWTP.
 - For treating the wastewater, prior to disposal, in the short and medium term the preferred option is to continue to convey wastewater to the centralised Shotover WWTP. In the long term, two options are being considered, with either continuing to use Shotover WWTP and duplicating the reticulation for conveyance, or a WWTP in the southern corridor where treated water is conveyed to Frankton for disposal. These two options are also influenced by the Shotover WWTP disposal option.
- f) For stormwater the preferred pathway is by nature and stageable, by providing a corridor wide framework that employs this will allow developers to build stormwater infrastructure in line with their timelines. Specifically, in the northern catchment the preferred management option includes the restoration of the wetland on QEII Trust land, with discussions with the landowner already started. Suitable areas for wetlands in the southern catchment have also been identified. The preferred stormwater solution was refined with input from iwi, and considerations include engineering effectiveness, ecology, landscape, and potential impact on landowners.

- g) For water supply, the preferred solution for servicing the TTSC is for a new intake, treatment plant and reservoir which could serve the entire area and Kelvin Heights area. This is predominantly led by capacity constraints in existing QLDC Shotover bores intake and the need for it to service other growth areas such as Te Putahi Ladies Mile and Te Kirikiri Frankton. A preferred site for an intake has been identified by considering hydrology, topography, land access and integrating into the existing network.
- h) For transport, a reduction in vehicle volumes using the Kawarau Falls Bridge can be achieved through a combination of providing alternative higher capacity and sustainable transport modes, providing more jobs and services in the corridor so it becomes more self-sufficient and reducing the need for people to travel into Frankton, and implementing a Travel Demand Management (TDM) programme.
- i) A detailed staging of infrastructure planning to facilitate the goal of creating a development pipeline of 320 new dwellings each year over the short term (3 years), medium term (10 years) and long term (30 years), as detailed in the storey map.

Non-Statutory Public Feed back– Next Steps

14. The next step is to go out for non-statutory public feedback, if agreed to at the 10 June Committee meeting, for a period of 20 working days to provide an opportunity for the community to review and comment. An engagement approach has been developed in respect of promoting the feedback period to the community. This includes:
- QLDC Website
 - Print media
 - Stakeholder emails
 - Posters
 - Digital screens at Council venues
 - Social media
 - Media advisories
 - Drop-in sessions (at events within Te Tapuae Southern Corridor)
15. The feedback once received will inform and shape the final structure plan that is proposed to be presented to the Council on 4 September 2025. Council will then be asked to consider approving the final structure plan.
16. This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002.
17. Option 1 Agree that the draft Te Tapuae Southern Corridor Structure Plan be released for a non-statutory public feedback process for a period of 20 working days

Advantages:

- It provides the communities with the opportunity to provide feedback on the draft structure plan;
- This process creates another opportunities to gain insights from the community regarding the future development of Te Tapuae Southern Corridor.
- The structure plan shows the future plans for Te Tapuae Southern Corridor and how it is proposed to grow and develop, including the increase of facilities and social, transport, and 3Waters infrastructure that will support the growth.
- It allows the community to assess the structure plan in the context of other developer led proposals, such as the Homestead Bay fast track consent application;

Disadvantages:

- None identified

18. Option 2 Do not agree that the draft Te Tapuae Southern Corridor Structure Plan be released for a non-statutory public feedback process for a period of 20 working days

Advantages:

- More time is provided to staff to work on the draft structure plan.

Disadvantages:

- Development of the corridor continues without the communities input, which results in undesirable outcomes.
- Further delays in understanding how to enable and fund critical infrastructure (including social) for the corridor.

19. This report recommends **Option 1** to allow for public consultation of the draft Te Tapuae Southern Corridor Structure Plan, for a 20 working day non-statutory public feedback period. This is to enable the continuation of delivering a structure plan with community input that will promote improved community outcomes and an ability to provide infrastructure to support the development of this area over the next 30 years.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi i kā Whakaaro Hiraka

20. This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy 2024 because because of the social, economic and environmental importance the plan has locally.
21. The persons who are affected by or interested in this matter are residents/ratepayers of the Queenstown Lakes district community, central government ministries, other local and central government agencies, Council staff, and local residents of Te Tapuae Southern Corridor.
22. The Council will undertake a non-statutory public consultation for this process. This will run for 20 working days.

Māori Consultation | Iwi Rūnaka

23. The Council has consulted with Kāi Tahu on this particular matter, both Aukaha and Te Ao Marama have been included as part of the development of the draft Structure Plan. Te Ao Marama also provided an Āpiti Hono Tātai Hono (iwi led assessment) to provide feedback to QLDC as part of the structure plan development.

Risk and Mitigations | Kā Raru Tūpono me kā Whakamaurutaka

24. This matter relates to the Community & Wellbeing risk category. It is associated with RISK10056 Ineffective provision for the future planning and development needs of the district within the QLDC Risk Register. This risk has been assessed as having a moderate residual risk rating.
25. The approval of the recommended option will allow Council to implement additional controls for this risk. This will be achieved by identified future projects and timelines for these to be developed to allow Te Tapuae Southern Corridor to be developed for further housing and commercial activities.
26. In addition, not approving the draft Structure Plan for public feedback does not provide an opportunity for the community to comment on the plan to support the future long term development of Te Tapuae Southern Corridor. It is considered significantly important to secure public feedback on such an important process for Council.

Financial Implications | Kā Riteka ā-Pūtea

27. There are minor costs in relation to print and circulation costs for consultation, and the costs are estimated to be a maximum sum of \$10,000. This will be planned for in the Strategic Growth team's budget.

Council Effects and Views | Kā Whakaaweawe me kā Tirohaka a te Kaunihera

28. The following Council policies, strategies and bylaws were considered:

- Vision Beyond 2050: Our Strategic Framework | Queenstown Lakes District Council
- Long Term Plan 2024-2034
- Queenstown Lakes Spatial Plan 2021
- QLDC Operative and Proposed District Plan
- Climate and Biodiversity Plan
- Destination Management Plan
- Joint Housing Action Plan
- 30 Year Infrastructure Strategy

29. The recommended option is consistent with the principles set out in the named policy/policies.

30. This matter is included in the 2024-2034 Long Term Plan/Annual Plan.

Legal Considerations and Statutory Responsibilities | Ka Ture Whaiwhakaaro me kā Takohaka Waeture

31. There are no legal considerations or statutory responsibilities to be considered at this time. Structure Planning is a non-statutory process that falls under the general provisions of the Local Government Act 2002 around decision making and meeting the needs of communities (for example infrastructure provisions).

Local Government Act 2002 Purpose Provisions | Te Whakatureture 2002 o te Kāwanataka ā-Kiaka

32. Section 10 of the Local Government Act 2002 states the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. The structure plan outlines how Te Tapuae Southern Corridor is likely to develop over the next 30 years to support the growing population of the area. As such, the recommendation in this report is appropriate and within the ambit of Section 10 of the Act

33. The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by providing and managing for growth
- Can be implemented through current funding under the Ten Year Plan and Annual Plan; and
- Is consistent with the Council's plans and policies.

Attachments | Kā Tāpirihaka

A	Draft Te Tapuae Southern Corridor Structure Plan
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Attachment A: Draft Te Tapuae Southern Corridor Structure Plan

Te Tapuae Southern Corridor Structure Plan

Have your say on the draft Structure Plan to help guide development of land south of Kowarau River

Contents

- a. Introduction
- b. Background
- c. Context
- d. Constraints
- e. Engagement
- f. Te Tapuae Structure Plan
- g. How will we get there?
- h. How will we monitor the Plan?

A. Introduction

What is a structure plan?

A structure plan provides overarching guidance to help manage the growth and development of a specific area, ensuring it has the infrastructure and services required while protecting the surrounding environment.

Structure planning addresses various challenges associated with development by considering how land will be used for transport, parks and open spaces, community facilities, and infrastructure like drinking water, stormwater, and wastewater services.

Looking ahead 30 years, structure plans are divided into three phases: short-term (about three (3) years), medium-term (10 years), and long-term (30 years). This whole of corridor approach helps ensure the progress of development over time runs smoothly and fits together well, even when different areas are owned by different people or managed by other organisations. Additionally, structure plans give clear information to developers, local councils, stakeholders, and the community about what to expect over time from new projects in areas that are growing or being improved.

This structure plan is a high-level blueprint that outlines how these areas might come together to create a vibrant and sustainable community in the Te Tapuae Southern Corridor.

Our draft Structure Plan for Te Tapuae Southern Corridor is all about ensuring development of land that sits south of Kawarau River around Hanley's Farm, Jack's Point, and Homestead Bay delivers what our community needs now, and in the future.

Join in and help shape the future of this important area.

Your feedback will help guide any necessary changes to the draft Structure Plan before Council considers formal adoption in September 2025.

Feedback on the draft Te Tapuae Southern Corridor Structure Plan will be open from XX June until XX July 2025.

We will continue to discuss the planning for the corridor in the future. As we work to implement the structure plan, any proposed changes to zoning will be presented to the community for consideration, feedback, and a public hearing.

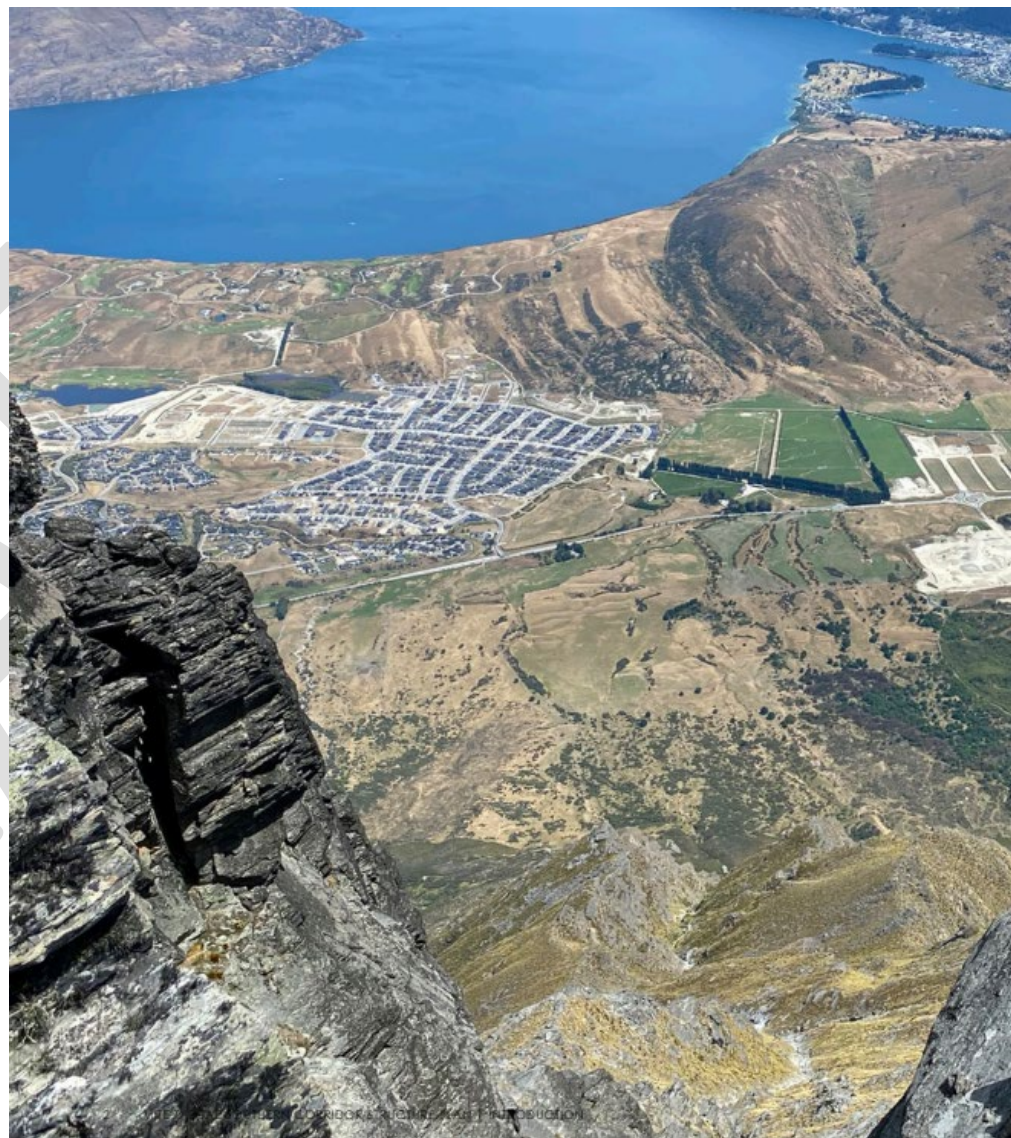
Why are we developing a Structure Plan for Te Tapuae Southern Corridor?

The Queenstown Lakes Spatial Plan was adopted in 2021 to guide development in the Queenstown Lakes District, with Te Tapuae Southern Corridor being one of six Priority Development Areas identified.

This area could support up to 10,000 houses, which shows just how important development in this space will be for the future of the Whakatipu Basin and the wider district and region.

While development has been taking place in Te Tapuae Southern Corridor for many years, it has increased significantly in the last five years.

This emphasises the urgent need to prepare for the future and ensure that the Te Tapuae Southern Corridor meets the needs of current and future residents.



Progress towards our broader strategic direction

The draft Structure Plan for Te Tapuae Southern Corridor seeks to progress us along QLDC's broader strategic direction, and is influenced by the following local and national guidelines:

Vision Beyond 2050

Vision Beyond 2050 specifies how community aspirations and well-being drive the work programme of QLDC. The framework highlights areas to prioritise to tackle local issues and achieve meaningful progress towards community outcomes.

These outcomes were used to guide the creation of the draft Structure Plan.



Queenstown Lakes Spatial Plan and the Grow Well Whaiora Partnership

The QLSP 2021 lays out a long-term vision for where and how communities in our district can grow well and thrive up until the year 2050. The Spatial Plan serves as a guide, helping to shape future planning and investment decisions in key areas like infrastructure and community development. The overarching goal of the Partnership and the Spatial Plan is influenced by Vision Beyond 2050, central and local government direction and the Kai Tahu values framework.

The QLSP 2021 focuses on five key outcomes. They are:

- Consolidated growth and more housing choice
- Public transport, walking and cycling is the preferred option for daily travel
- A sustainable tourism system
- Well-designed neighbourhoods that provide for everyday needs
- A diverse economy where everyone can thrive

The QLSP 2021 highlighted six key areas where urban growth should be focused and managed development could be concentrated, known as Priority Development Areas. Te Tapuae Southern Corridor is one of these Areas.

The Grow Well Whaiora Partnership supports the implementation of QLSP 2021 and is made up of Government, Kai Tahu, Otago Regional Council and the Queenstown Lakes District Council.

Kāi Tahu Values Framework

The Kai Tahu Values Framework helps to guide the decision making of the Grow Well Whaiora Partnership and shapes the direction of the Spatial Plan.



