

Item 2: Te Tapuae Southern Corridor Policy Planning Options Workshop

SESSION TYPE: Workshop

PURPOSE/DESIRED OUTCOME:

Present Policy Planning response to Te Tapuae Southern Corridor Structure Plan

DATE/START TIME:

Tuesday, 2 June 2026 at 2.00pm

TIME BREAKDOWN:

Presentation: 40 Minutes

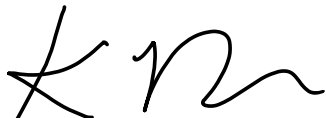
Questions or Debate/Discussion: 20 minutes

PRESENTERS:

Katie Russell – Policy Planner

Amy Bowbyes – Principal Policy Planner

Prepared by:



Name: Katie Russell
Title: Policy Planner

22 May 2026

Reviewed and Authorised by:



Name: Dave Wallace
Title: General Manager, Planning &
Development

22 May 2026

ATTACHMENTS

A – Te Tapuae Southern Corridor: Policy Planning Options

Te Tapuae Southern Corridor

Policy Planning Options Workshop

Direction and Discussion Today

- > The role of the district plan and parallel workstreams
- > Section 32 broad options
- > Preferred broad option - potential locations
- > Discussion
- > Next steps

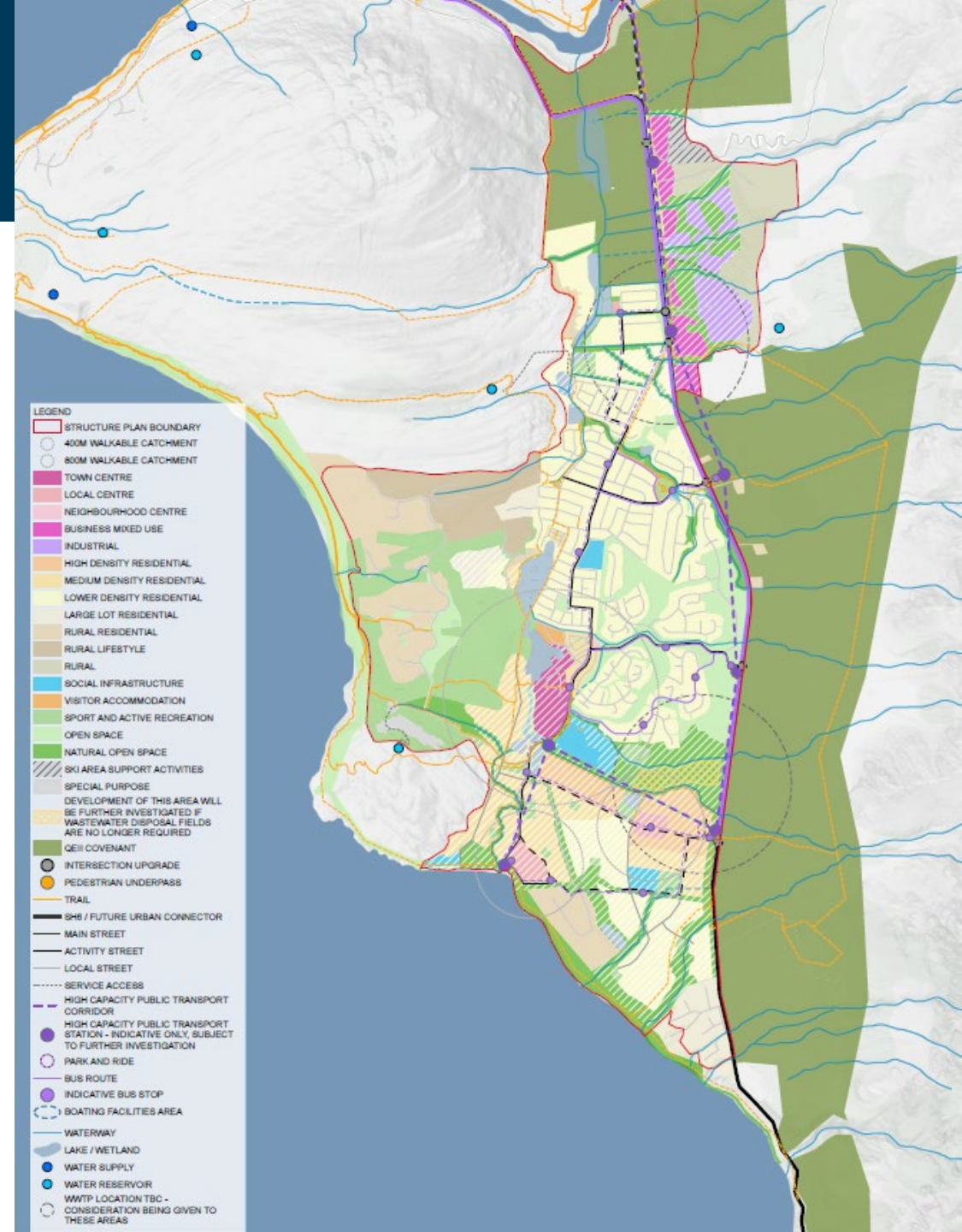


