



3 April 2019

Highlander Trusts Ltd
c/o Don McLachlan
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Ref: 6-XQ509.00

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Coneburn Development Additional Transport Commentary

Dear Don,

WSP Opus previously provided an assessment on the feasibility of constructing a roundabout on State Highway 6 (SH6) for Highlander Trust Ltd as part of the Coneburn residential development SHA proposal. This letter intends to supplement the assessment in the original letter, providing additional commentary on:

1. The ability of the wider transport network to accommodate forecast growth in the area, including from the Coneburn Development
2. The effect of the proposed Coneburn Development roundabout on travel times on State Highway 6

For background and site context, refer to original letter, *Coneburn Development - Roundabout Concept* (9 January 2019).

This letter summarises that, based on the NZ Transport Agency's Wakatipu Basin Future Public Transport Demand Model (PT model), the Coneburn development is not expected to cause issues on the transport network (based on assessment of the Kawarau Falls Bridge). However, the PT model is coarse-grained, and further detailed modelling would be required at subsequent stages of the proposed development to understand the expected performance of other elements of the wider network.

The proposed development access roundabout on SH6 may cause some delays to northbound highway traffic in the PM peak, but these are expected to be minor.

Network Effects

The cumulative effect of housing developments in the area must be considered as a whole to determine the likely long-term impact on the highway. In isolation, the Coneburn development is unlikely to cause congestion issues on SH6.

Commissioned by the NZ Transport Agency, WSP Opus has developed the Wakatipu Basin Future Public Transport Demand model, which forecasts the use of public transport in 2028 and 2048. The model takes base demand sets from the strategic Tracks model and applies a generalized cost to every journey to calculate a probability of each journey being undertaken on each mode for various scenarios. The strategic Tracks model bases travel generation from the most recent land use/zoning and population forecast updates from October 2018.

The PT model is coarse-grained, in that it uses link congestion and excess delay at bottlenecks on main roads to calculate travel time but does not consider queuing. Therefore, the model does not capture the effect of spillback from the SH6/SH6A roundabout to Lucas Place and

Humphrey Street in fine detail. Further detailed modelling would be required at subsequent stages of the proposed development to determine congestion and queuing around the wider network for combined future developments.

Zone structure in the models is very coarse south of the Kawarau Falls Bridge, with all areas (excluding Kelvin Heights and Kingston) aggregated into a single “Jacks Point” zone (population forecasts are shown in Table 1). This means that individual developments cannot currently be analysed in isolation.

Table 1 QLDC Population Projections (December 2018) – Jacks Point Zone

Variable	2018	2028	2038	2048	2018 to 2028			2018 to 2048		
					Change	Annual change	% Change	Change	Annual change	% Change
Jacks Point										
Residents	600	2,900	4,220	5,400	2,300	230	17.1%	4,800	160	7.6%
Total Houses	280	1,240	1,830	2,370	960	96	16.0%	2,090	70	7.4%
Total Visitors (Average Day)	250	660	920	1,160	410	41	10.2%	910	30	5.2%
Total Visitors (Peak Day)	640	2,180	3,150	4,070	1,540	154	13.0%	3,430	114	6.4%
Average day population*	840	3,570	5,140	6,560	2,730	273	15.6%	5,720	191	7.1%
Total Rating Units	840	1,870	2,330	2,860	1,030	103	8.3%	2,020	67	4.2%

Model outputs include a summary of mode share and total people movements across the Kawarau Falls Bridge. This gives an indication of the performance of the network following the development of housing areas south of the bridge.

The following conclusions can be drawn from the modelling results.

In 2028:

- Operation of the bridge is satisfactory in all periods, operating at 63% capacity or better in the AM peak and 69% capacity or better in the PM peak. This demonstrates that the new bridge has provided a level of future-proofing for private vehicle trips.
- Public transport has a relatively low mode share. This is primarily due to relatively low congestion and a lack of parking charges or restrictions in Frankton, which is increasingly becoming a destination. Thus, use of public transport is not incentivized.

In 2048:

- Operation of the bridge is satisfactory in all periods, although AM northbound (82-84% capacity) and PM southbound (92-93% capacity) volumes are reaching capacity in all scenarios.
- Use of public transport increases due to heavy congestion elsewhere in the network. As per the point above, congestion on the Kawarau Falls Bridge is comparatively low; however, delays in Frankton and on SH6A encourage uptake of public transport.