In addition, the following Whanau Hikoi outlines what Kāi Tahu considers to be appropriate ‘at Place’, which will form part of the Structure Plan.

- For the landscape to retain its timeless identity and its connections between Tangaroa, Tāwhiri-mātea and Tāne, land and waters, people and place.
- Protecting and improving the mauri and hauora of the place.
- Recognition of Te Kerēme and post-Settlement aspirations, expectations and opportunities.
- (Re)Connection with cultural heritage and practices at place.

Statutory Context

National Policy Statement on Urban Development

The National Policy Statement on Urban Development 2020 requires all councils that have all or part of an urban environment within their district or region to plan well for growth.

It includes objectives and policies that councils must give effect to in their resource management decisions to achieve:

- Well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural wellbeing, as well as their health and safety, now and into the future;
- Improvement in housing affordability by supporting competitive land and development markets;
- Intensification to enable more people to live in areas where there is high demand for housing.

The draft Structure Plan for Te Tapuae Southern Corridor aims to give effect to these objectives.

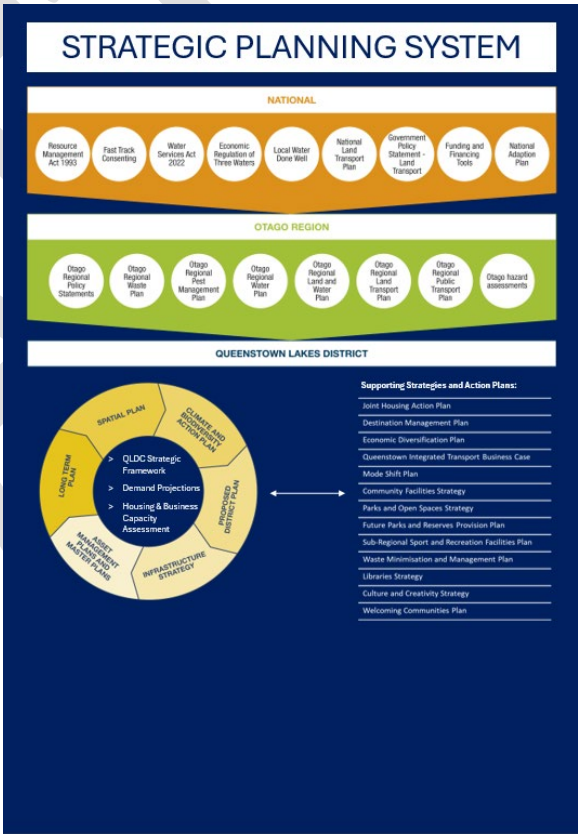
Operative Regional Policy Statement 2019 and Proposed Regional Policy Statement 2021

The operative Otago Regional Policy Statement (RPS) sets out direction for the sustainable management of the region’s natural and physical resources. The RPS provides the policy context for regional plans, establishes the framework for district plans, and particularly recognises the importance of achieving strategic and coordinated planning for urban growth while managing risks associated with natural hazards. The proposed Regional Policy Statement 2021 (pORPS) continues to recognise the importance of these matters, including consolidated, well designed and sustainable development in and around existing urban areas. QLDC’s District Plan must give effect to the RPS and have regard to the pORPS.

QLDC’s Operative and Proposed District Plans

Our Operative District Plan (ODP) and Proposed District Plan (PDP) provides guidance on land use and development within the Queenstown Lakes District. These plans outline which activities can be carried out without permission, which ones require resource consent, and the regulations governing specific activities. The plans address various topics, including residential development, noise control, building location and height,

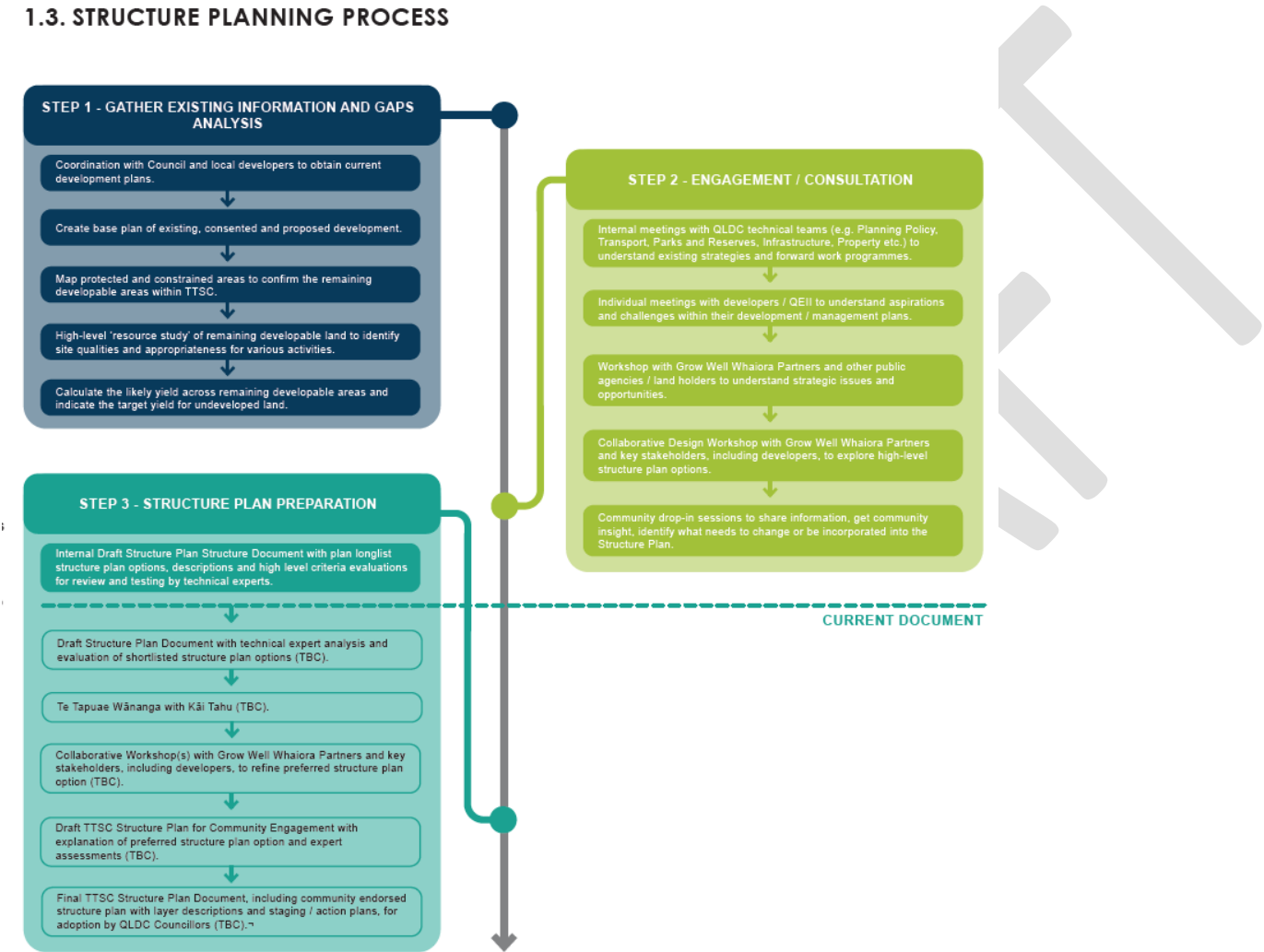
activities on the surface of rivers and lakes, and the protection of indigenous vegetation. Changes to the District Plan is one part of the implementation of the Structure Plan. Any proposed changes to zoning will be brought to the community for consideration, submissions and a public hearing.



Kāi Tahu values are integrated throughout the Otago Region and Queenstown Lakes District Strategies and Action Plans.

The structure planning process

1.3. STRUCTURE PLANNING PROCESS



B. Background

Geographic scope

Located directly south of Te Kirikiri Frankton, across the Kawarau River, Te Tapuae Southern Corridor is approximately 15 km from central Queenstown and approximately 8km from Queenstown Airport.

Current access is via State Highway 6 (SH6) / Southern Scenic Route/ Kingston Road.

The site is 1,300 hectares and surrounded by Outstanding Natural Landscape (ONL) with geological landforms recognised as having Outstanding Natural Feature (ONF) status, including Kawarau River (ONF) to the north, The Remarkables (Kawarau) to the east, and Lake Whakatipu to the west and south. ONL and ONF are areas previous identified that have significant landscape importance.

Peninsula Hill (Te Nuku-o-Hākitekura) to the north and the Jack’s Point knoll in the southwest are physically excluded from the draft Structure Plan, but their prominence in the landscape provides a cradling influence for Te Tapuae Southern Corridor land.

Map 1



- | | |
|---------------------------------------|------------------------------|
| 1 CORONET PEAK | 9 PENINSULA HILL |
| 2 QUEENSTOWN TOWN CENTRE | 10 HANLEYS FARM |
| 3 KAWARAU FALLS BRIDGE | 11 JACKS POINT |
| 4 LAKES DISTRICT HOSPITAL | 12 REMARKABLES STATION |
| 5 QUEENSTOWN AIRPORT | 13 LAKESIDE ESTATES |
| 6 REMARKABLES PARK TOWN CENTRE | 14 THE REMARKABLES (KAWARAU) |
| 7 KAWARAU RIVER | |
| 8 LAKE WHAKATIPU (WHAKATIPU WAIMĀORI) | |

Existing development in the Te Tapuae Southern Corridor

Urban development south of the Kawarau River has significantly progressed since the first Jack's Point Structure Plan was established. This plan informed the Jack's Point Resort Zone Variation to QLDC's District Plan in the mid-2000s, based on the Coneburn Area Resource Study of 2002, which advocated for sensitive development placement.

Opportunities created during this time have led to ongoing development at Jacks' Point, Homestead Peaks, The Preserve Farm, Hanley's Farm, and Jack's Point Village. This still leaves the surrounding Jack's Point Resort Zone undeveloped.

Sustained demand to accommodate continuing growth has resulted in several developer-led Structure Plans, including the Coneburn Industrial Zone, Park Ridge Special Housing Area, and subdivisions at Woolbrae and Woolshed.

Recently, 947 hectares of Remarkables Station was gifted to QEII National Trust to be protected in perpetuity, creating significant open space between land development and the Kawarau River. The covenants limit northern extension of urban development.

Development planning is also underway for the largest remaining tract of rural land in the southern portion of the area at Homestead Bay East, aimed at guiding its relationship with the wider corridor.

Map 2



Growth in Te Tapuae Southern Corridor

Population growth

The 2023 Census reveals significant growth in population in the area, increasing by nearly 260% over the past five years to a total of 3,840 residents. The median age of this population is approximately 33 years, while 4.5% of residents are aged 65 and older.

Additionally, families with children represent 49% of the population, highlighting the importance of ensuring a family-friendly environment within Te Tapuae Southern Corridor. This growth presents both the need and opportunity for further development and investment in community resources.

Housing growth

According to the 2023 Census, there has been a 250% increase in housing in the area over the past five years, bringing the total number of residential units to 1,812 with an average of three bedrooms. This growth is correlated with the rising population.

Additionally, nearly 59% of households either own or partially own their homes, highlighting a strong demand for homeownership.

On average, this means approximately 260 new houses have been built each year in Te Tapuae Southern Corridor

over the last five years.



Commuting from Te Tapuae Southern Corridor

The 2023 Census offers valuable insights into the commuting patterns of residents in the Te Tapuae Southern Corridor within the District.

Among the 2,328 resident workers, a significant portion—1,374 - commute from the Te Tapuae Southern Corridor to their workplaces. Additionally, 630 residents both live and work in this vibrant area, while 297 people commute from other parts of the Queenstown District or nearby regions.

The data reveals key destinations for these workers, highlighting the economic connectivity within the area:

- Te Kirikiri Frankton is the most popular destination, with 633 workers commuting there.
- The Tāhuna Queenstown CBD follows, attracting 303 commuters.
- The Gorge Road area (Warren Park) also serves as a destination for 102 individuals.

The census also offers data regarding the commuting habits of students in the Te Tapuae Southern Corridor. Out of the 825 resident students, 351 are enrolled in schools located in Frankton, while 303 both reside and attend school within the Te Tapuae Southern Corridor.

Additionally, 33 students commute to Queenstown Primary School. This information highlights the importance of understanding local educational dynamics and can help in planning and resource allocation for the community.

Future Growth in Te Tapuae Southern Corridor

Population growth

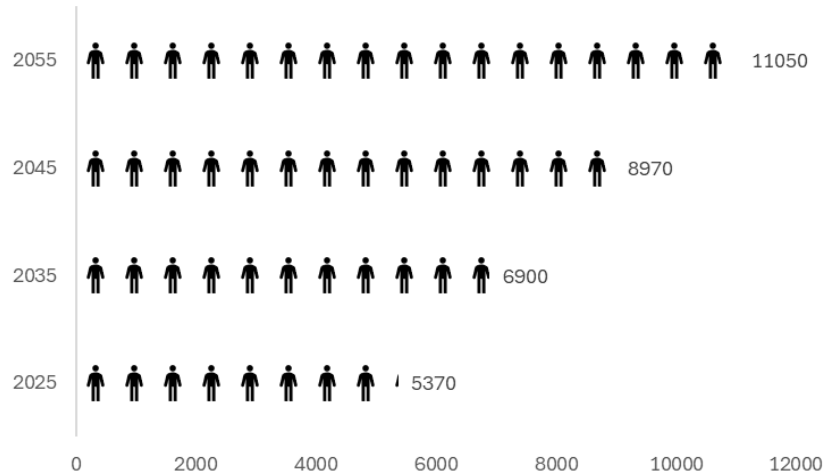
Recent population projections commissioned by QLDC in 2025 indicate that the Te Tapuae Southern Corridor is set for an increase of growth of 105% over the next 30 years. This could bring the total population to just over 11,000 people.

Demographic change

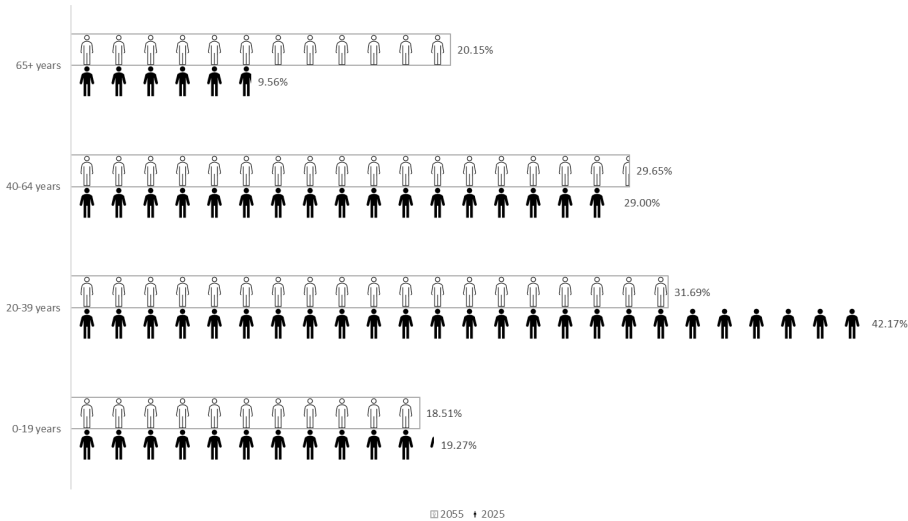
The QLDC projections do not provide a specific demographic breakdown for the Te Tapuae Southern Corridor. However, the overall projections for the Whakatipu Basin offer valuable insights that can improve our understanding of the area and the potential demographics within Te Tapuae Southern Corridor.