- > Prepared to be used either under:
 - > The RMA, and district plan, or
 - > Land Use Plan under the new Planning Act
- > Strategic planning by QLDC sets this foundation for efficient delivery even through reform



What is Te Tapuae Structure Plan?

- > Responds to direction set in Spatial Plan
- > Strategic document - 30 year timescale
- > An intermediary step in the development process between spatial planning and district plan variations / plan changes.
- > Limited weight in consenting and Fast Track processes



TTSC Implementation Plan

- > Implementation Plan part of Structure Plan
- > It identifies two plan changes:
 - > one focused on commercial/res
 - > A second on industrial and mixed use – research underway
- > Consents for subdivision and development are continuing
- > Moving forward with this work now is essential to realise more integrated development outcomes in the corridor

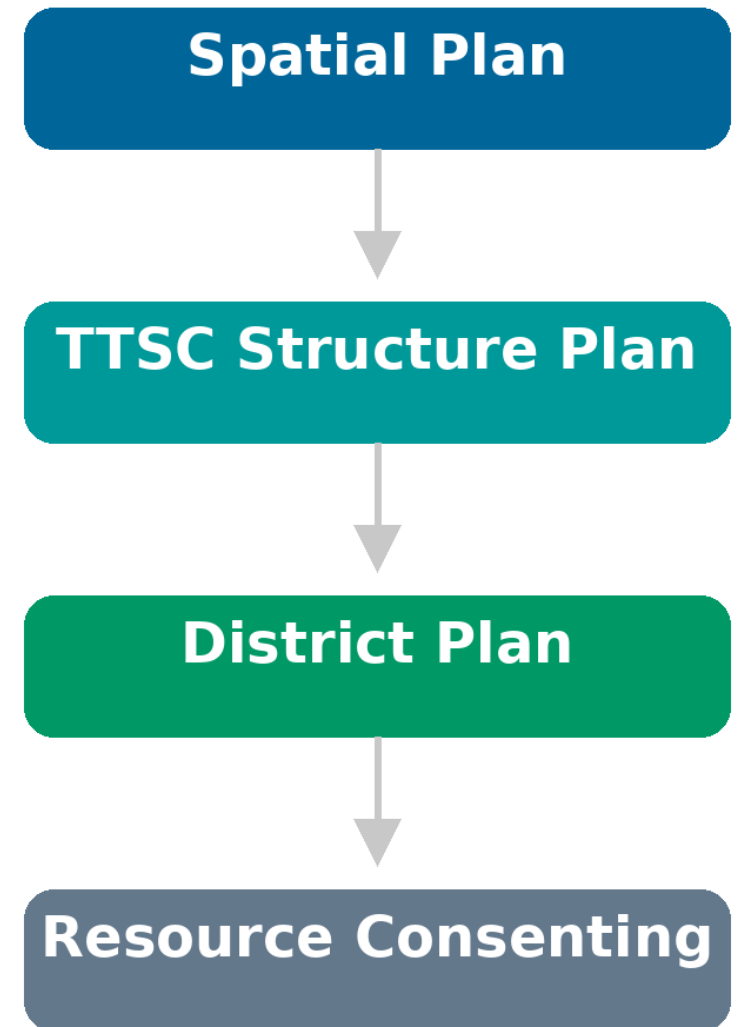


What's the role of the district plan?