Given the comparatively low number of houses currently planned south of Peninsula Road, the Kawarau Falls bridge is expected to have long-term spare vehicle capacity. However, modelling results show that significant congestion is expected on Frankton Road by 2028 and further into Frankton by 2048. This highlights the necessity of integrating public transport and active modes into all future developments to reduce the reliance on private vehicle travel. A series of business cases is currently being undertaken in partnership by the NZ Transport Agency, Queenstown Lakes District Council and Otago Regional Council to develop sustainable public transport solutions to accommodate current and future travel demand in and around Queenstown.

It should be noted that the large disaggregated zone structure south of Peninsula Road in the model averages access times throughout the zone; as such, a well-designed public transport system with lower access times is likely to produce higher mode shares than those forecast.

Apportioning the cause of traffic issues to individual housing developments is difficult; however, the model shows that less than 15% of total car trips on SH6A originate or terminate south of Peninsula Road.

Roundabout Impact on State Highway Traffic

Fundamentally, the give way rules at roundabouts mean that through traffic on SH6 will only be affected by geometric delay (that is, the additional delay required to negotiate the roundabout as opposed to continuing straight on the road as it currently exists).

In the morning peak, it is expected that almost all traffic from the development will travel north to Frankton and Queenstown. This movement will be required to give way to northbound highway traffic and, as such, highway traffic will not be affected. Southbound highway traffic will not be affected by traffic turning left out of the development. Some traffic may turn right out of the Coneburn Industrial area and delay northbound highway traffic, but the majority of trips here are expected to be inbound in the morning peak, thus not affecting highway traffic.

In the evening peak hour, the majority of trips are expected to turn right into the development, for which northbound state highway traffic would have to give way. The traffic count site on SH6 south of the Remarkables Ski Area access captured an 85thile PM peak hour volume of 294 in the northbound direction in 2018 (counter was live in January, February, July, August and September). Without detailed modelling, accurate delays cannot be calculated, but volumes are considered sufficiently low not to cause noticeable delays (this demand translates to gaps of approximately 12 seconds between vehicles).

Regards



Chris Baker
Transport Engineer

Memorandum

To: Werner Murray
 Company: Queenstown Lakes District Council
 From: Alex Ross
 Date: 18 March 2019 Project No: 138249.00
 Subject: Coneburn SHA - Review of Infrastructure Feasibility

1 SUMMARY

Holmes Consulting have been engaged by Queenstown Lakes District Council (QLDC) to complete a peer review of the infrastructure assessments carried out for the proposed Coneburn Special Housing Area (SHA). Our review is based on:

- Coneburn Residential Development, Stantec, 31 January 2019
- Coneburn Special Housing Area Proposal: Flood and Stormwater Management, Fluent Solutions, 18 January 2019
- Coneburn Development Site: Preliminary Geotechnical Report, GeoSolve, 31 January 2019
- Our knowledge of QLDC infrastructure and local capacity constraints

Please note that at this time, no modelling has been completed for the proposed development. We recommend that this is done to confirm feasibility. Our key recommendations are:

Wastewater

- The preferred option is a new pump station at Coneburn SHA, and a new rising main discharging to the receiving manhole at Mountain Ash Drive, Frankton. This option provides the greatest future flexibility for development in the area.
- An alternative solution is to buffer flows from the development and discharge to Hanley's Farm pump station outside of peak times. Upgrades to Hanley's Farm pump station are likely to be required.
- Modelling is required to be undertaken to determine the feasibility of upgrading the Hanley's Farm pump station and/or rising main. Dependent on the results of the modelling, either option could be pursued.

Water Supply

- The preferred option is to construct a new reservoir in the Hanley's Farm region, which would supply peak flows to the Coneburn SHA, Jacks Point and Hanley's Farm developments.
- Modelling is required to confirm the reservoir sizing and operation.

Stormwater

- Fluent Solutions proposes, the SHA could be protected from flooding by a network of 20 – 35m wide flood corridors through the site. We agree with this approach to flood management.
- We recommend modelling during detailed design, to confirm flood flows and sizing of hydraulic structures and flood corridors.
- Diversion mounds and discharge structures to Woolshed Creek will require consent from Otago Regional Council (ORC).