The projections indicate that while the proportion of individuals aged 20 to 39 is anticipated to decline, there will be a notable increase in the population aged 65 and older over the next 30 years. This demographic shift presents an important opportunity to adapt and diversify the housing options in the wider Whakatipu area to better meet the evolving needs of the community.

Population growth projection in Te Tapuae Southern Corridor



Demographic change in the Whakatipu Area



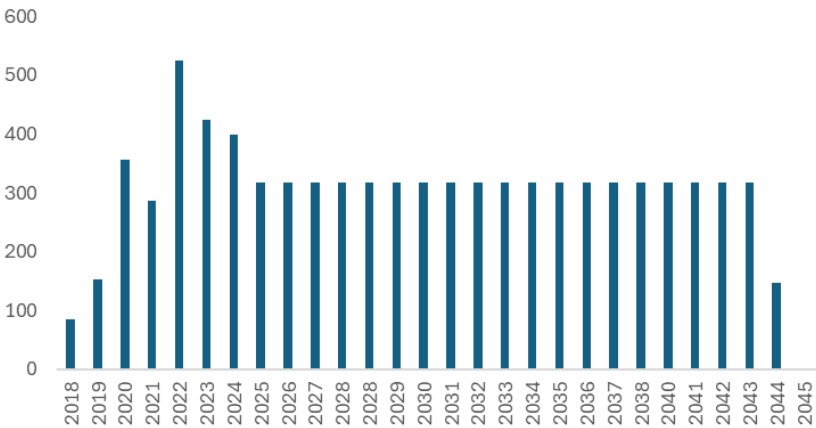
Building consent update

Analysing the current rate of housing construction in Te Tapuae Southern Corridor through building consents provides a valuable perspective on population growth in the area. This approach can help us better anticipate future development trends, allowing us to gauge whether growth will occur at a quicker or slower pace compared to traditional population metrics.

From 2018 to 2023, an average of 318 new dwelling building consents were issued annually. If this trend holds, we can expect the Te Tapuae Southern Corridor to reach its full development capacity by 2044, which is just 19 years away.

This forecast is based on 9,300 houses, of which approximately 1,800 had been completed by 2023 Census. This insight positions QLDC and developers and infrastructure providers to effectively plan for and manage future community needs and resources within Te Tapuae Southern Corridor.

Projected New Dwelling Building Consents



C. Context

Existing spatial context of Te Tapuae Southern Corridor

Housing

There are five existing residential developments located within and adjacent to the Te Tapuae Southern Corridor:

1. Jack's Point: This is a mixed-density development featuring an informal "pod" style layout, with lots ranging in size from 700 to 2,000 sqm. Jack's Point also includes a more intensive Village Centre, which is surrounded by higher-density housing on the lower, flatter land that is currently under development.
2. Hanley's Farm: This development has a more suburban layout, characterized by a formal grid pattern on flatter land compared to Jack's Point. The lots are typically smaller, ranging between 300 and 500 sqm.
3. Homestead Bay Village: The first stage of this development consisted of the subdivision of 12 rural lifestyle sites (each between 12,000 and 18,000 sqm), now known as Homestead Peaks.
4. The Preserve: This development includes 34 rural lifestyle sites (each between 8,000 sqm and 40,000 sqm) situated on the elevated ground towards Lake Whakatipu.
5. Lakeside Estate (outside the study area): South of the Corridor, this neighbouring community consists of 40

homesites, each approximately 4,000 sqm in size and will support and be served by the services and amenities of the new developing communities.

Currently, there are three additional residential developments that have received consent:

1. Park Ridge: This low-density development is located towards the north of the Te Tapuae Southern Corridor. It consists of 540 residential units, with an average lot size of approximately 400 sqm.
2. Woolbrae: Situated south of Park Ridge, this is a low-density development featuring 272 residential units, with an average lot size of approximately 300 sqm.
3. Woolshed Creek: Situated to south of Woolbrae, this is another low-density development featuring 103 residential units, ranging in size between 373 sqm to 1287 sqm.

Retail/Commercial Centre

Currently, there are limited retail services within the Te Tapuae Southern Corridor with some retail and hospitality spaces located in Jacks Point and Hanley's Farm. Major retail centres, including supermarkets and various retail shops, are available in Te Kirikiri Frankton, at Remarkables Park and Five Mile Shopping Centre.

Industrial

The Coneburn Industrial Zone provides for industrial and service activities, and is approximately 77 ha. As a relatively new zone, (the most recent zoning change occurred in 2022), it is now being developed. It is accessed from the State Highway 6 roundabout and is set back from the road. There is consent for a water reservoir in the zone which has not yet been constructed

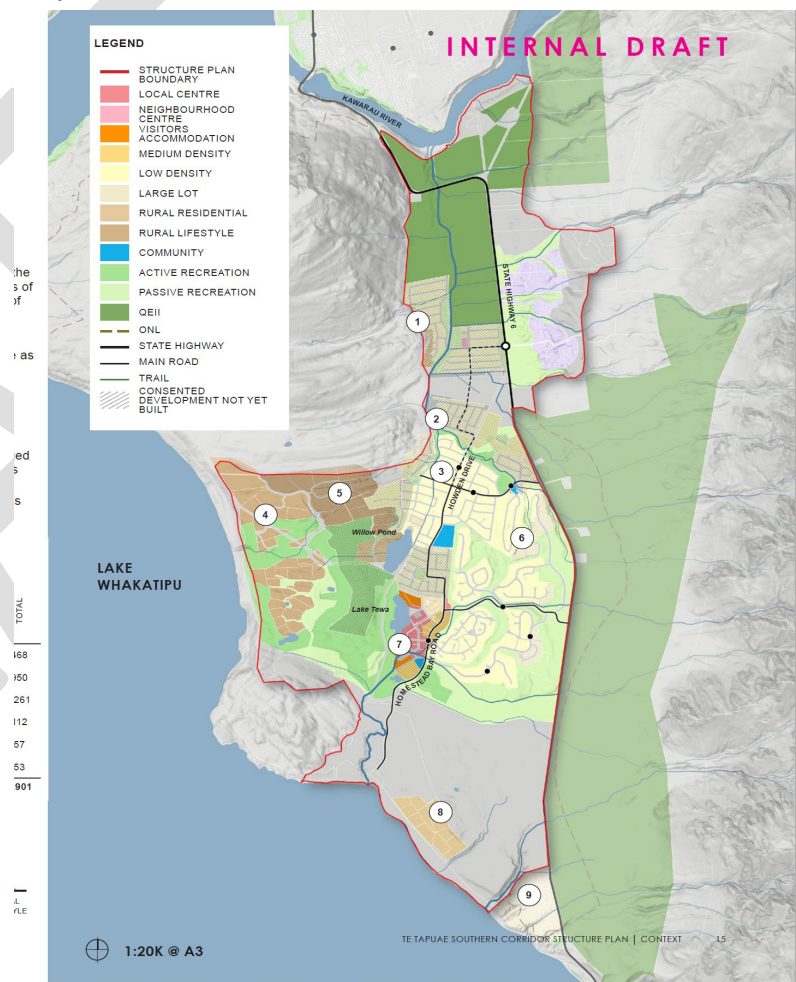
Social/community facilities

Te Kura Whakatipu o Kawarau was the first primary school to open in the area in 2022. Over the past three years, student enrolments have rapidly increased, growing from 137 in 2022 to 367 in 2024. High school students currently attend Wakatipu High School.

The Queenstown Medical Centre has a clinic and there is a pharmacy in the area. Other community facilities include Jack's Point Golf Course and Jack Tewa Park.

An early childhood centre is located next to a cafe on Jack Hanley Drive in Hanley Farm.

Map 3



Blue Green Network

The Blue-Green Network is made up of all the parks, open spaces, trails, streets and waterways. Their inclusion enables the creation of well-designed neighbourhoods that provide a variety of educational, recreational, ecological, cultural, landscape and health benefits for our community. The protection and enhancement of our Blue-Green Network must be planned for so that we make the most of opportunities to connect our communities to each other and our surrounding landscapes while designing our developable areas that integrate with natural-based solutions.

Te Tapuae Southern Corridor straddles and connects two catchments which flow south towards Lake Whakatipu (Whakatipu-Wai-Māori) and north to the Kawarau River. A large expanse of public conservation land in the Remarkables (Kawarau) mountain range stands to the east. The Remarkables Station, north within and east of the Corridor, is owned by the Queen Elizabeth II (QEII) Trust, while part of the Kawarau Station on the valley floor between SH6 and the Kawarau River is held under a QEII covenant.

The Lake Whakatipu shoreline in Homestead Bay is a favoured area for water activities like windsurfing. A potential future jetty for boating and water services was included in the Jack's Point Structure Plan. The lakeshore areas are administered by Land

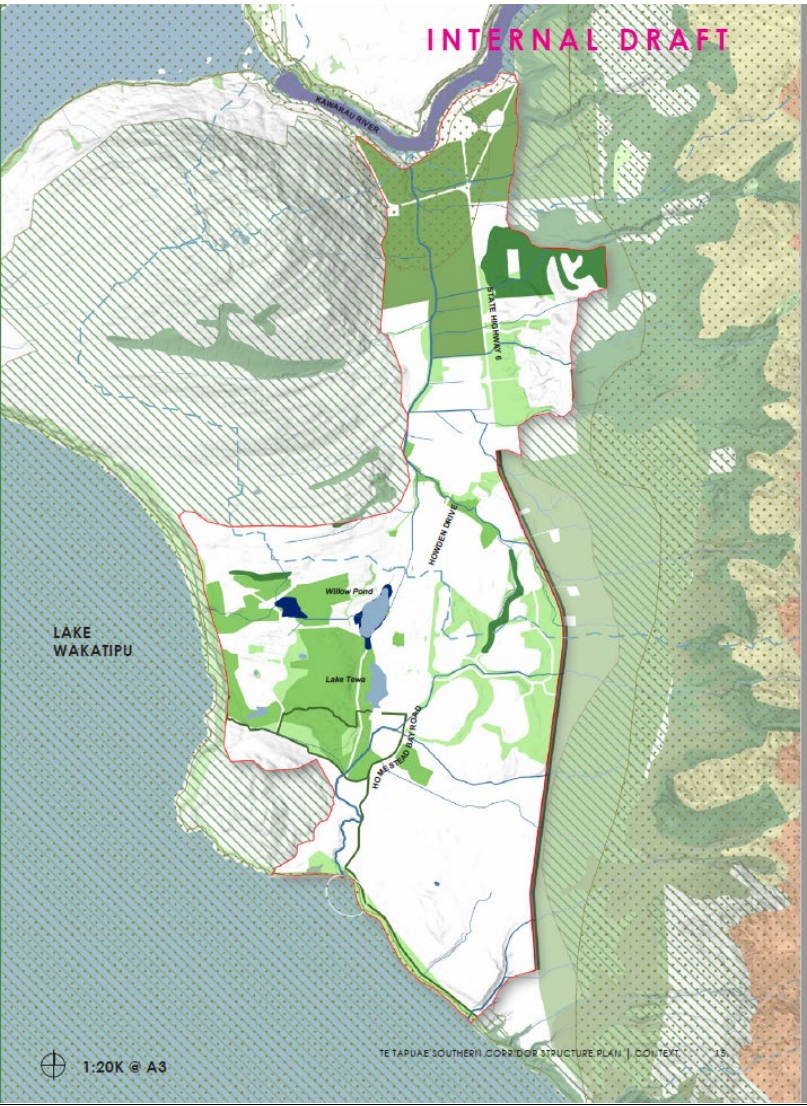
Information New Zealand (LINZ) and the Department of Conservation (DOC).

Natural and stormwater flows through farmed and developed areas can bring risks of pollution and contamination. Opportunities to integrate parks, trails and open space with stormwater attenuation works and ecological enhancement require careful design and planning along with agreement between several landowners and QLDC to enable the expansion of urban development, achieve improved ecological health, sustain wildlife habitats, and healthier connectivity with the Kawarau River and Homestead Bay within the blue-green network.

Access to Remarkables Ski Field in the Rastus Burn Recreation Reserve, and the Remarkables Conservation Area is available from State Highway 6 while nearby attractions include Jack's Point Championship Golf Course and the Queenstown Trails Jack's Point Trail to the west with additional recreational trails planned.

Jacks' Point Playground and sports fields are present in the southern area (Jack Tewa Park) while Hanley Park Playgrounds features a children's playground, outdoor gym and pump track and a community garden. The Jack's Point area promotes a high-quality landscape through private and communal open spaces interspersed with indigenous vegetation, streams, wetlands, ponds and lakes.

Map 4



Transport

State Highway 6 / Kingston Road connects Tāhuna (Queenstown) to Southland along Lake Whakatipu, it is a major connection to Southland and a network lifeline. It serves as the main route for public transport, tourism, freight, and commuters from Kingston with a single bridge over Kawarau River connecting to Te Kirikiri Frankton, an employment, recreational and service hub.

A new roundabout has been built at the junction of Coneburn Industrial and Park Ridge but access to the developed areas of Te Tapuae Southern Corridor is currently provided by Jack Hanley Drive and Māori Jack Road.

Currently, a local bus route operates hourly within the area, serving three stops in Hanley's Farm and four in Jack's Point. Recreational walking and cycling tracks are available in the Jack's Point Zone, and the Jack's Point Trail links to Kelvin Heights.