For TTSC the council adopted the Structure plan with the following resolution:

Adopt the amended Te Tapuae Southern Corridor Structure Plan and commence the options analysis to advise what will be the recommended planning approach to give statutory weight to the Structure Plan;

The District plan = rules for the next 10 years



Concurrent Workstreams



Transport

QLDC Transport

NZTA & ORC

Trails Trust



3 Waters Infrastructure

P&I



Social Infrastructure

Parks Team
Recreation Team



Strategic Alignment

Strategic Growth
Team

Changing the District plan – RMA Section 32



The Section 32 is an evaluation report completed for changes to a district plan



It must demonstrate that the proposed provisions are robust, evidence-based, and the most appropriate way to achieve the sustainable management of natural and physical resources under the RMA



Part of the evaluation requires that council identify issues and consider/test alternatives to respond

Do nothing → Do a little → Do a lot

Section 32 – broad options



Option 1 - The status quo, This would continue with the existing PDP zoning and development controls, relying on previously enabled capacity and limited, ad hoc rezoning to meet housing and business land demand.



Option 2 – Limited Change – Enable some development while largely retaining the existing settlement pattern and provide some additional housing and commercial land. This would largely retain the district plan provisions and make minor amendments to maps.

Broad options continued



Option 3 – Coordinated Development – this option would rezone parts of the urban area to function as integrated communities. This would require changes to district plan chapters and maps, and include new provisions to address development.



Option 4 – Comprehensive change – this would reshape the corridor for intensive development and would require a new planning framework for the entire area.

Recommended option

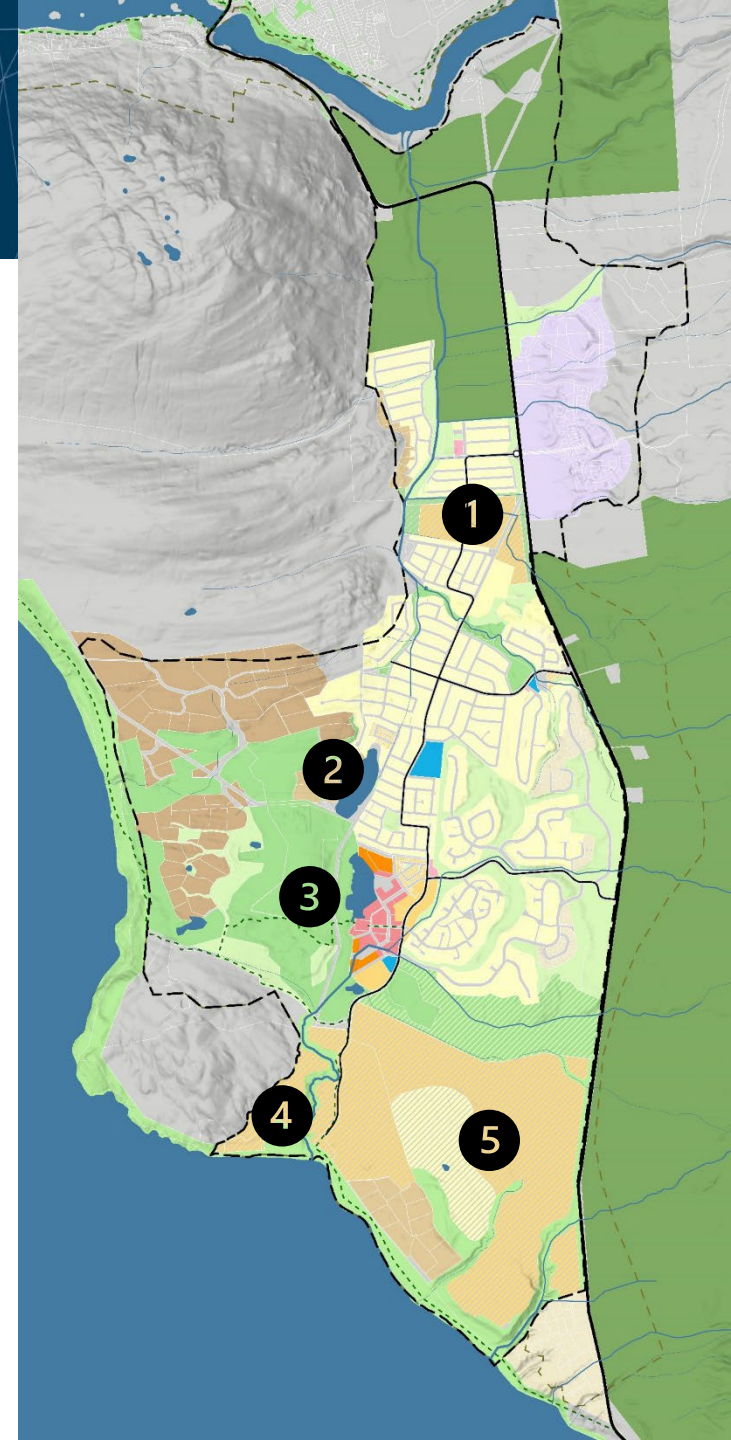
Option 3 – Coordinated Development

This option enables development in suitable locations while managing infrastructure capacity, and cumulative effects in an integrated manner consistent with the National Policy Statement Urban Development.