- Two stormwater treatment ponds are proposed for stormwater treatment, with controlled discharge outlets to Woolshed Creek. We consider these to be a suitable treatment option for the development.

2 BACKGROUND

The proposed Coneburn SHA is located 3km south of Frankton and 7.5km east of Queenstown, in the Coneburn Valley. The site is accessed from State Highway 6 and Woolshed Road and lies in the valley floor between the Remarkables and the low hills on the southern side of Peninsula Hill (Figure 1).

The proposed SHA includes:

- Approx. 48 ha of developable land
- Up to 600 residential lots with a dwelling density of 12.5 dwellings per hectare



Figure 1 - Site Location

Woolshed Creek crosses the central/lower part of the site and flows north towards the Kawarau River, with a number of contributing small tributaries and irrigation ditches.

The site is gently sloping towards the creek from the eastern and western site boundaries. Soils include topsoil, alluvial fan deposits (sandy gravel and sandy silt), lake sediments (silt) and bedrock outcrops near Peninsula Hill (GeoSolve, 2019).

Perched groundwater is present on site from 0.6 – 2.8m below existing ground level (GeoSolve, 2019).

Based on site investigations, GeoSolve have advised that the site is subject to liquefaction, possibly lateral spreading around the creek (subject to further investigations) and soft ground. These factors will need to be considered in design of any buried infrastructure.

3 WASTEWATER

3.1 Existing Infrastructure

The Hanley's Farm wastewater pump station is located to the south of the SHA, and was designed to receive wastewater from a maximum of 2,800 residential lots at Hanley's Farm and Jacks Point. The pump station is expected to be vested with QLDC when completed in the first quarter of 2019.

A 450 mm diameter QLDC rising main runs through the proposed SHA site. The rising main conveys wastewater from the Hanley's Farm wastewater pump station and over the Kawarau River Bridge, where it converges with the pumping main from the Willow Place pump station and currently discharges into Frankton Beach pump station.

Both the rising main and Hanley's Farm pump station were designed for a peak flow of 122 L/s, which is the maximum flow contribution from the planned 2,800 lots at Hanley's Farm and Jacks Point. There is no spare capacity within the rising main or pump station for the proposed Coneburn SHA, unless upgrades are undertaken.

The pump station capacity is currently restricted to 1,000 residential lots due to a downstream network capacity constraint. QLDC are currently undertaking upgrade works (new 500 mm OD pumping main to the receiving manhole in Mountain Ash Drive, bypassing Frankton Beach Pump Station), to remove the capacity constraint.

3.2 Proposed Wastewater Servicing

Stantec have proposed three options for servicing the Coneburn SHA for wastewater:

1. New pump station within the Coneburn SHA, discharging to the Hanley's Farm wastewater pump station. Wastewater would then be pumped from Hanley's Farm wastewater pump station to the receiving manhole at Frankton. Easements would likely need to be secured across private land, to allow a new rising main from the Coneburn SHA to Hanley's Farm. Upgrades will likely be required to the Hanley's Farm pump station (including larger pumps and additional emergency storage). The existing 30 m³ flushing tank at Hanley's Farm may be available as emergency storage in future.
2. As above, however the Hanley's Farm rising main would be upgraded. A second pump station would be located partway along the existing rising main, likely on the north side of the Kawarau River Bridge. Land and easement agreements would be required for the new pump station and rising main respectively.
3. Dedicated pump station and rising main at Coneburn SHA, discharging to the receiving manhole at Frankton. An additional dedicated rising main would also likely require a new Kawarau River crossing.

QLDC have indicated that Option 3 is preferable for Council, as further development is planned in the area and a new dedicated pump station and rising main would provide greater resilience.

Stantec have estimated an average daily flow of 5.2L/s from the Coneburn SHA, with a peak wet weather flow of 26.0 L/s. These figures are based on 600 residential lots. We consider that appropriate criteria have been used to estimate wastewater flows.

