

Programme Options

Strategic Response			Programme 1	Programme 2	Programme 3	Programme 4	
Strategic Alternatives	Strategic Options	Intervention options	DO MINIMUM (450 lots)	LESS AMBITIOUS (750 lots)	PREFERRED (1,100 lots)	MORE AMBITIOUS (2,185 lots)	
		Notes: 1. ★ = access point 2. ✓ more ticks = more intensity					
To increase the supply of developable land	Road access to enable subdivision for new sections	SH6 at Howard Drive	✓	✓	✓	✓	
		Lower Shotover Road	x	x	x	✓	
		SH6 at McDowell Road	x	x	x	✓	
		Stalker Road	x	✓	✓	✓	
Improved Accessibility	Public transport	Howards Drive	x	✓	✓	✓	
		SH6 bus stops	✓ (approx. 20% on PT)	✓ (approx. 25% on PT)	✓ (need 27% on PT just to achieve 900 lots - achievable beyond that?)	✓	
		Internal bus stops (Developer cost)	✓ (approx. 20% on PT)	✓ (approx. 25% on PT)	✓ (need 27% on PT just to achieve 900 lots - achievable)	✓	
		Increased frequency	✓ (approx. 20% on PT)	✓ (approx. 25% on PT)	✓ (need 27% on PT just to achieve 900 lots - achievable)	✓✓✓	
Active travel	SH6 pedestrian/cycle crossing	Improved walking/cycling	✓	✓	✓	✓✓	
		SH6 pedestrian/cycle crossing	x	✓	✓	✓✓	
Park and Ride	Park and ride hub for 'Cromwell' traffic	Park and ride hub for 'local' traffic (or use local bus?)	x	✓ (20% turn-in at Alec Robins)	✓ (>20%+ turn-in at Alec)	✓ (20%+ turn-in at Alec Robins)	
		Land for PnR in planned Buffer Zone	To be agreed outside HIF	To be agreed outside HIF	To be agreed outside HIF	To be agreed outside HIF	
		Bus priority on SH6 (for Park n Ride and network buses)	To be agreed outside HIF	To be agreed outside HIF	To be agreed outside HIF	To be agreed outside HIF	
		Bus priority on SH6 (for Park n Ride and network buses)	x	✓ (not essential but improves attractiveness)	✓	✓	
SH6 relief	Arthurs Point diversion	4-laning of SH6	x	x	Peak	Permanent	
		New Shotover bridge	x	x	x	?	
		New Kawerau bridge	x	x	x	?	
		MRT	x	x	x	?	
Planning Controls	Lead Policy Trigger Points for further incremental SH6 relief (within existing 1100 HOLD point)	Speed restrictions	450	450 and 750	450, 750, 1100	450, 750, 1100 and ??	
		Speed restrictions	80 km/hr	80 km/hr	80 km/hr	80 km/hr	
Other change opportunities	Non-car dependent subdivisions						
Efficient infrastructure that enables housing development	Water supply infrastructure	New dedicated rising and falling mains from Shotover Country borefield	✓	✓	✓	✓✓	
		Expansion of Shotover Country borefield (beyond 26 MLD) with additional	x	x	x	to be evaluated	
		Reservoir(s) at Site 1 (Stalker land, including pipe route-CHECK)	✓	✓	✓	✓	
		Reservoir at Site 2 (Threepwood, including pipe route-CHECK)	x	x	x	to be evaluated	
		Allow storage capacity for Queenstown Country Club	✓	✓	✓	✓	
		Reticulation mains within the site	x	x	x	to be evaluated	
		Additional UV and chlorination treatment at bore	QLDC to confirm	QLDC to confirm	QLDC to confirm	to be evaluated	
		Trunk main along SH6 to Howards Drive	✓	✓	✓	✓✓	
		Trunk main along SH6 beyond Howards Drive (east)	x	x	x	to be evaluated	
	Trunk main along Howards Drive (south), tie-in to Jones Ave WTP	x	x	x	to be evaluated		
	Wastewater infrastructure	Dedicated rising main to Shotover WWTP	For Area A: WWPS + Connection to existing gravity in SH6	x	x	x	to be evaluated
			For Area B: WWPS + Connection to QCC WWPS (incl upgrade of WWPS)	x	✓	✓	✓
			Sewer trunk main along SH6 from Howard Drive to Shotover Bridge	✓	✓	✓	✓✓
			Sewer trunk main along SH6 from Howard Drive to Shotover Bridge	✓	✓	✓	✓✓
	Stormwater infrastructure	New pipeline to Shotover River	New pipeline to Lake Hayes Creek in SH6 corridor	x	For Area A only	For Area A only	to be evaluated
			Glenpanel pipeline across SH6 to existing QCC SW main (for Glenpanel flo	✓	✓	✓	✓
			Secondary overland flowpaths (Developer cost)	✓	✓	✓	✓
			Cut-off drains at base of slope on north side of subdivision (developer cos	✓	✓	✓	✓
On-site detention basins (developer cost)			✓	✓	✓	✓	
Internal reticulation (developer cost)	✓	✓	✓	✓			

Other Options evaluated but not included in the programmes

To increase the supply of developable land	Road access to enable subdivision for new sections	Left In/Left Out entrance on SH6	Discounted for safety reasons
		Modify Stalker Rd roundabout for access	Only possible if Henry Land becomes available
		SH6 midway between Stalker Rd and Howards Dr (existing tree lined drive	Not permitted by NZTA, too close to Stalker Roundabout
Efficient infrastructure that enables housing development	Water supply infrastructure	New dedicated stand-alone water source and treatment	Not efficient when so close to existing supply
		Connect to existing watermain on SH6	Not enough capacity
		Connect to existing reticulation in Shotover Country/Lake Hayes Estate	Not enough capacity
	Wastewater infrastructure	Use existing rising main along Old School Road	Not enough capacity??
New WWTP within development, with disposal to land or river (Shotover/		Not efficient when so close to existing supply	
		Connect to existing gravity sewer at Stalker roundabout (existing tee beer	Not enough capacity???
		Connect to existing rising main at Howards Dr roundabout (requires WWF	Not enough capacity???