This option balances strategic planning with flexibility, supporting well-functioning urban environments and coordinated land use and infrastructure delivery.

How might this shape up?

- > This plan change is focused on the **western side** of the highway – where residential and commercial land is needed.
- > Zoning for identified commercial centers, more land for commercial use
- > Land for housing at a variety of densities, with a more intensive focus
- > Provision for blue green network/open spaces
- > Transport network provision when and where possible
- > Change of UGB to at the RCL/Homestead Bay



Discussion

> Does the direction set make sense?

Next steps

An exemption application
to the Ministry is in
progress

Application has been
submitted to MfE

Expert reporting to refine
methods and inform
provisions

Engagement with iwi, key
stakeholders

Transport
Urban Design
Economics

If possible, additional
workshop later this year
where we will discuss:

Methods and Provisions


Plan making

The plan stop application provides options for council to decide plan making pathway.

The streamlined planning process (SPP) remains an available pathway, as does Schedule 1

For SPP, there are three key process differences:

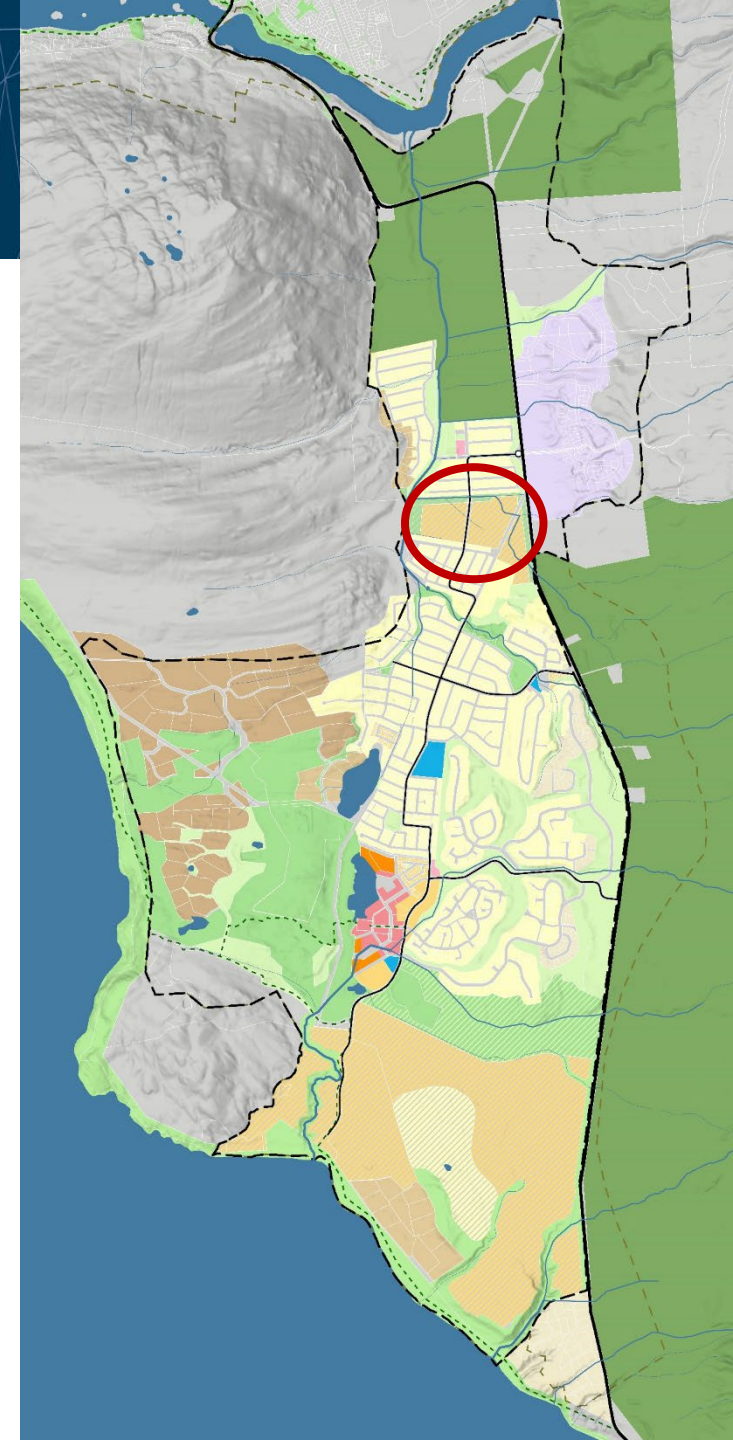
- > An application to the Minister for permission to use SPP is required
- > Requires extra 'Front loading' of consultation and reporting to balance limited appeal rights
- > Very limited appeal rights for the public to the Court