3.3 Recommendations

Based on our review of the Stantec report and our understanding of QLDC infrastructure, we recommend the following:

- The best outcome for QLDC is likely to be a new pump station at Coneburn SHA, and a new rising main discharging to the receiving manhole at Mountain Ash Drive, Frankton. This option provides the greatest future flexibility for development in the area.
- The lowest-cost option is likely to be a new pump station at Coneburn SHA, discharging to Hanley's Farm pump station outside of peak times. Upgrades to Hanley's Farm pump station are likely to be required.
- We recommend that modelling is undertaken to determine the feasibility of upgrading Hanley's Farm pump station and/or rising main. Dependent on the results of the modelling, either option could be pursued.
- We assume that headworks capacity will be managed through Development Contributions. Details may need to be determined as part of a developer agreement with QLDC.

4 WATER SUPPLY

4.1 Existing Infrastructure

An existing water trunk main (500 mm diameter) from the Kelvin Heights Water Scheme runs through the site, and supplies water to Hanley's Farm. The pipeline is designed for 2,000 lots, but this capacity is already committed to Hanley's Farm and Jacks Point developments.

4.2 Proposed Water Supply

Stantec have proposed three options for supplying the SHA with water:

1. Connect to the existing bulk water main running through the Coneburn SHA
2. New reservoir on a site near the Coneburn SHA, supplied from the existing bulk water main via a new booster pump station, with a falling main to supply Coneburn SHA
3. Dedicated new potable water system from QLDC's potable water network in Frankton Flats (served by QLDC's Shotover Bores Potable Water Scheme).

Stantec have estimated a water demand of 6.9 L/s (average daily flow), with a peak daily flow of 13.9 L/s and a peak hourly flow of 27.8 L/s. The water demand assessments are based on the same criteria used in modelling for Hanley's Farm, namely:

- Average daily flow of 1000 L/lot/day, based on QLDC flow metering study
- Peaking factor of 2 for peak daily flow
- Peaking factor of 4 for peak hourly flow

Based on a classification of FW2, Stantec have estimated the following demands (Table 1):

Table 1: Firefighting flow estimates (Stantec, 2019)

Firefighting flow FW2 (L/s)	Peak Annual Demand (L/s)	2/3 Peak Annual Demand (L/s)	Firefighting Flow + Domestic Demand (L/s)
25	34	23	48

We consider that appropriate criteria have been used for these water supply demand estimates.

4.3 Recommendations

QLDC have indicated a preference for Option 2. A new reservoir in the Hanley Farms region could supply peak flows to the Coneburn SHA, Jacks Point and Hanley's Farm. Modelling is required to confirm the reservoir sizing.

We assume that headworks capacity will be managed by Development Contributions. Details may need to be determined as part of a developer agreement with QLDC.

5 STORMWATER

5.1 Proposed Stormwater Management

A flooding analysis and stormwater feasibility assessment was undertaken by Fluent Solutions Ltd.

The site receives runoff from the western face of the Remarkables, from catchments on Peninsula Hill and via Woolshed Creek. The site is subject to flood flows down Woolshed Creek and from local streams down the alluvial fan above the Coneburn SHA site. Woolshed Creek discharges to the Kawarau River.

Fluent Solutions have proposed the following works to manage stormwater runoff and flood risk:

- 35 m wide flood corridor for Woolshed Creek, with a flow capacity of approximately 47 m³/s
- Three additional floodway corridors within the SHA site to manage flood flows. These floodway corridors would convey runoff to Woolshed Creek, receive runoff from the flood diversion mounds and collect subsoil drainage from the lower parts of the site. The floodway corridors are proposed as follows:
 - Western Floodway sized for 17 m³/s, 25 m wide
 - Eastern Floodway sized for 9 m³/s, 20 m wide
 - Peninsula Hill floodway sized for 8 m³/s (no size indicated)
- Diversion mounds are proposed on the south-eastern boundary of the site, to protect the site from alluvial fan flows from the Remarkables Range catchment. The purpose of the diversion mounds is to divert distributed alluvial fan flows away from the proposed residential lots and therefore mitigate the alluvial fan risk. The diverted flows would be picked up by the Eastern and Western floodways.
- Two stormwater treatment ponds are proposed, to improve stormwater quality prior to discharge to Woolshed Creek. No attenuation is proposed (i.e. ponds would have a treatment function only). Each pond would have an outlet structure to control outflows to Woolshed Creek from the ponds.