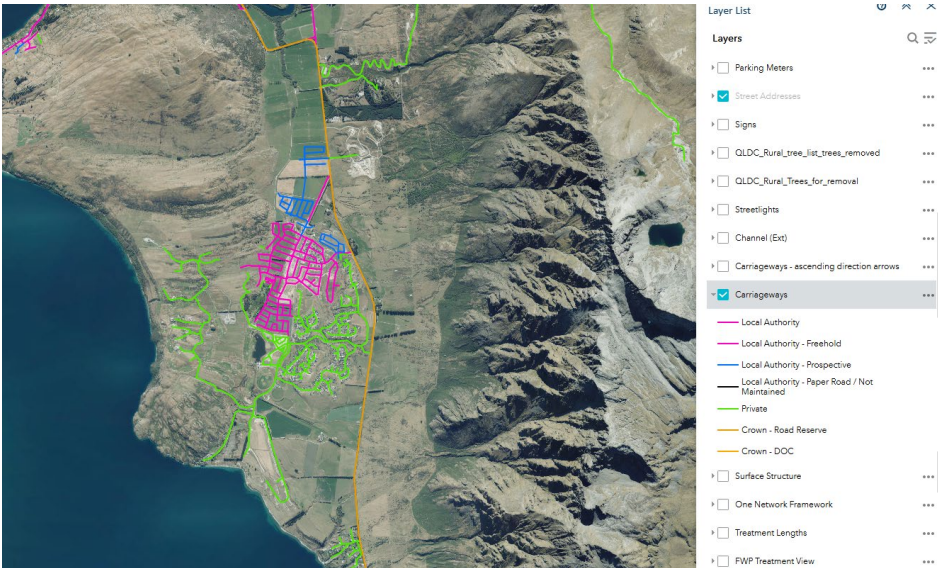
State Highway 6 in Te Kirikiri Frankton and the northern part of Te Tapuae Southern Corridor is becoming increasingly congested due to ongoing development in the area and seasonal congestion due to the Remarkables Ski Field. The Kawarau Falls Bridge, opened in May 2018, and is expected to reach capacity before development is complete in the area. In addition, there is significant growth and capacity at the Remarkable Ski-fields, Coneburn Industrial, Kelvin Heights and Kingston. A significant

mode shift from private vehicle use to public transport and active travel will be necessary to manage future demands.

The QLSP 2021 highlights transport infrastructure has not kept pace with local growth. By 2028, it is anticipated that 40% of trips between Te Kirikiri Frankton and Tāhuna Queenstown CBD will need to rely on alternative transport modes. Traditional transport strategies are deemed inadequate, requiring a further shift in behaviour toward public transit and active modes.

Otago Regional Council is developing a 30-year transport plan, the Queenstown Public Transport Business Case, to guide future transport investments. The plan explores options including buses, ferries, and rapid transport, including potentially aerial transit (e.g. gondolas). A focus on enhancing bus infrastructure, including frequency and bus sizes, and the feasibility of a ferry service at Homestead Bay is also being examined.

Map 5



Infrastructure

The Long-Term Plan 2024-34 identifies some infrastructure projects planned for the area and likely to occur in the next 4-10 years, these are a wastewater conveyance scheme and pumping station in Hanley's Farm, additional water treatment plant, and the Kingston to Frankton 66kv electricity transmission line.

Envisioned infrastructure likely to occur beyond 10 years (and subject to further investigations) include: additional reservoir storage and a Te Tapuae / Southern Corridor substation.

Despite these projects, a significant amount of additional infrastructure will be required to service further development in the area.

Additional capital works projects in Council's Long-Term Plan (LTP) detail upgrades for this area. These include upgrades to the Hanley's Farm Wastewater Pump Station, projects to support new wastewater and water schemes, as well as wider network upgrades such as the Shotover Wastewater Treatment Plant (WWTP) upgrade. Beyond the 10 years covered in the LTP, additional infrastructure projects are required to enable anticipated growth, these are identified below.

Wastewater

Wastewater infrastructure servicing Te Tapuae Southern Corridor is a mix of Council-owned and private networks. Wastewater

from Hanley's Farm, Jack's Point Village and Park Ridge developments are conveyed to Shotover WWTP for treatment and disposal. There are known capacity constraints in pumping and piping (reticulation) of wastewater from Te Tapuae Southern Corridor to Shotover WWTP, which has limited capacity for further subdivisions (this is currently being rectified). Upgrades to reticulation would be required for more wastewater to go to Shotover and this is current being rectified with funding to address this is in the LTP. The Shotover WWTP has known performance issues, and a solution is being investigated.

Jack's Point residential developments are connected to a private communal wastewater treatment system.

Water supply

Drinking water supplied in the area is delivered by a mix of Council-owned and private networks.

Areas such as Hanley's farm are supplied by Council's reticulation which is currently fed from bores in Shotover Country. Although these bores have additional capacity in them, they also serve other high growing areas, namely Te Pūtahi Ladies Mile and Te Kirikiri Frankton. There is a lake intake at Kelvin Heights, but the area around the intake is constrained and there is limited space to construct additional infrastructure.

There is no currently constructed Council owned reservoir exists in Te Tapuae Southern Corridor, with the network over relying on

the reservoir in Kelvin Heights. Jack's Point has a private water supply which consists of a like intake from Homestead Bay, which pumps to a buried reservoir to the south of the golf course. Recent subdivisions in the area have been delayed due to capacity issues in the water network, and additional upgrades are required, funding to address this is in the LTP.

Jack's Point Supply Zone serves Jack's Point and Jack's Point Village. This supply has a lake intake from Homestead Bay, a dedicated water treatment plant (WTP), and reservoirs.

Stormwater

Te Tapuae Southern Corridor sits at the bottom of a valley which receives runoff from the Remarkables to the east and from Peninsula Hill and the Jack's Point knoll west. Urban stormwater from the impermeable areas of the existing developments is managed with infrastructure built by developers, with a mix of pipes and channels and some treatment.

Today, surface flows are divided north and south at Willow Pond. Runoff in the north flows via several un-named permanent and ephemeral streams from the Remarkables and western slopes to Woolshed Creek which conveys run-off north along the valley floor towards Kawarau River. This area has historically supported diverse wildlife and wetland ecosystems. Today Woolshed Creek flows along the northern boundary of Hanley's Farm carrying stormwater through purpose-built management systems,

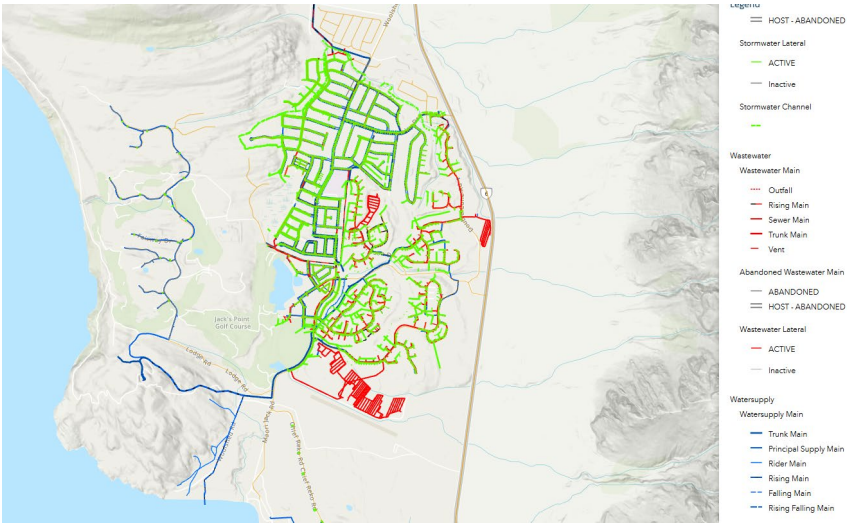
including detention dams, through the developing areas and farmland to the north.

Willow Pond receives stormwater runoff from Hanley's Farm and discharges south into Lake Tewa, constructed in the early 2000s. Māori Jack Road follows a prominent gully enhanced by extensive native planting and carries run off from the Remarkables and stormwater from the Jacks Point development into Lake Tewa. Willow Pond, Lake Tewa and small ponds to the south continue to support wetland birds and vegetation but are being impacted by the quality of stormwater flowing into them. These ponds and wetlands discharge south via a gully which meanders to Homestead Bay.

Two large gullies form prominent features near the southern boundary of the Te Tapuae Southern Corridor and discharge directly to Lake Whakatipu.

Enhancement works in the developed areas have integrated stormwater management with open space activities and extensive and maturing plantings.

Map 6



D. Constraints

Developable Land

To conduct an analysis of developable land, a thorough assessment was undertaken using available desktop data at District and Regional levels, categorising various constraint layers into four distinct categories. These categories help clarify the level of constraints and the necessary mitigation measures for potential development, particularly for residential, commercial, and mixed-use projects.

1. Highly Protected/Constrained Land (Development Discouraged)
2. Moderately Protected/Constrained Land (Developable with High-Level Mitigation)
3. Moderately Protected/Constrained Land** (Developable with Low-Level Mitigation)
4. Unconstrained Land (Developable)

Following the categorisation process, a systematic sieving procedure was implemented. In this approach, the 'highly protected/constrained' layers were prioritised at the top, followed by the 'moderately protected/constrained' layers. This analysis enabled a structured evaluation of developable land, supporting informed decision-making for future development initiatives.

Natural Hazards

The Otago Regional Council Natural Hazard Database highlights two primary risk areas for Te Tapuae Southern Corridor: alluvial fans (both debris-dominated and floodwater-dominated) and a low to moderate potential for liquefaction. Alluvial fans pose the greatest risk to the area, and ongoing work will provide more understanding of this issue.

Further site investigations are currently underway for Natural Hazards.

Landscape

Te Tapuae Southern Corridor is bordered by an Outstanding Natural Landscape and Features, which plays a crucial role in guiding development decisions. Areas to the north are protected by a QEII covenant that safeguards them from future development. Additional landscape considerations include steep sites, vested open spaces, and river corridors. It is essential to incorporate landscape and visual effects into our planning, even within areas classified as 'unconstrained land.'

Wahi Tupuna

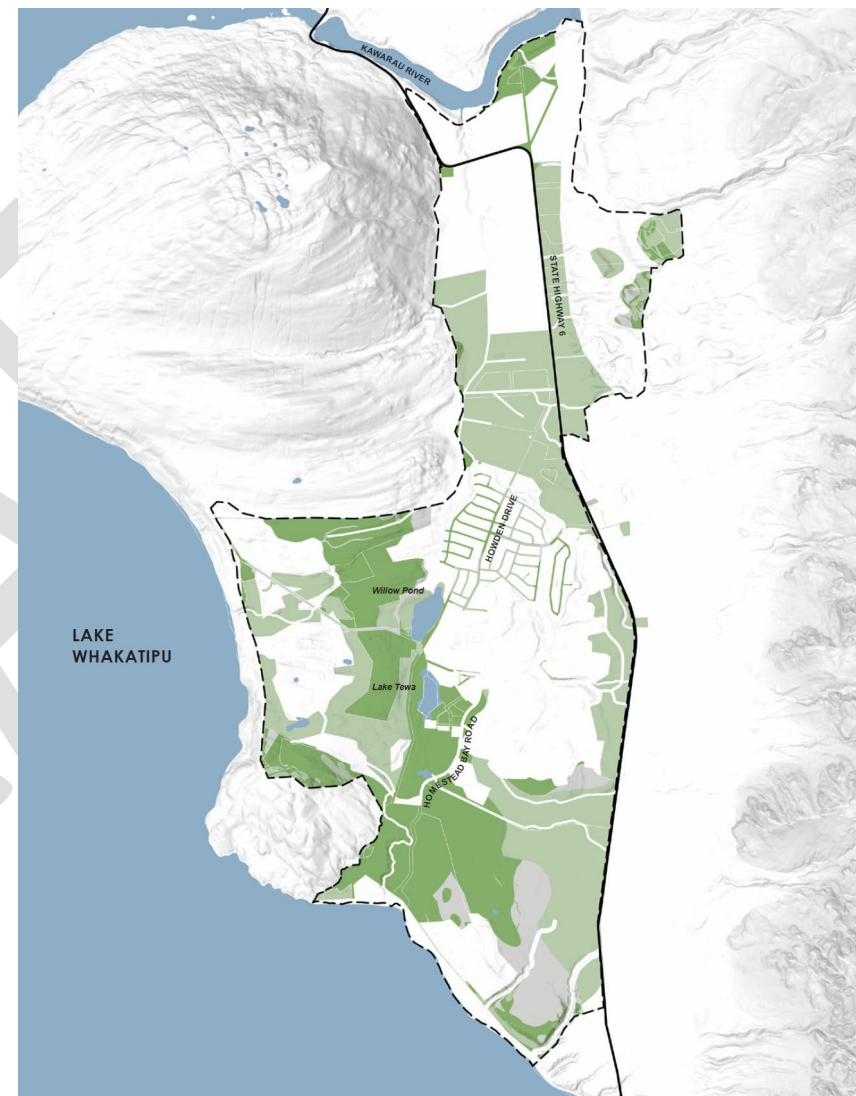
Wahi Tupuna are the landscapes and places that embody the relationship of mana whenua and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga. The Wahi Tupuna layer in the district plan shows where these

places are, and planning rules address development activity within these places along with mana whenua values, and threats to them.

Planning / Ownership

The planning and ownership map provides a summary of existing developments within Te Tapuae Southern Corridor. Completed developments that have transitioned into private residential lots (e.g. Hanley's Farm) are nominally marked as highly constrained due to reduced development opportunities, while projects that have received consent but are not yet constructed fall into the moderately constrained (high-level) category. Land that is zoned but lacks consent is categorized as moderately constrained (low-level). Other important considerations include an airstrip, which is subject to an active lease.

Map 7



E. Engagement process

Work on creating a draft Structure Plan for Te Tapuae Southern Corridor began in 2023, starting with several workshops with our Grow Well Whaiora partners to understand key development aspirations and issues within the area.

Partners and a range of stakeholders were then invited to take part in a collaborative structure planning workshop, to better understand challenges and opportunities, and help develop options to be included in a future Structure Plan for Te Tapuae Southern Corridor.

Community engagement followed to build on past discussions and share information about the process with residents and interested parties, and better understand what people felt was needed to ensure the area grows well.

ENGAGEMENT PROCESS



Opportunities to improve Te Tapuae Southern Corridor

In late 2023, we hosted public drop-in sessions in Te Tapuae Southern Corridor to inform members of the community about the structure planning process and collect information about their aspirations for development in the area.

Beyond wider conversations about the area and presentations delivered by QLDC staff to share more on the project's background, context, and goals, those attending each session were asked to take part in two activities.

Activity One

Participants were asked to choose three themes they felt were most important for the area, to help identify what would make Te Tapuae Southern Corridor a better place to live.

Active travel trails were the most popular theme, followed by ecological trails, and then commercial and retail options, and public transport.

Activity Two

Participants were asked to review a map and identify infrastructure services needed in the area, and their preference for where it should be located.

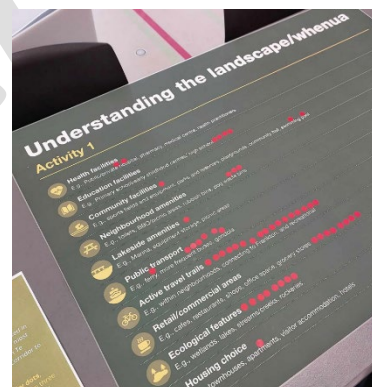
Small scale grocery stores and/or a dairy were desired most, followed by cafes, restaurants, and bars at a neighbourhood scale.

Low density housing mixed with green and open spaces took preference, but some participants were open to higher, mixed and increased densities too.

In the transport space, most participants expressed a need for active and public transport options, including increased frequency of buses.