An aerial photograph of a mountain valley. In the foreground, a rocky, brownish mountain slope descends towards a green valley. The valley contains a small town with a grid-like street pattern and several buildings. A large, blue lake is situated in the middle ground, surrounded by more mountains. The background shows a range of mountains under a cloudy sky.

The following slides are included as an addendum for extra information and will also be available as a handout if needed

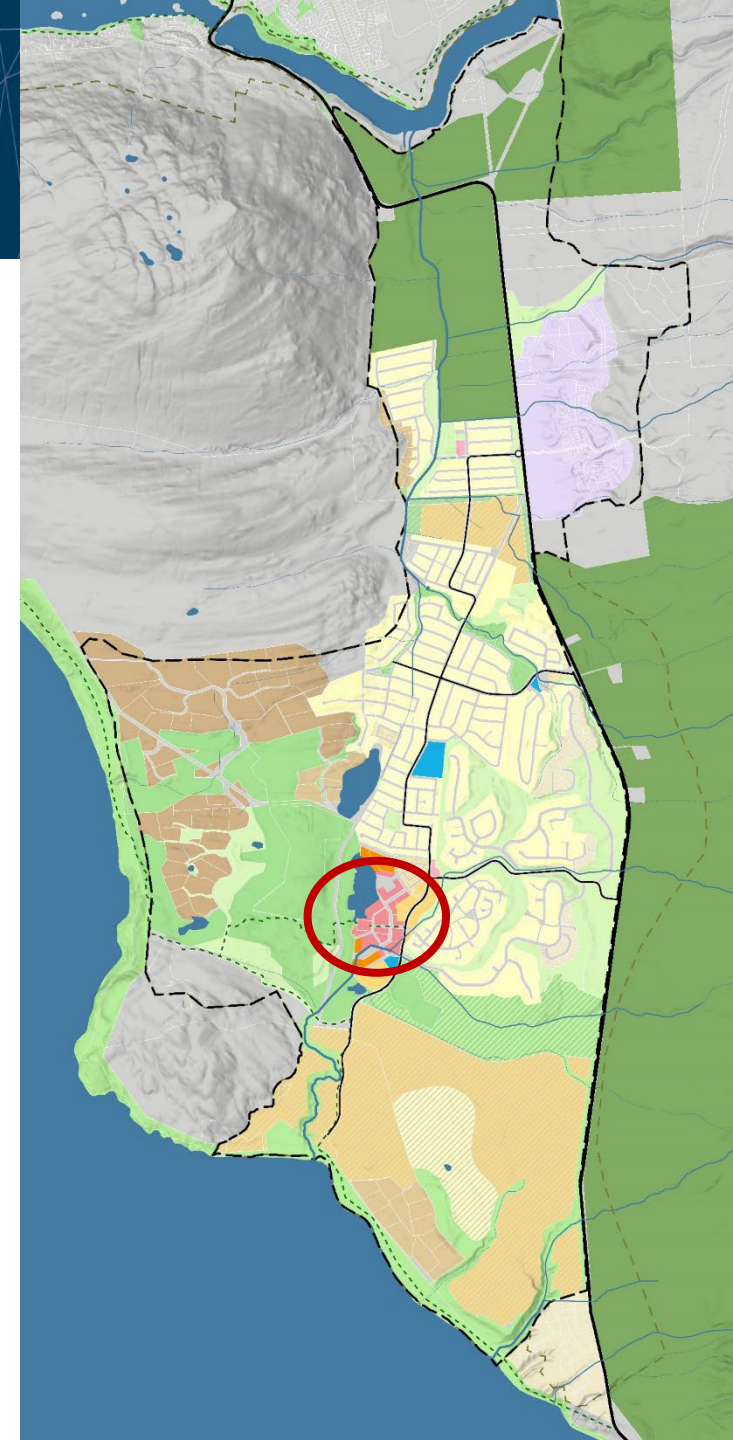
Northern Block

Total Area	16.9 ha