5.2 Recommendations

We consider that the proposed floodways are an appropriate stormwater management tool for the site, given the flood risk from Woolshed Creek and the steep contributing catchments. The floodways should be developed further as design progresses. Sizing of the floodways and treatment ponds will need to make allowance for the areas of high perched groundwater on parts of the site.

Consents are likely to be required from Otago Regional Council for the diversion mounds and discharge structures to Woolshed Creek.

We consider ponds to be a suitable option for stormwater treatment at the development.

6 LIMITATIONS

Findings presented in this report are for the sole use of Queenstown Lakes District Council in its evaluation of the subject properties. The findings are not intended for use by other parties, and may not contain sufficient information for the purposes of other parties and other uses.

Our assessments are based on a desk top study only. Condition assessments of existing infrastructure have not been undertaken and it has been assumed that any deficiencies due to damaged or aged infrastructure will be addressed within existing renewals budgets.

Our professional services are performed using a degree of care and skill normally exercised, under similar circumstances, by reputable consultants practicing in this field at this time. No other warranty, expressed or implied, is made as to the professional advice presented in this report.



Alex Ross
PROJECT ENGINEER
Holmes Consulting LP

Copies to:

Attachment D Agency Response – Otago Regional Council

At the time of writing this report the response from the Otago Regional Council had not been received



5th April 2019

Queenstown Lakes District Council
Werner Murray, Principal Planner - QLDC
Via email:
Werner.Murray@qldc.govt.nz

Dear Werner

Coneburn SHA

Thank you for the opportunity to provide feedback on the expression of interest for the Coneburn SHA.

The proposed SHA will provide at least 600 dwellings. This proposed SHA is located within the catchment of Remarkables Primary School. The Ministry has recently acquired land for primary school provision within the Hanley Farm development, which will become the local provision for the Coneburn development.

Planning for new schooling has been on the basis of existing information, including land zoned for housing and Council's dwelling capacity assessments. The addition of a further 600 dwellings is estimated to result in an extra 180 primary aged students. If approved the accelerated development expected from the SHA would mean the Ministry would need to plan to accommodate more students sooner.

As with all school catchments in the Wakatipu Basin, the Ministry will monitor the long term impact of additional housing capacity within the catchment of the proposed school in Hanley Farms.

Kathryn Palmer
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Attachment F Agency Response – Kai Tahu ki Otago and Te Ao Marama Inc

At the time of writing this report the response from the Kai Tahu ki Otago and Te Ao Marama Inc had not been received.



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04 April 2019

Ian Bayliss
Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

Dear Ian

Coneburn Valley – Proposed Special Housing Area – Comments

Thank you for providing details of the above proposal to the NZ Transport Agency (Transport Agency) for comment. We understand that the proposal relates to a 48 hectare development as follows:

- Approximately 600 residential lots;
- A 2-3 hectare community park and associated earthworks, access, landscaping and infrastructure; and
- The provision of a roundabout on SH6.

The development will be located at 436 Kingston Road, adjacent to Jacks Point and Hanley Downs, opposite the Coneburn Industrial Zone. Access to the site will be from a new 4-way roundabout on SH6 provided by the developer.

The Transport Agency supports the provision of the following elements of the proposed development:

- Being located within the Urban Growth Boundary;
- The development constitutes consolidation of existing urban form, rather than urban sprawl;
- A layout that will provide strong street and trail connections
- Integration with Jacks Point and Hanley Downs with both vehicle and trail connections
- Integration with Coneburn Industrial Zone with a 4-way roundabout
- An internal roading layout that provides for future connections through adjoining properties;

The Expression of Interest signals that important trails and road connections will be made to Hanley Farms and that this should be achievable without using the State highway. The Transport Agency supports this arrangement. However, the Expression of Interest advises that in the short term Woolshed Road will be used. The Transport Agency advises that the sight distance visibility from the Woolshed Road/SH6 intersection does not meet our recommended requirements. This is reflected in the provisions of both the Operative and Proposed District Plans which restrict the use of this intersection until it is upgraded. Given the proposed roundabout is close to this intersection the Transport Agency suggests the proposed Coneburn roundabout should replace the Woolshed Road/SH6 intersection. Consequently, the Transport Agency suggests that the internal roading network form and function should be designed and constructed to a standard that can safely and efficiently accommodate traffic from this development and some of the neighbouring Jacks Point and Hanley Farms traffic that will access the State highway via this new intersection.