And when it came to social infrastructure, most feedback focused on open spaces, parks, and recreational areas.

The feedback received from the public drop in sessions has helped inform the Draft Te Tapuae Southern Corridor Structure Plan.





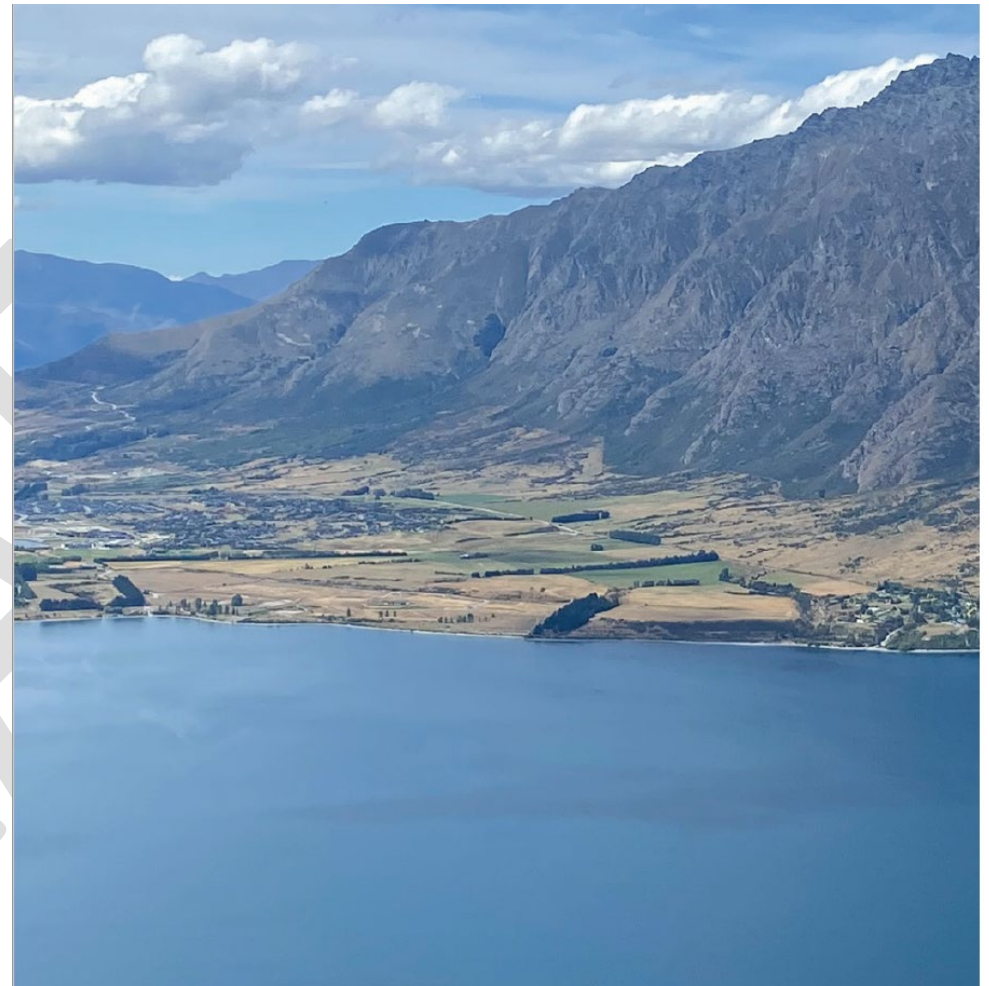
DRAFT

F. Te Tapuae Structure Plan

The draft Te Tapuae Structure Plan presented in the following pages represents a proactive framework for urban development. It outlines our strategic approaches to effectively meet the objectives identified.

The plan identifies specific areas for residential, industrial, and commercial growth, with the goal of enabling urban development in desirable, well-connected locations that prioritise safety away from potential hazards.

Furthermore, it aims to bolster new retail / commercial and industrial activity while fostering new opportunities for access to nature, promoting a balanced and sustainable community.



Establishing a Framework for Success in the Structure Plan

In this section, we have set out a robust framework for measuring the success of the Structure Plan. By outlining the QLSP 2021 framework and identifying its intended outcomes, we can further refine these outcomes into detailed components that will be addressed in the Structure Plan. This approach will allow us to effectively monitor our progress and make necessary adjustments.

Outcomes for the Queenstown Lakes Spatial Plan

- Consolidated growth and more housing choice
- Public transport, walking and cycling is the preferred option for daily travel
- A sustainable tourism system
- Well-designed neighbourhoods that provide for everyday needs
- A diverse economy where everyone can thrive

Insights on the Te Tapuae Southern Corridor

As noted on page 67 of the Spatial Plan:

“The Southern Transit Corridor consists of a series of mixed-use centres along a new frequent public transport route. This initiative requires collaborative efforts to deliver a high-quality public transport solution along with the necessary infrastructure, while

also recognizing and managing the cultural values of the Tititea wāhi tupuna.”

Key Principles of the Structure Plan

1. Consolidated growth and more housing choice:
 - a. Ensure that housing developments align with future demographic and affordability needs.
 - b. Focus on integrating developments within the Te Tapuae Southern Corridor and enhancing its connection to the wider Queenstown Lakes community.
2. Public transport, walking, and cycling is the preferred option for daily travel:
 - a. Strive for a reduce greenhouse gas emissions.
 - b. Evaluate and enhance the overall transport network.
 - c. Reduce reliance on cars by provided alternate modes for travel.
3. Well-designed neighbourhoods that provide for everyday needs:
 - a. Continue enhancing social infrastructure to support community needs effectively.
 - b. Work towards increasing the self-sufficiency of the area.
 - c. Ensure the provision of efficient and effective infrastructure within Te Tapuae Southern Corridor (covering stormwater, water supply, wastewater, and transportation).
4. A diverse economy where everyone can thrive & a sustainable tourism system:
 - a. Develop functional and well-designed commercial centres that enhance self-sufficiency in the area.
 - b. Encourage industrial activities that contribute to economic growth.
 - c. A destination that meets the needs of residents and visitors.
5. Integrate Kāi Tahu values within Te Tapuae Southern Corridor
 - a. Retain connections and linkages between development areas and non-development areas to improve and retain the mauri of the immediate and wider landscape; to facilitate the movement of people and species between areas.
 - b. Mahinga kai access and opportunities.
 - c. Biodiversity protection, enhancement and availability for continued intergenerational use and appreciation.
 - d. Maintenance of the health of the waterways.
 - e. Sustainable wastewater and stormwater management and disposal.
6. Integrate QEII Trust land values within Te Tapuae Southern Corridor
 - a. People are inspired to access and connect with QEII Trust protected places.

b. Values within protected areas are enhanced.

7. Staging of development:

- a. Establish a clear sequencing plan for residential and business capacity to meet market demands in Queenstown by identifying key triggers for infrastructure provision and the optimal timing for their implementation.

Monitoring our progress towards achieving the principles outlined in this structure plan is vital. This will be further detailed in Section H, ensuring we remain committed to creating a thriving and sustainable community.

Overall Structure Plan

The structure plan proposes an intensive greenfield development, with a range of residential housing densities and urban centres, focusing on landscape-responsive designs on uneven terrain. The existing landscape setback along SH6 will primarily feature medium-density residential housing to create a continuous urban edge on its western side, while high-density residential areas will be concentrated around the southern urban centre, establishing a clear transit node and gateway. Both developments will offer a high-quality outlook towards QEII conservation land and The Remarkables (Kawarau).

A balanced mix of high, medium, and low-density residential areas will support a network of four local centres distributed throughout the Corridor. One of these centres will be associated with a dedicated employment hub at Coneburn, featuring mixed-use businesses along SH6 and an expanded industrial area.

The Rapid Transit could follow the SH6 alignment (subject to further investigation), with high-density residential and commercial nodes located around two key stations at either end of the Corridor. Local bus services will operate along the central spine route, connecting established communities along the valley floor. An active travel route will run along the western edge of the Corridor, providing access to a variety of local services and opportunities within walking and cycling distances. This approach aims to reduce the need for travel to Te Kirikiri Frankton

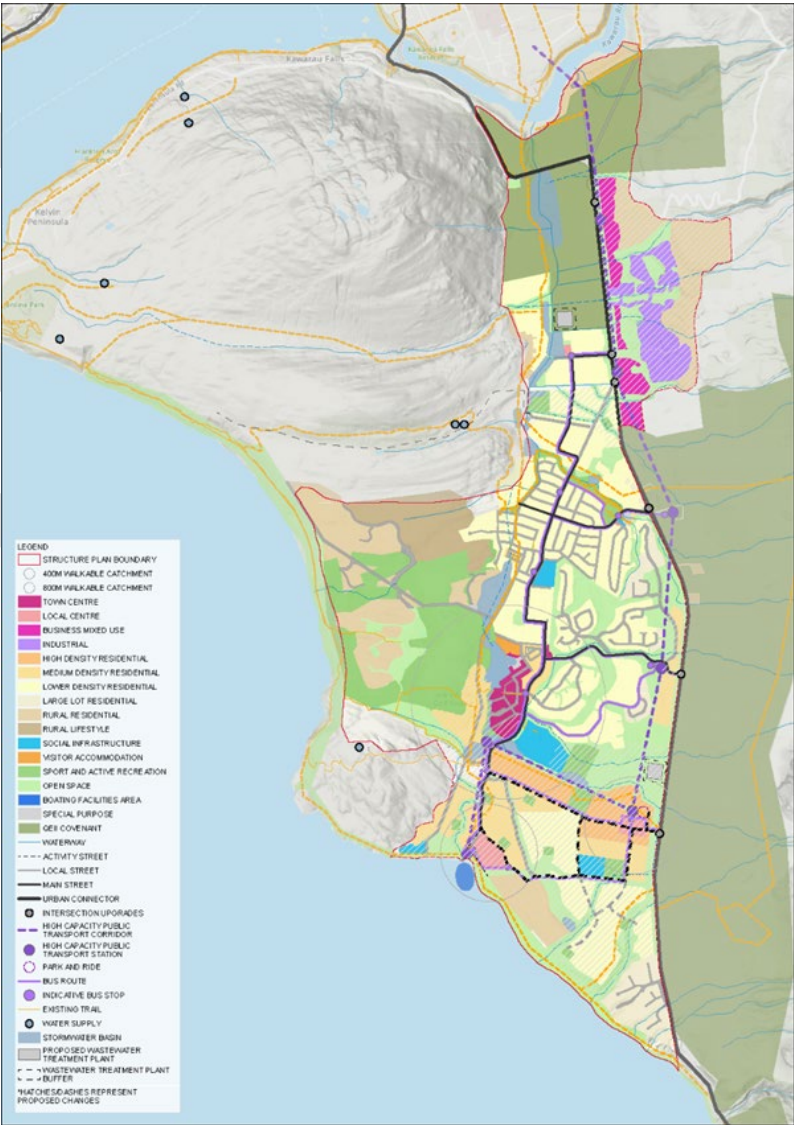
and encourage greater use of active transport and less reliance of cars.

An additional primary school maybe located in / near Homestead Bay. Further investigations on a potential high school will occur with the Ministry of Education which could be co-located with an expanded Jack Tewa Park that will include an indoor events centre, aquatic centre and additional premier sports grounds. Two large new community parks will also be added to the Corridor.

Nature-based stormwater basins will be constructed in the mid and lower catchments to manage runoff from The Remarkables (Kawarau) and to treat stormwater from urban areas before it discharges into Lake Wakatipu (Whakatipu-Wai-Māori).

A new reservoir and trunk main will be necessary to supply water for the Te Tapuae Southern Corridor, in the first instance with a new water intake and water treatment plant to follow. For wastewater infrastructure, upgrades to the network within the corridor will be required. Additionally, in the long term, consideration should be given to either constructing a wastewater treatment plant within the corridor or continuing to use the Shotover Wastewater Treatment Plant, along with planning for future disposal of treated wastewater.

Map 8- Overall Structure Plan



Spatial Plan layers and description

Centres Strategy

The Queenstown Lakes Spatial Plan Outcome 4 *‘Well-designed neighbourhoods that provide for everyday needs’* identifies that *‘Much of the recent growth has been in housing developments that lack local shops, services and adequate parks and community facilities. Ensuring a greater mix of uses in neighbourhoods will mean more everyday needs can be met locally, get people out of cars, and help to improve the health and wellbeing of communities now and into the future’*.

While there is a small number of commercial activities within Te Tapuae Southern Corridor, residents presently travel to the Metropolitan Centres of Tāhuna Queenstown CBD and Te Kirikiri Frankton for most of their needs. However, Jacks Point Village is currently under development, Homestead Bay Village is identified on the Jacks Point Structure Plan and the Homestead Bay East development proposes a Local Centre within its Fast-Track application. Each are anticipated to have a different role and character within the Te Tapuae Southern Corridor with all intended to complement the larger and more diverse Metropolitan Centres.

Providing retail opportunities in the Southern Corridor to meet the local needs of residents was important feedback received as part

of the early engagement process on Te Tapuae Southern Corridor Structure Plan.

Jacks Point Village (Town Centre)

Jacks Point Village has a longstanding association with the community, based on the existing Jacks Point Golf Course Clubhouse and Restaurant next to Lake Tewa. The lower densities of the surrounding Jacks Point residential areas, along with existing access constraints, has meant that the early stages of the development have focused on establishing a high amenity Village within a lake edge setting, incorporating small-scale visitor accommodation, residential and commercial retail and hospitality activities.

The proposed urban growth within Te Tapuae Southern Corridor anticipates the need for a larger Town Centre to provide a broader focus for community life, retail, entertainment, business and services. This is to provide a vital function for serving the needs of residents, including a supermarket, while also providing local employment opportunities that minimise longer commutes.

The central location of Jacks Point Village within the Te Tapuae Southern Corridor is well-placed to service the needs of existing residents to the north and east and those planned higher density greenfield residential developments to the south. As such, the Town Centre is proposed to be enlarged and extended southwards, while retaining the high amenity and walkable

qualities closer to existing lower density residential neighbourhoods. This is anticipated to integrate with new community facilities opposite and adjacent to the existing and expanded Jack Tewa Park, including a Community Centre, Library, Aquatic Centre and potential High School (should investigations by the Ministry of Education suggest that it is required). These form part of a larger green corridor extending from The Remarkables to enlarged lakes and wetlands that continue to provide amenity along the valley floor.

There is an opportunity for Maori Jack Road to be enhanced as a high amenity boulevard and multi-modal transport corridor with local bus routes servicing northern and southern areas. The proposed location of an offline public transport hub at the transition between Maori Jack and Homestead Bay Roads is anticipated to provide a direct and frequent link to the Town Centre from Te Kirikiri Frankton and beyond. Additional housing supply in this area will support the role Jacks Point Village will play as the Town Centre in Te Tapuae Southern Corridor.