Current Zoning	Jacks Point Open Space Landscape Activity Area Highway Protection
TTSC Structure Plan Land use types	Low Density, Open Space, Water,
Key Landowners	Patersons, Peninsula Hill Ltd
Current enabled yield	272
TTSC Anticipated yield	237 - 414



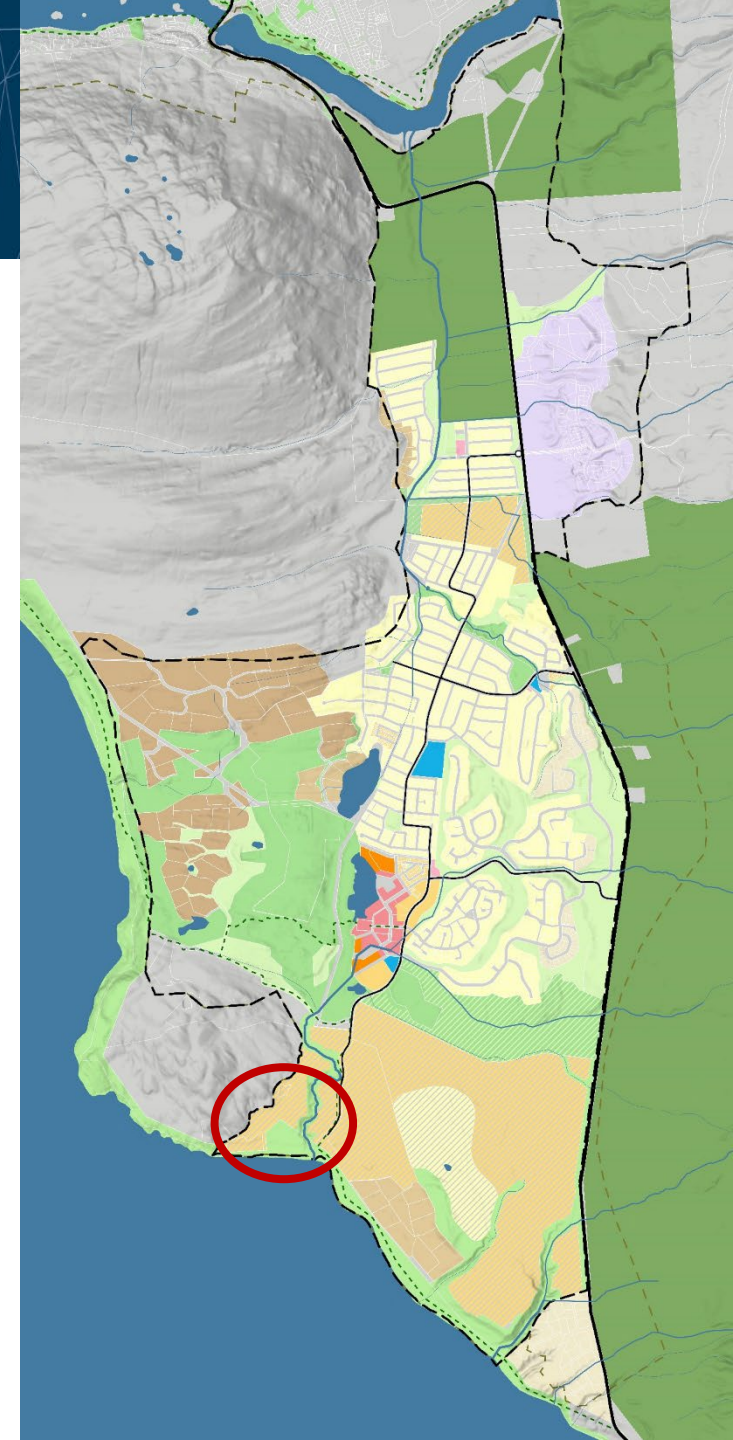
Jacks Point Village Expansion

Total Area	29.7 ha
Current Zoning	Jacks Point Open Space Golf Jacks Point Village
TTSC Structure Plan Land use types	Town Centre, Open Space, Water, Medium density, blue green network and transport considerations
Key Landowners	Jacks Point
Current enabled yield	441
TTSC Anticipated yield	744 - 893