Ultimately mitigation of the transport issues will require a wider and more integrated approach which is best managed through a spatial plan. This would provide an opportunity to provide an infrastructure funding toolkit and prioritise development in Queenstown.

The Transport Agency is supportive in principle of SHA's within urban growth boundaries and on the basis of the information currently available to us suggests, if Council are of a mind to accept this Expression of Interest as a Special Housing Area, that the following should also be included as part of the proposed development:

- A roading layout that supports alternative transport modes, i.e. bus stops, walking and cycling;
- The roading layout shall be of sufficient width to safely and efficiently accommodate bus routes through the development and to accommodate significant volumes of vehicular traffic generated from neighbouring developments.
- Integration with Coneburn Industrial Zone with a 4-way roundabout with potential cycling and pedestrian infrastructure incorporated into the roundabout design.
- The arterial connection from the development to Woolshed Road shall be constructed at the same time as the State highway roundabout to facilitate the closure of the SH6/Woolshed Road intersection.
- The arterial road shall connect to Woolshed Road an adequate distance from the current SH6/Woolshed Road intersection to allow a bund or similar structure to be constructed to prevent headlight glare and other distraction effects on State highway motorists.

Please do not hesitate to contact me if you have any further queries or require further information.

Yours sincerely



Steve Higgs
Lead Strategic Planner



QUEENSTOWN TRAILS TRUST

Friday, 12 April 2019

Werner Murray
Principal Planner, QLDC

Re: Coneburn Valley SHA trail connectivity

Thank you for the opportunity to comment on the proposed Special Housing Area at the proposed Coneburn Valley Special Housing Area, North of Hanley's Farm. This area houses a rapidly expanding population, and it is vital that a direct Active Travel route is established to connect Jacks Point, Hanley's Farm and Coneburn Valley with a safe off-road opportunity for workers and commuting students to get to Frankton efficiently and without reliance on private vehicles.

The Trust's 10-year plan 'Queenstown Trails for the Future' highlights the need to 'connect our communities' with a trail network to encourage active transport to school, work and play, as well better lifestyle choices and integration between residential areas.

We have pursued this route for a long time, and the development of the Coneburn Valley SHA finally provides the opportunity for QLDC to place conditions on the property to provide the easement which the community desires.

It is the Trusts recommendation that;

- Easements for a direct North to South route between Frankton and Jacks Point for Active Travel should be a condition placed on approval of this SHA. Most surrounding landowners are already in support. The Urban design review by Vivian & Espie shows an intention to connect to the trail network through the site along a series of Green ways (which follow the bulk services routes).
- The route should lead from the Jacks Point Clubhouse, through the commercial zone beside Lake Tewa and onto the trails beside the wetlands at Hanley's Farm. The trail would then follow the existing bulk-services easement through Coneburn Valley and cross beneath State Highway 6 at the Boyd Road 'dip'. From here, the route would connect to a riverside trail with the option to cross the Kawarau on a pedestrian bridge into the QLDC reserve adjacent to the Zoological Gardens or continue upstream to link up with the K Falls Heritage Bridge.
- The opportunity to use a new active transport bridge to connect more bulk services with Frankton should also be investigated. The Jan 2019 Report by Stantec (Coneburn Residential Development) suggests that water supply and wastewater treatment is potentially best served with a new services connection crossing the Kawarau at Boyd Road.

- All provision for improved Active Transport (including the underpass at Boyd Road and pedestrian bridge to Frankton) should implemented prior to completion of the development/s in order to encourage a mode shift amongst the existing community.
- The development should also consider recreational opportunities for residents and connections to the wider trail network. A connection to the Jacks Point Lakeside Trail can be achieved, which would take advantage of a realigned ULR connecting Jardine Park through 'Dead Horse Gully'. The Trust understands that these discussions are underway between QLDC and Darby Partners. The trail would connect into the Coneburn SHA through its northernmost greenway running West to East, with the easement again being a condition of the development.
- The Trusts preference is for Indicative Masterplan Option B, which provides more recreational space but more importantly has the community shops directly adjacent to the large reserve, which generates less severance for families who will use both facilities simultaneously.

The attached Plan should help provide more clarity

Yours sincerely



Mark Williams
CEO, Queenstown Trails Trust