JACK'S POINT VILLAGE



Homestead Bay Village (Marina and Local Centre)

Homestead Bay Village is located at the south-western edge of Te Tapuae Southern Corridor and is anticipated to provide a strong anchor at the end of Homestead Bay Road, a key part of the primary transport corridor that follows the valley floor.

The proposed Local Centre aims to support the community needs for large-scale residential greenfield development stretching along this corridor and wrapping around the lower terraces of Homestead Bay. It is anticipated to provide a complementary local support role to the proposed enlarged Jacks Point Village while becoming a unique destination of its

The Queenstown Lakes Spatial Plan 2021 Outcome 3 ‘A sustainable tourism system.’ identifies that ‘*The rapid increase in visitors has stretched infrastructure networks and is putting pressure on the environment and the community. Better coordination is needed to ensure visitors tread lightly and are a welcome contributor to the social, economic, cultural and environmental story of the Queenstown Lakes*’. The creation of a visitor destination along the lake foreshore with associated water-based recreation opportunities for both visitors and local residents (e.g. protected swim / windsurfing areas, beaches, promenade, marina, boat ramp and trailer parking) helps manage growing visitor demands elsewhere, such as in Tāhuna Queenstown. As such, Homestead Bay Village is likely to include a higher proportion of visitor accommodation than anticipated elsewhere in Te Tapuae Southern Corridor.

HOMESTEAD BAY VILLAGE



The Indicative Masterplan in the RCL Homestead Bay Fast-Track application for Homestead Bay positions the Local Centre on a primary spine road between SH6 and Homestead Bay Road. It suggests that it could take the form of a mainstreet sleeving a mid-size supermarket with a pedestrian hospitality street, a laneway and courtyard providing additional amenity. Office, commercial or residential space can be provided on the second floor of the mainstreet buildings.

However, its location is proposed to be moved closer to SH6 due to the need for greater separation from Jacks Point Village to help access a greater walkable catchment and potential to service those travelling from Kingston and other settlements further south. A Park and Ride facility adjacent to the offline public transport hub is proposed to minimise northern through traffic along SH6.

Staging of the Local Centre can potentially be brought forward or spread development over a longer timeframe by avoiding the existing aerodrome which is currently under lease.



Coneburn Industrial and Business Mixed Use (Industrial and Other Commercial Uses)

The Coneburn Industrial area is currently under development at the foot of the Remarkables. It is located within visually discrete site behind bunds on upper terraces where exiting gravel extraction is being phased out. It is proposed to expand this greenfield industrial area on additional upper terraces to the north to supplementing the shortfall of General Industrial land across the wider Queenstown area, while further supporting

greater self-sufficiency of employment in Te Tapuae Southern Corridor.

It is also proposed to develop the eastern landscape setback along SH6, between QEII covenants to the north, south and west, for more intensive Business Mixed Use activities, which will be more visible and subject to greater design standards. This provides for complementary and larger commercial, business, retail uses that supplement the activities and services provided by the Jacks Point Town Centre and other Local Centres.

The Business Mixed Use area is proposed to be split into two parts. Those on the lower slopes under the Coneburn Industrial area to the south are more focused on light industrial and commercial activities. Those at the foot of the Remarkables Ski Area access road and under existing Rural Residential areas are anticipated to have a broader mix of activities, including worker accommodation that can benefit from the proximity to the ski field and amenity outlook over QEII conservation areas and Peninsula Hill.

This could also be the location of the offline transport hubs (subject to further investigation before confirming specific locations) to support the expanded General Industrial area, new Business Mixed Use areas and residential areas opposite. However, the exact location of these would need to be subject to further investigations. The northern hub is proposed at the base of The Remarkables Ski Area access road to support bus services

up the mountain. The second is close to the Coneburn Industrial / Park Ridge roundabout and includes an underpass connecting to a bus route to the west of SH6 that utilises the existing Woolshed Road alignment and proposed slip lane and loop through the Park Ridge residential area.

CONEBURN MIXED USE



Housing Choice

The Queenstown Lakes Spatial Plan Outcome 1 '*Coordinated growth and more housing choice*' identifies that '*Rapid resident and visitor growth means urban development has been sprawling over a larger area, putting pressure on the environment and infrastructure. Many residents struggle to find affordable, secure homes. We need to focus future growth, concentrate on going up - not out, and providing more affordable housing choice.*'

Te Tapuae Southern Corridor Structure Plan could provide up to 9,300 houses over the next 20 to 30 years.

Currently, Lower Density Residential makes up approximately 65% of the existing and proposed residential housing stock. As such, Te Tapuae Southern Corridor places emphasis on providing more medium and higher density housing options for local residents.

The Te Tapuae Southern Corridor Structure Plan is not providing any more large Lot Residential housing is proposed within the Urban Growth Boundary, other than retaining those already developed and consented.

High Density Residential

High Density Residential (HDR) comprises taller buildings, like low-rise apartments and multistorey terraced housing, that are typically subject to higher quality design standards. They

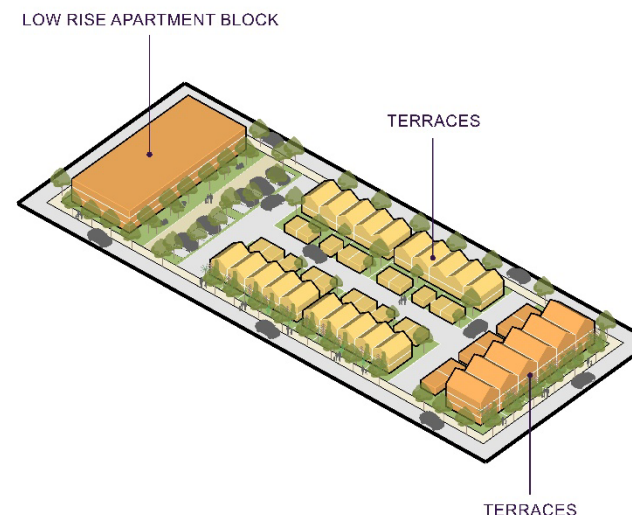
generally accommodate smaller household sizes and, as such, can provide more affordable and / or independent living options. It is often part of comprehensively developed urban blocks at densities anticipated to be a minimum of 60 dwellings per hectare with good outlook and access to higher quality common or public open spaces.

In Te Tapuae Southern Corridor, High Density Residential is generally located on the edge of centres or along primary access routes that is easily accessible by the potential location of Rapid Transit / high frequency public transport, cycling and walking, reducing the reliance on private vehicle use. The higher numbers of residents will also help support the function and vibrancy of the centres. It is the most efficient use of land, which helps minimise urban sprawl and protect our more sensitive landscapes.

The inclusion of High Density Residential has allowed for a greater provision of land for the Blue Green Network (refer to section below). Although, some areas of High Density Residential are proposed within the current landscape setbacks along SH6 where they are close to bus stops and off-line transport hubs and have a higher quality outlook over QEII Trust conservation land and towards the Remarkables.

HDR qualities:

- Vibrant urban living with opportunities for a diversity of informal social contact, including higher numbers of visitors.
- Close proximity to supermarket / shops, potential high school, community facilities, high quality parks and civic spaces.
- Most compact living that accommodates smaller household sizes and enables efficiencies in providing more accessible lift access.
- Most affordable through efficient use of land and comprehensive vertical construction techniques.
- Commonly maintained, 'lock and leave' homes that allows most time for local recreation and social activities.
- Reduces reliance on cars with ability to walk and cycle to most destinations.
- Limited car parking spaces on site with more comprehensively managed parking in common areas or on-street.
- Provides affordability through efficient land use and advanced construction methods
- Lowest operational carbon emissions over time, due to more mixed-use opportunities and higher local accessibility.



Medium Density Residential

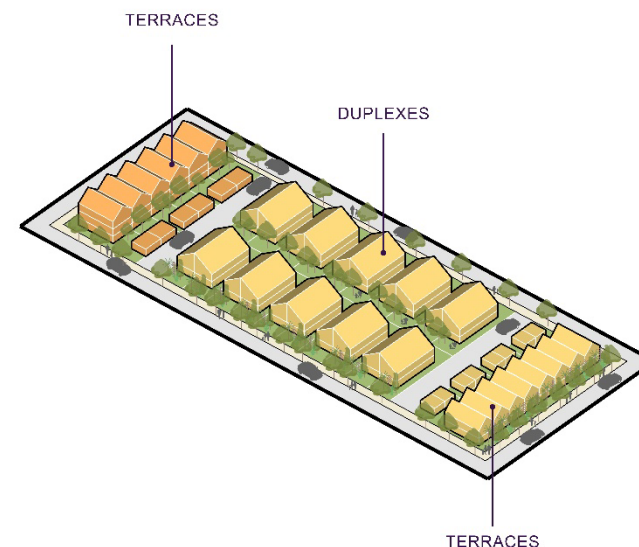
Medium Density Residential (MDR) comprises well-recognised typologies of terraced and semi-detached houses, often with compact accessory units, that are typically subject to higher quality design standards. They can generally accommodate small families and provide more affordable living options.

In Te Tapuae Southern Corridor, Medium Density Residential is already emerging within Jacks Point Village. Additional areas are generally to be located on the fringe of proposed High Density Residential areas and on flatter or gently sloping topography. It also has the purpose of consolidating growth and increasing

housing supply in urban areas while providing more opportunities for private amenity. It remains within comfortable walking distance to Local Centres and easily accessible by public transport, cycling and walking, reducing the reliance on private vehicle use. Densities are anticipated to be a minimum of 40 dwellings per hectare.

MDR Qualities:

- Vibrant urban living with numerous opportunities for informal social interactions.
- Situated close to shops, potential primary schools, community facilities and community / local parks.
- Accommodates smaller household sizes in terraced / semi-detached houses, often with accessory units.
- Low maintenance, 'lock and leave' homes ideal for active local lifestyles with minimal time spent on upkeep.
- Promotes reduced car dependency, with walkable and bike-friendly access to various destinations.
- Includes limited on-site parking, with a focus on managed communal or street parking.
- Provides affordability through efficient land use and construction volumes
- Results in moderate operational carbon emissions over time due to enhanced accessibility.



Lower Density Residential

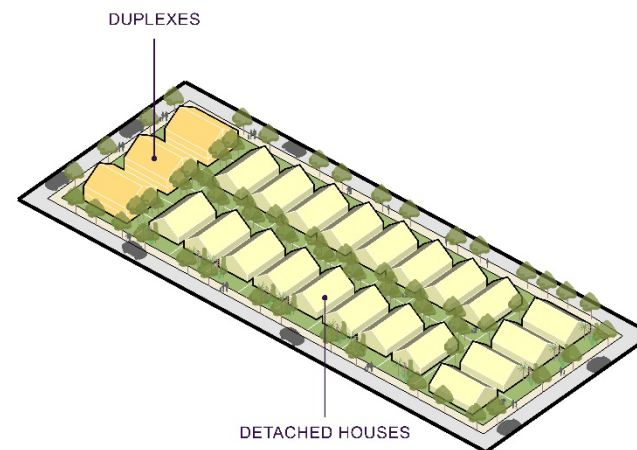
Lower Density Residential (LDR) is the most wide-spread suburban typology across the district, including detached and semi-detached buildings of 1-2 storeys with attached garages or carports and may include separate accessory buildings.

In Te Tapuae Southern Corridor, Lower Density Residential is the most common existing and consented residential typology. It already provides considerable housing choice with a diversity of locations, section sizes and price range from Jacks Point to Hanleys Farm. Within the remaining urban growth boundaries, densities are anticipated to be a minimum of 20-25 dwellings per

hectare. Although, some areas proposed for hummocky topography in Homestead Bay East may need to be larger section sizes to enable better integration with the landscape character.

LDR Qualities

- Suburban living with opportunities for informal social contacts within local street or neighbourhood.
- Walking or cycling distance to neighbourhood shops and community / local parks.
- Short drive to Town / Local Centres and community facilities with walkability to Neighbourhood Centres.
- Accommodates small to large household sizes in detached / semi-detached houses with yard spaces for children's play.
- More affordable through comprehensive subdivisions and use of volume housing providers.
- Lower maintenance on properties that allows some time for local recreation and social activities.
- Garage and on-site car parking spaces for several cars with unmanaged on-street parking.
- Higher operational carbon emissions over time with a dependency on short car trips.



Affordable housing

Housing affordability is an important focus in the Queenstown Lakes District.

The Te Tapuae Southern Corridor presents a valuable opportunity to address this challenge, with plans for over 9,000 new homes. This initiative invites collaboration among developers and community organizations, such as the Queenstown Lakes Community Housing Trust, to explore innovative solutions for providing affordable housing options for the community within the Corridor inline with the objectives and policies of the Proposed District Plan. For example, 5% of the developable

greenfield land area or a financial contribution to the equivalent value could be provided to the Queenstown Lakes Community Housing Trust to be use for perpetual affordable housing. The monitoring plan outlined in this Structure Plan will play a role in measuring and ensuring affordability as we move forward.

DRAFT

Social Infrastructure

The context section of this Structure Plan highlights the current limitations of social infrastructure in the Te Tapuae Southern Corridor, presenting a valuable opportunity for development. By creating essential facilities, this corridor can enhance the area's self-sufficiency and strengthen community resilience.

Education

The Ministry of Education has one existing primary school in the study area (Te Kuran Whakatipu o Kawarau) and have begun some high-level planning to understand educational needs and to confirm what any requirements may be. Given the anticipated growth in the Te Tapuae Southern Corridor, there may be a need to establish at least a second primary school within the corridor, potentially located in Homestead Bay East. Currently, there is a secondary school in Te Kirikiri Frankton, which students from this area attend, and planning is underway for another in Te Pūtahi Ladies Mile.

To address the projected population growth over the next 30 years, it would be beneficial to initiate further discussions with the Ministry of Education regarding the potential for a secondary school in the Te Tapuae Southern Corridor. This will help inform their long-term planning and needs assessment for the secondary school network across Queenstown.

Should the need for a secondary school arise, it may be advantageous to co-locate it with additional social infrastructure, including libraries, a community centre, aquatic centre, open spaces, sports grounds, and a town centre. The structure plan has identified a potential location that could be considered in any feasibility study for the secondary school. This initiative forms the basis of a significant community hub for the Te Tapuae Southern Corridor.

Community Facilities

Social infrastructure plays a vital role in fostering strong and inclusive communities. By creating spaces and opportunities for diverse groups to interact, it enhances social integration and increases the appeal of a place.