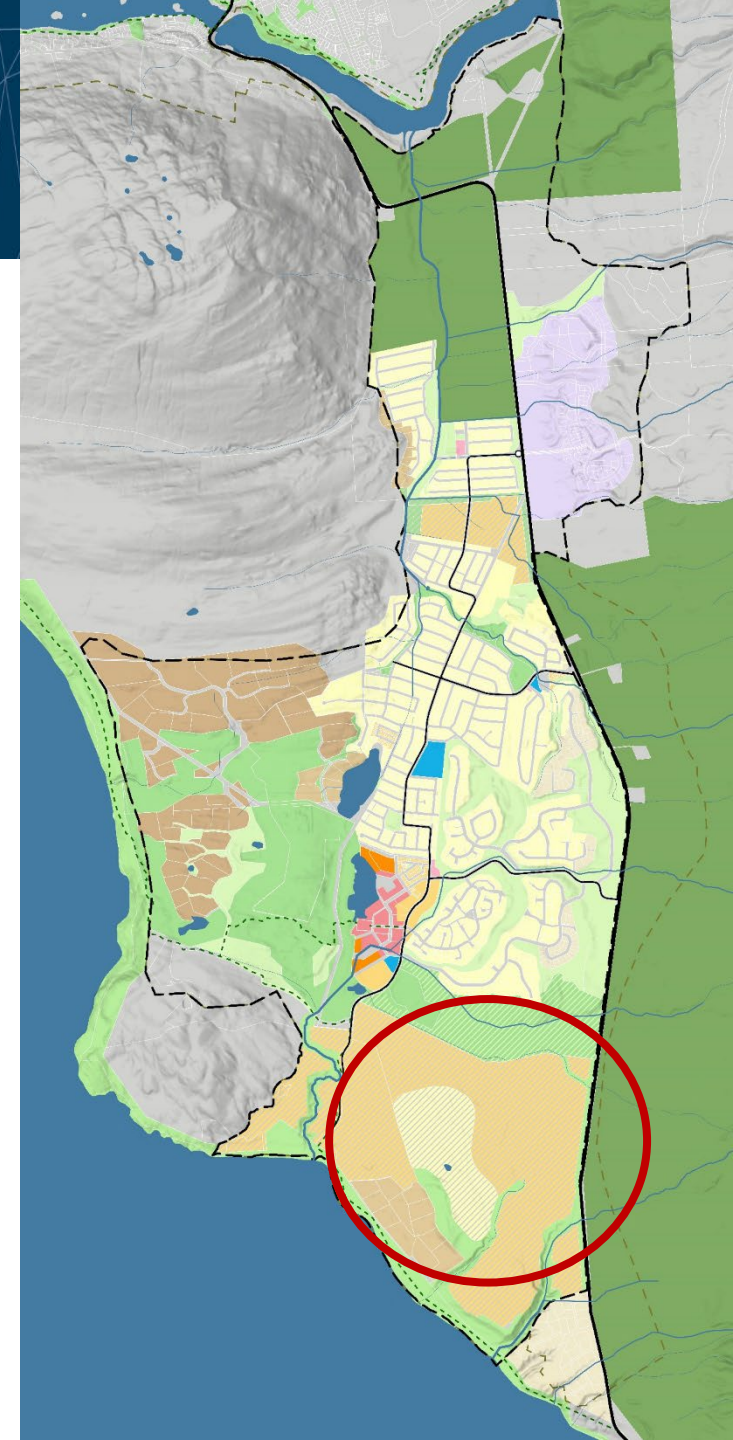
Homestead Bay Expansion

Total Area	36.4 ha
Current Zoning	JPZ - Homestead Bay Village JPZ – Open Space landscape/Foreshore
TTSC Structure Plan Land use types	Education, Medium Density, Local Centre, High Density, blue green network and transport considerations
Key Landowners	Homestead Bay Trustees, Jardines, University of Otago
TTSC Anticipated yield	973 - 1168



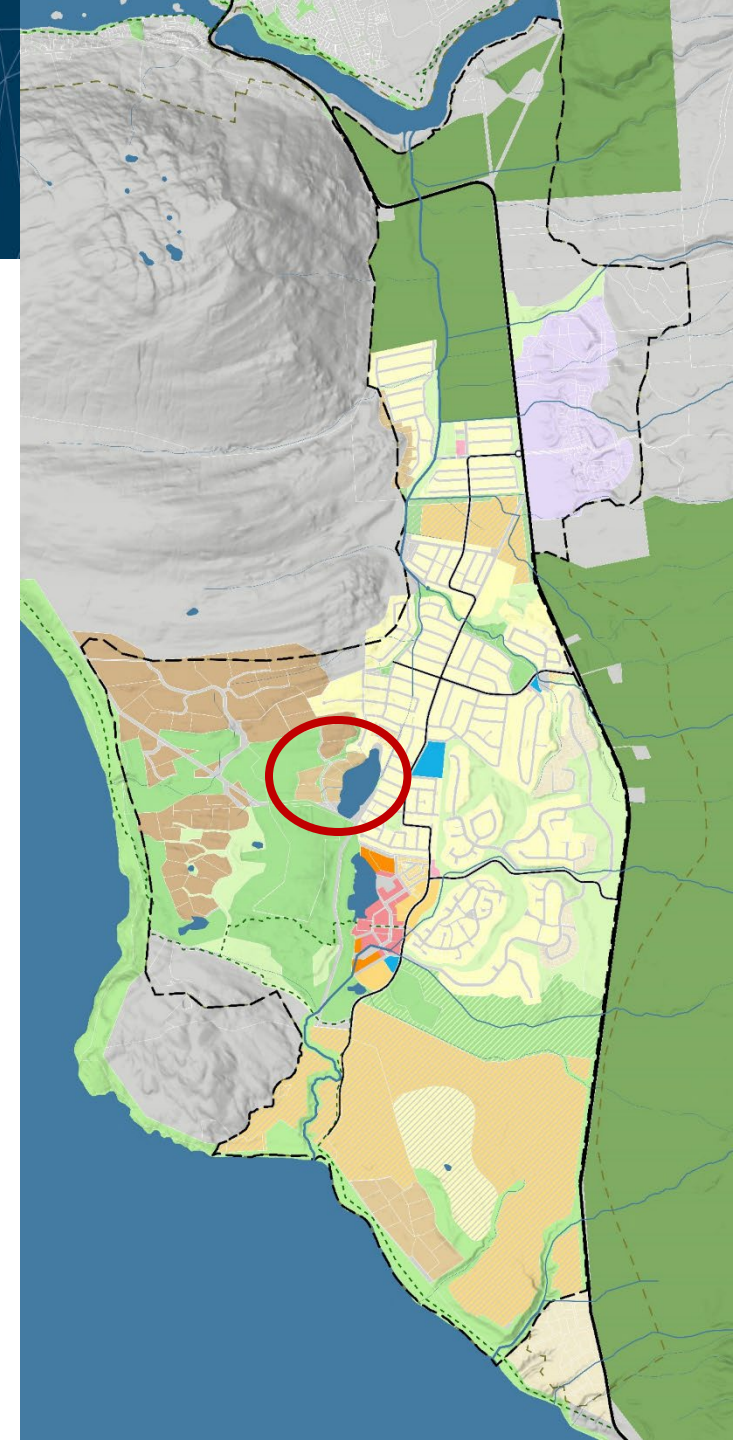
Homestead Bay East

Total Area	
Current Zoning	Jacks Point Rural + Partially falls outside the Urban Growth Boundary
TTSC Structure Plan Land use types	High, medium and low density, commercial
Key Landowners	RCL
Current enabled yield (Fast Track Consent)	1474 ++
TTSC Anticipated yield	~2000



Jacks Point North

Total Area	11.1 ha
Current Zoning	Jacks Point Selected Homesite Activity Areas
TTSC Structure Plan Land use types	Low Density, Medium Density, blue green network and transport considerations
Key Landowners	Jacks Point
TTSC Anticipated yield	62-120



Resource Management - Draft Issues

1

The efficient and strategic use of urban land

2

Safe,
Efficient and
Resilient
Transport
Networks

3

Effective
Provision of
Infrastructure

4

Provision of
more local
services and
retail

5

Integration
with the
existing
neighbourhood
and
environment