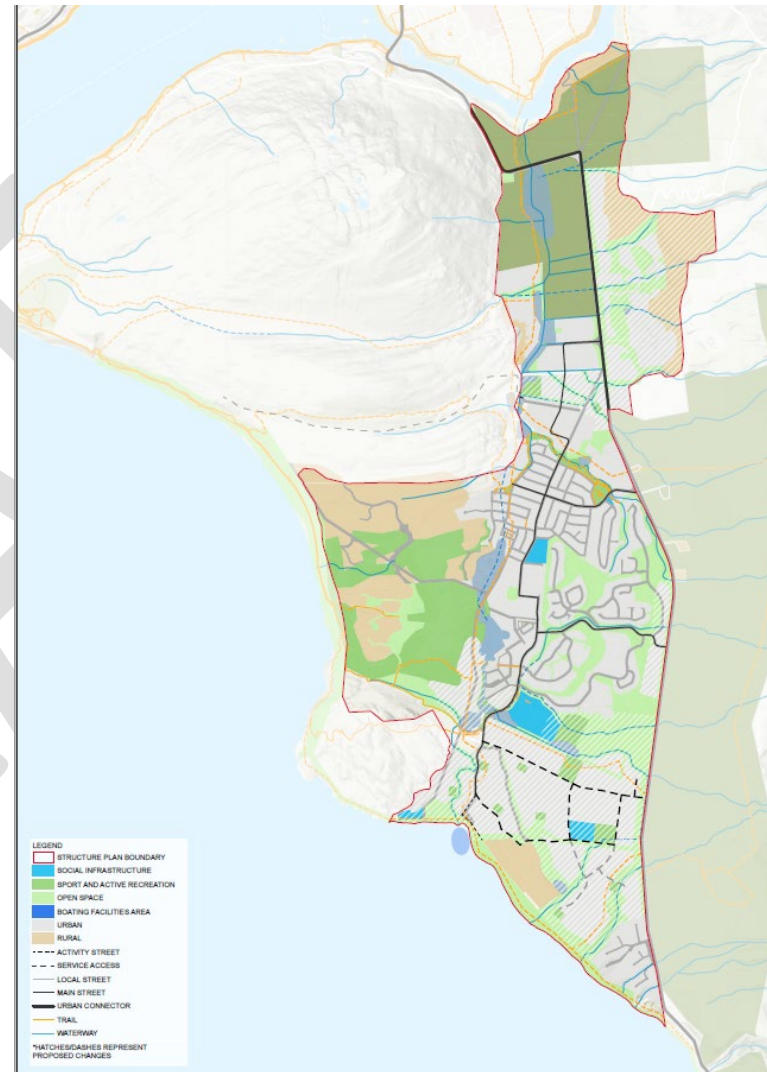
This infrastructure facilitates connections among locals and visitors alike, encouraging them to socialise, play, learn and participate in a range of social, cultural, artistic, sporting and recreational activities. These interactions significantly contribute to the vibrancy of community life and the overall well-being of the residents.

As part of the vision for a community hub concept near the Jack Point Village town centre and potential secondary school, QLDC has recognised the need for additional community facilities in the Te Tapuae Southern Corridor. Given the projected population growth in this area, similar to the approach for education, the

following Council facilities could be developed next to Jack Tewa Park:

- Library
- Aquatic Centre/Fitness Centre
- Community Centre
- Additional Sports Fields
- Associated Parking Facilities

Map XX -Social Infrastructure



Blue Green Network – Active, Passive and Natural

As identified in the context section of this Structure Plan, Te Tapuae Southern Corridor presents an opportunity for sustainable development, through utilising and enhancing the existing stormwater and open space network.

Prioritising effective stormwater management, along with the establishment of premier sports grounds, parks, and civic spaces, will be vital in accommodating projected growth in both business and housing. Additionally, focusing on the ecological restoration of wetlands, waterways, and the lake foreshore can foster important connections between the mountains and the lake, particularly in areas like Jack's Point Village and Homestead Bay.

The following projects have been identified for the Blue Green Network:

1. Lake Whakatipu Foreshore - Riparian planting of foreshore, and expansion of trail network to the south.
2. Lake Tewa - Riparian planting of Lake Tewa.
3. Willow Pond - Riparian planting of Willow Pond.
4. The Preserve wetlands - Riparian planting and terrestrial revegetation of wetlands along Preserve Hill.
5. Homestead Bay East - Addition of 2-3 community parks and 4-5 local parks and civic spaces.

6. Homestead Bay Addition of 1 community park, and riparian planting of waterways and associated trails and civic spaces.
7. Jack Tewa Park Expansion of Jack Tewa Park for premier sports fields and community facilities, and revegetation of waterways.
8. Remarkables Station - Revegetation of waterways, and indicative location of trail network to link into residential areas.
9. Jacks Point to Frankton active travel Jacks Point to Frankton trail along waterway, including revegetating waterway.

Map 10



Blue network – 3 Waters Infrastructure

Water Supply

The preferred pathway is to provide a new water supply source to service the Corridor to service growing development. The key infrastructure includes provision of a new lake take and water treatment plant at the northern end of the corridor towards Kelvin Heights Peninsula, reservoir storage at an appropriate elevation and conveyance infrastructure to service each development through expansion of the existing spine main along SH6.

This pathway allows for staging through:

- Allowing development to continue by maintaining the existing supply from Shotover Bores while the new infrastructure is brought online.
- Modular treatment and reservoir design allowing for staged expansion
- Reconfiguration of existing infrastructure to optimise reuse, maintain supply and reduce spend on interim upgrades.

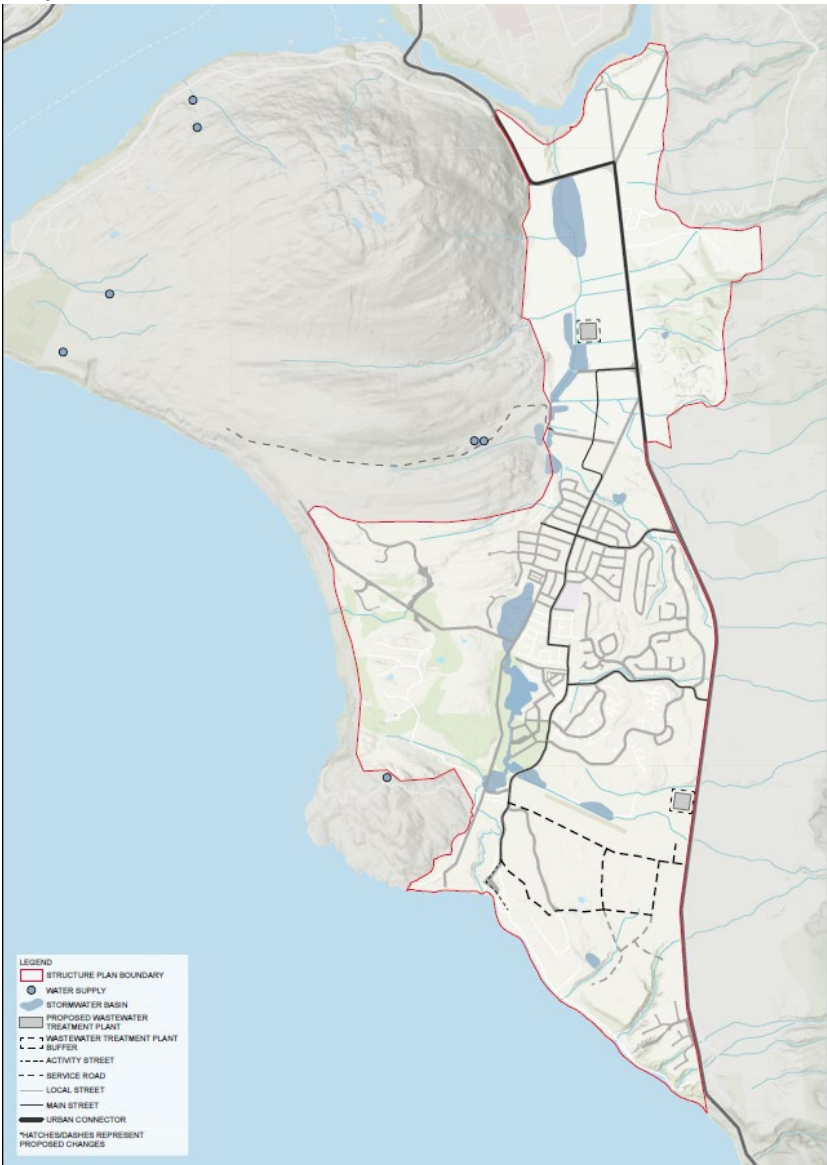
Principles around a centralised supply and associated benefits:

- Provides a reliable new water source with low contamination risk.
- Provides network resilience by providing a new water source dedicated to the corridor and providing network

resilience as a backup supply to the Whakatipu region if required.

- Provides a centralised system to efficiently manage risk associated with water treatment operations.
- Minimises the use of residential and commercial land for infrastructure purposes.

Map 11



Wastewater

The current preferred pathway to service the Corridor is to convey raw wastewater from future developments to the centralised Shotover Wastewater Treatment Plant (WWTP) utilising and expanding the existing wastewater conveyance infrastructure. This pathway also allows for provision for future wastewater treatment in the corridor if a sufficient development density triggers this solution for consideration without requiring significant upfront investment.

The option of disposing of treated wastewater within the Corridor to land was investigated, however, due to the variable permeability of the soils and the subsequent large land area required for disposal, along with likely shallow groundwater, it was concluded that disposing to land was expected to be largely unsuitable. The disposal of treated wastewater from the Te Tapuae Southern Corridor area will therefore be considered as part of the Shotover WWTP disposal options. This is a separate project which is currently being progressed through Council's Property & Infrastructure department. The results from this project will inform the final structure plan and its Implementation Plan. The structure plan will be updated to reflect the decision made by Council in relation to future disposal options relating to the Shotover WWTP.

The key infrastructure for this preferred pathway includes:

- Utilising the existing WW conveyance network in the corridor.
- Upgrading the existing Hanley's Farm Pump Station (HFPS) and, eventually, installation of a second WW conveyance pipeline into Te Kirikiri Frankton.
- Upgrades to existing WW infrastructure in the Te Kirikiri Frankton area in conjunction with other planned upgrades in the area.
- Provision for a future WWTP in the Corridor and reconfiguring the existing network to convey treated effluent North of Kawaru river.

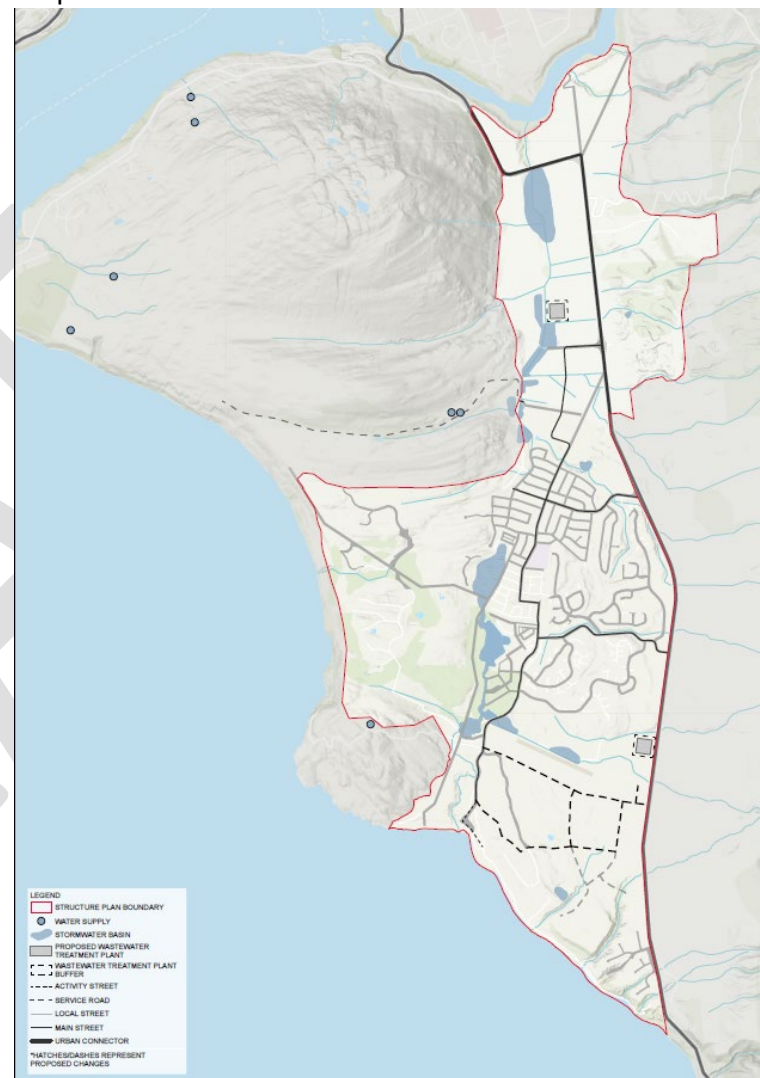
This preferred pathway allows for staging through:

- Connection to the HFPS which is currently being upgraded for future provision.
- Consumption of existing and near future capacity in the conveyance system to allow developments to commence.
- Opportunity for expansion of the conveyance network in line with growth.
- Appropriately timed inclusion of existing developments into the final scheme

Principles around centralised wastewater reticulation and associated benefits:

- Maximises efficiency and value for money by leveraging and coordinating other capacity upgrades planned in the wider Whakatipu network.
- Maximises the use of current infrastructure.
- This pathway allows for provision for future wastewater treatment in the corridor if a sufficient development density triggers this option for consideration without requiring significant upfront investment.
- Minimises the use of residential and commercial land for infrastructure purposes.

Map 12



Stormwater

The preferred pathway for stormwater is by nature-based solutions and stageable. By providing a Corridor wide framework that employs nature-based, development scale treatment and attenuation where developers can build stormwater infrastructure in line with their development timelines, allows for flexibility in the staging of the works.

The Te Tapuae Southern Corridor is naturally split between a north catchment discharging to Kowarau River and south catchment discharging to Lake Whakatipu and this will be maintained.

The key infrastructure includes:

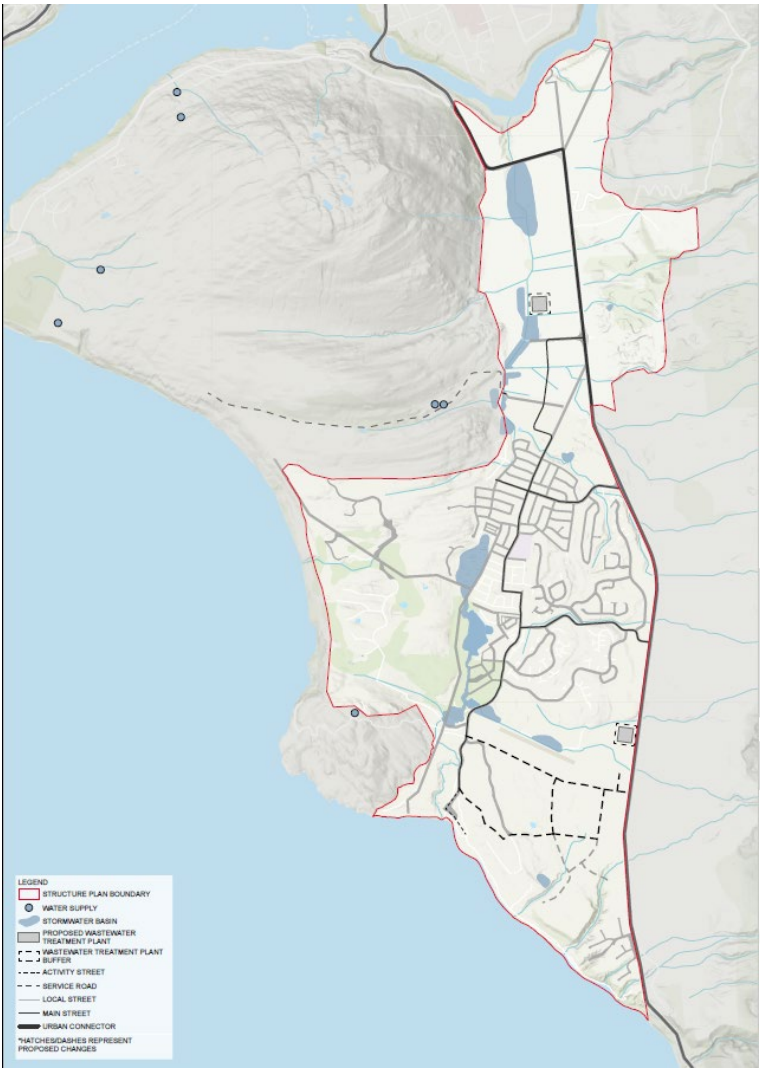
- Utilisation and improvement of existing stormwater devices and staging future stormwater treatment and attenuation infrastructure with development.
- Where possible manage contaminants close to source.
- Conveyance of stormwater through natural treatment features such as vegetated channels and wetlands prior to discharge to Lake Whakatipu and Kowarau River.
- Provision for additional proprietary infrastructure for commercial and town centre locations.

This pathway allows for staging as the infrastructure is provided as part of each development.

Benefits and opportunities:

- Provides opportunity to improve stormwater management throughout the corridor.
- Allow for ecological and hydraulic connection from north to south.
- Maximise ecological area and opportunity for infiltration
- No significant change from current QLDC requirements.

Map 13



Transport network

The current preferred pathway to service the Corridor revolves around reducing the number of single vehicle (cars) using the Kwarau Falls Bridge. The Transport assessment has demonstrated that demand to travel from Te Tapuae Southern Corridor (including Kelvin Heights and Kingston) north across the Kwarau Bridge in the morning peak will shortly (in 2027) exceed the capacity of the current road and public transport services.

Reduction in vehicle volumes can be achieved through a combination of providing alternative higher capacity and sustainable transport modes, providing more jobs and services in the Corridor so it becomes more self-sufficient, and implementing a Travel Demand Management (TDM) programme.

A portion of the demand for additional trips across the Kwarau River can be met through increased public transport (bus) services and road network improvements, but to meet the significant forecast increase associated with development already permitted and proposed, a new alternative is required. The challenges in constructing a new road bridge, based on the ground conditions along the true right bank of the Kwarau River, and congestion issues within Te Kirikiri Frankton transport network make this option challenging to achieve. There are significant capacity constraints across the Whakatipu roading network and any transport intervention needs to be considered more broadly. As a result, the option of developing an alternate

transport option in the form of an offline high-capacity system for the Whakatipu network is being considered.

The key infrastructure for this pathway includes:

Alternative higher capacity and sustainable transport modes:

- Providing safe cycling infrastructure and an internal network, create an active travel route through the Te Tapuae Southern Corridor to the historic Kwarau Falls Bridge into Frankton
- Increases the frequency of the existing public transport network and create a new internal bus route
- Development of an alternative offline high-capacity system with 2-3 stations and to option to expand further
- Park and ride at the offline high-capacity transport stations

Self-sufficient corridor:

- Social infrastructure to meet recreation needs
- Education to meet the learning needs
- Commercial and industrial to create employment opportunities
- Retail and supermarkets for the everyday living requirements

Travel Demand Management and Network Upgrades:

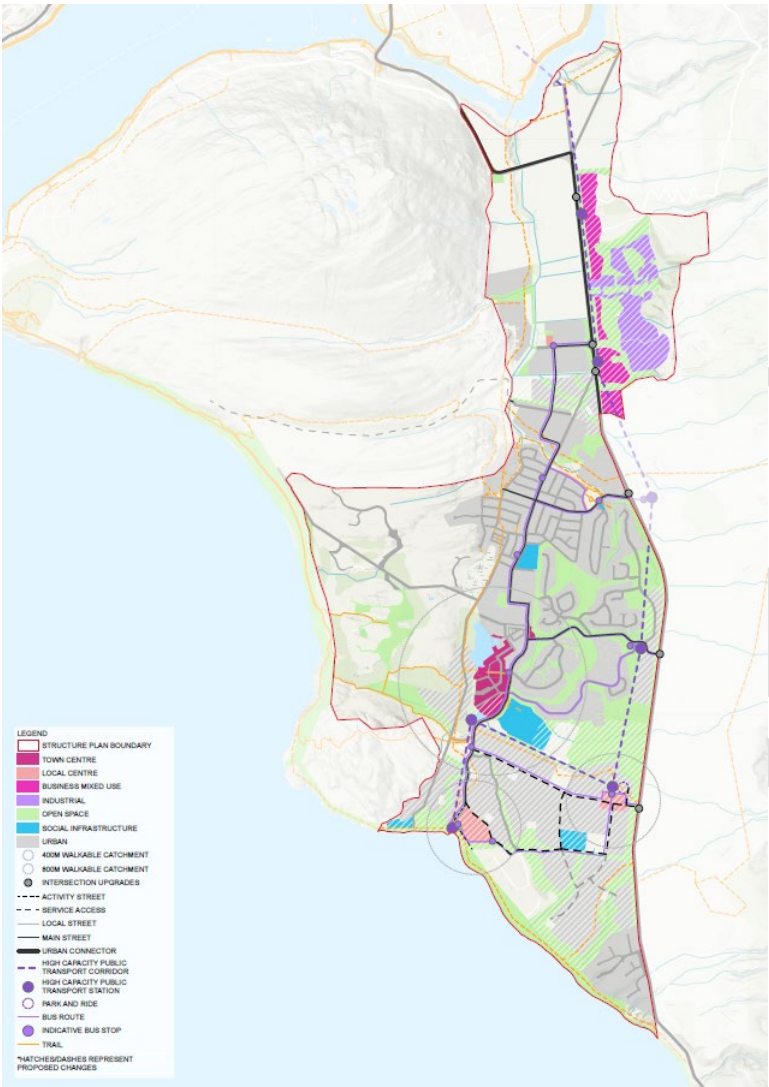
- New roundabout to the south from the SH6 into the Te Tapuae Southern Corridor
- Convert existing intersections from the SH6 to the development into roundabouts
- Increase connectivity of the internal road within the Te Tapuae Southern Corridor
- TDM – three tranches of measures to include:
 - Behaviour change programmes, such as school and workplace travel plans, public transport incentives, public campaigns and events.
 - Infrastructure – walking and cycling networks, bus lanes and priority, mobility hubs and Park and Ride.
 - Policy – regulatory and planning tools such as time of use charging, parking management, zoning for mixed-use, developer contributions.

Principles around delivery of new alternate transport infrastructure:

- Supports all aspect of the Queenstown Lakes Spatial Plan 2021 transport vision of:
 - Compact urban growth: Encouraging development in areas that reduce the need for car trips.
 - Public and active transport: Prioritizing investment in public transport, walking, and cycling infrastructure to reduce car dependency.

- Efficient movement of people and goods: Ensuring key corridors like Frankton to Queenstown Town Centre are optimized for reliable and efficient travel.
- Transport-oriented development: Aligning housing and commercial development with transport hubs to support accessibility and reduce congestion.
- Climate resilience: Reducing transport emissions and adapting infrastructure to climate change impacts
- Provides for the ability of a reliable, low emission and high-capacity transport option with sufficient capacity to meet future trip demand to be integrated into the transport network of the Southern Corridor.
- Provides network resilience by providing an alternative connection to the existing two-lane bridge crossing of the Kawarau River

Map XX Transport Network



Overall Staging Plan for Infrastructure Provision

The following staging plan outlines the essential infrastructure requirements, whether newly constructed or upgraded, needed to support development in the Te Tapuae Southern Corridor. It also includes the specific triggers that indicate when these infrastructure improvements will be necessary.

This plan is designed to align with the goal of facilitating a development pipeline that accommodates a target of 320 new dwelling building consents annually. Achieving this objective will require a collaborative effort among Central, Regional and Local Government, developers, and various stakeholders and utilising Long Term Plan investment, developer and alternative funding delivery and tools to ensure effective implementation of the plan.

The infrastructure requirements are shown in the following time frames, short term (2026 to 2028), medium term (2029 to 2035) and long term (2036 to 2056).

Short term actions and triggers (0 to 3 years)

Stormwater

- Increase capacity of Woolshed Creek.
- Construct Hanley's Farm Detention Basin.

Wastewater

- Hanley's Farm Pump Station (HFPS) upgrade (due to be complete 2025).
- Reticulation upgrade in Te Kirikiri Frankton (from north side of the Kwarau either via Hawthorne Drive or via Queenstown Airport).
- Trunk main from Homestead Bay East to HFPS.

Water supply

- Te Tapuae Southern Corridor reservoir and trunk main towards Homestead Bay East.
- Reinstate Kelvin Heights intake and WTP to service Kelvin Heights.

Transport

- New roundabout provided at SH6 at new RCL access road.
- Conversion of SH6/Jack Hanley Drive to roundabout
- Connecting internal road from Homestead Bay East development to Homestead Bay Road

- Conversion of Remarkables Access/SH6 intersection to roundabout.
- Commencement of internal walking and cycling network and separated cycle connection from Te Tapuae Southern Corridor to Te Kirikiri Frankton via old Kawarau bridge.
- State Highway 6/6A Frankton intersection upgrades completed.
- Undertake planning, consenting, financing, development, and regulatory agreements for offline high-capacity system proposal. This includes reviewing PT bus routes.
- Implementation of TDM tranche 1 – Programmes (soft measures such as school and workplace travel plans, PT incentives).
- Start implementation of TDM tranche 2 – infrastructure (hard measures such as walking and cycling networks)

Medium term actions and triggers (3 to 10 years)

Stormwater

- Commence works for naturalising the QEII land back to its wetland state
- Confirming / optimising the southern channel / wetland system to Homestead Bay

Wastewater

- Additional reticulation upgrade in Te Kirikiri Frankton (from north side of the Kawarau either via Hawthorne Drive or via Queenstown Airport)

Water supply

- New Southern Corridor WTP and intake
- Decommission Kelvin Heights WTP
- Additional storage at Te Tapuae Southern Corridor Reservoir
- New upper reservoir for Kelvin Heights

Transport

- Conversion of SH6/Maori Jack Road to roundabout
- Investigate the need for an offline high-capacity system connecting to Jacks Point Town Centre is required. Initial capacity around 2000pph.
- Implement new internal PT bus route to support and act as a feeder to offline high-capacity system, and existing / proposed bus services across to Frankton.
- Completion of internal walking and cycling network connections to ensure feeder routes to aerial transit nodes.
- 2033 - Increase offline high-capacity system to 2400pph.
- Complete implementation of TDM tranche 2 – infrastructure (hard measures i.e bus lanes and priority)

- Implementation of TDM tranche 3 – policy (regulatory and planning tools), including time of use charging on Kawarau Bridge - ideally aligned with increase in PT and/or offline system delivery.
- PTBC proposed 2033 – 440 people cross bridge on PT AM peak -15 mins service (until 12am) articulated bus (110pax)
- Implement Park and Ride at offline high-capacity stations adjacent to SH6 to capture traffic from south with destination north of Kawarau River.

Long term actions and triggers (10+ years)

Stormwater

- Stormwater infrastructure can be implemented at the time of development

Wastewater

- Duplicate reticulation from the Hanley's Farm Pump Station to Shotover WWTP or
- WWTP in the Te Tapuae Southern Corridor and associated new PS's and new pressure main to common Te Tapuae Frankton Disposal area

Water supply

- Additional storage and staged upgrades to WTP and intake if required

- Interconnecting pipework within Te Tapuae Southern Corridor to link in further developments – potential to decommission Jacks Point WTP and create a single integrated supply

Transport

Extension of offline high-capacity system to Homestead Bay Village aligned with development timeframes.

- Increase offline capacity to 2400pph.
- Complete implementation of TDM tranches by 2040.
- PTBC proposed 2040 – 1033 people cross bridge on PT AM peak = 10 articulated bus (110pax) /hr or 6 min service.
- PTBC proposed 2053 – 1637 people cross bridge on PT AM peak = 16 articulated bus (110pax) /hr or 3-4min service.

Map 14 Staging Map showing staging and broad locations (to be developed)

G. How will we get there? – Implementation Plan

There are several methods or approaches available to implement the Te Tapuae Southern Corridor Structure Plan, including:

1. Statutory planning and District Plan mechanism.
2. Investment in land, infrastructure and Council owned facilities and services, to facilitate, enable and support growth
3. Other direct actions by Council, such as investigating proposals, developing guidelines and standards, operational policies, etc.
4. Indirect actions by Council, such as coordinating, liaising, encouraging, promoting or facilitating actions by others
5. Requiring action by others, such as developer provided infrastructure.
6. Actions that other parties are expected to take for their own reasons.

The implementation plan will be included into the final structure plan to be adopted by Council.

Next Steps

Join us in and help shape the future of this important area.

Your feedback on Te Tapuae Southern Corridor will help guide any necessary changes to the draft Structure Plan before Council considers formal adoption in September 2025.

Community feedback on the draft Te Tapuae Southern Corridor Structure Plan will be open from XX June until XX July 2025.

District Plan Change

Once the structure plan has been approved by Council, a crucial step is for QLDC and developers to collaborate on the best way to incorporate the Structure Plan into the District Plan. This collaboration aims to facilitate the development necessary to meet the target of 320 new dwelling building consents per year. Possible approaches include utilising existing processes, such as fast-track consents, or jointly working on a streamlined planning process.

This collaboration will be discussed during the consultation period for the draft Structure Plan, and a proposed path forward will be included in the final version of the Te Tapuae Structure Plan.

How do we monitor the Te Tapuae Southern Corridor Structure Plan?

To ensure that the structure plan remains practical and relevant, it is recommended that a performance review be conducted every three years, alongside a comprehensive review every six years.

The six-year review will provide an opportunity to evaluate broad, macro-level elements and assess whether adjustments to the structure plan are necessary due to changing circumstances. In contrast, the three-year performance review will identify beneficial amendments that can enhance the plan while maintaining its core objectives and desired outcomes. This approach will promote continual improvement and adaptability in our planning process.

Regular monitoring of the actions and triggers will take place through the Spatial Plan implementation reporting. This will involve establishing a dynamic method for monitoring development uptake within the Te Tapuae Southern Corridor to determine when specific triggers have been reached for further action.