

Full Council

4 September 2025

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

Department: Strategy & Policy

Title | Taitara: Te Tapuae Southern Corridor Final Structure Plan for adoption

Purpose of the Report | Te Take mō te Pūroko

The purpose of this report is to recommend Council adoption of the amended Te Tapuae Southern Corridor Structure Plan, following a public engagement process conducted in June and July 2025.

Executive Summary | Whakarāpopototaka Matua

The Te Tapuae Southern Corridor (TTSC) Structure Plan, developed under the Queenstown Lakes Spatial Plan (Spatial Plan) and the Grow Well Whaiora Partnership, outlines a comprehensive vision for managing growth in TTSC (Queenstown Lakes District) over the next 20-30 years. The Structure Plan responds to the significant challenges posed by continued residential and economic expansion, aligning with district-wide priorities for housing, infrastructure, environmental protection and community wellbeing.

The Structure Plan is the second of six Priority Development Areas identified in the Spatial Plan to receive a detailed planning framework. The Structure Plan was developed through engagement with iwi, stakeholders, government agencies, landowners, and the public, incorporating expert input across disciplines such as urban design, ecology, transport, and infrastructure. The Structure Plan has also been informed by Kai Tahu values.

Key Features:

- Supports the development of approximately 9,300 homes with a range of density options over 20-30 years, potentially achieving full build-out in 15-20 years if demand remains high.
- Proposes the creation of three mixed-use commercial centres, new educational facilities (including a second primary and potential secondary school), and expanded social infrastructure (library, aquatic centre, sports fields, pocket parks and recreation areas).
- Recommends new and upgraded three waters infrastructure, including staged wastewater and stormwater solutions with a focus on nature-based approach where appropriate, and a new water intake and treatment system dedicated to the corridor.
- Proposes transport initiatives aiming to reduce reliance on private vehicles, facilitate alternative travel modes, and manage growth-related congestion, potentially including a second road bridge over the Kawarau River and enhanced public transport and active travel options.

- Integrates Kāi Tahu and QEII Trust land values, emphasising biodiversity, mauri (life essence), and sustainable management.

The Structure Plan was informed by public engagement sessions in 2023 and 2025 and is a response to the community's desire to have well designed neighbourhoods that meet the needs of existing and future generations. The draft Structure Plan was also subject to public feedback, yielding diverse responses, such as:

- Concerns about maintaining the semi-rural character and avoiding overdevelopment.
- Many participants, largely from Jacks Point, were concerned with the level of development and the density being too high and expressed a preference for development more in line with the character of Jacks Point.
- Some support for more affordable, higher-density housing, balanced with concerns over the impact on open space and neighbourhood character.
- Mixed views on transport priorities, with some advocating for cycling and public transport, while others emphasised ongoing car dependence and the need for adequate parking.
- Strong emphasis on ensuring infrastructure keeps pace with growth, and calls for careful integration of new social, commercial, and environmental assets.

The Structure Plan has been amended in response to feedback, including adjustments to proposed zoning, removal of residential zoning from the landscape strip within Jacks Point zone, local centre locations, and additional provision for industrial land and transport infrastructure, and further clarification and detail on the staging of infrastructure.

The Structure Plan will be incorporated over time into the District Plan, subject to ongoing central government processes, including resource management reform and plan processing changes. Further public engagement opportunities will occur through the District Plan process. Adoption of the Structure Plan is expected to enhance coordination between central and local government, mana whenua, developers, and communities, aligning with Vision Beyond 2050, the Queenstown Lakes Spatial Plan 2021 and other strategic frameworks.

The recommended approach is to adopt the Structure Plan and proceed with the necessary planning and implementation steps to enable well-managed, sustainable growth for the district over the coming decades.

Recommendation | Kā Tūtohuka

That the Council:

1. **Note** the contents of this report;

2. **Adopt** the amended Te Tapuae Southern Corridor Structure Plan and commence the planning process under the Resource Management Act to prepare Variations/Plan Changes to amend the District Plan;
3. **Notes** that adopting the Te Tapuae Southern Corridor Structure Plan will enable Council and developers to work together on developing a funding agreement ensuring the provision of essential infrastructure in both the short, medium and long term; and
4. **Allow** the Chief Executive to make minor editorial amendments to the Te Tapuae Southern Corridor Structure Plan as required.

Prepared by:



Name: Cameron Wood
Title: Senior Strategic Planner
22 August 2025

Prepared by



Name: Catriona Lamont
Title: Spatial Plan Project Manager
22 August 2025

Prepared by:



Name: Anita Vanstone
Title: Strategic Growth Manager
22 August 2025

Reviewed by:



Name: Michelle Morss
Title: General Manager Strategy and Policy
22 August 2025

Context | Horopaki

Queenstown Lakes Spatial Plan

1. The Queenstown Lakes Spatial Plan (the Spatial Plan) was prepared as part of the Urban Growth Partnership between Central Government, Kāi Tahu, Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) called the Grow Well Whaiora Partnership (GWW).
2. The GWW 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 significant growth challenges across housing, transport, three waters and the environment that may have flow on effects nationally, particularly given the importance of the Queenstown Lakes District to Aotearoa New Zealand's tourism sector.
3. Adopted in July 2021, the Spatial Plan sets out the 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. 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 Spatial Plan establishes six Priority Development Areas for growth in the district

4. To deliver on the outcomes, the 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 GWW partners, developers and the community to unlock their potential. The six 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 to 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 PDAs and outline funding requirements, timings, risk/barriers and any land development constraints from natural hazards. The Structure 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 Plans help inform any changes that might be required to the District Plan, completing the detailed activity needed prior to proposing changes to the District Plan. As such this work is being undertaken collaboratively between the Strategic Growth and Policy Planning teams. The development of Structure Plans is a collaborative effort across Council, with significant contributions from both the Property & Infrastructure Planning team, as well as the Community Services and Parks and Reserves teams, who have played key roles throughout the Structure Planning process. The GWW partnership, particularly Otago Regional Council have also been involved in the development of the Structure Plan.
7. Once the Structure Plan is adopted, it is a valuable and important tool to help inform investment, planning and prioritisation across Council's development programme. Separate plan changes or variations to the District Plan will be one of the tools potentially 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 when considering multiple ownerships within the PDA area. The Structure Plan will also inform the Long Term Plan (LTP), the 30-year infrastructure strategy and investments made by New Zealand Transport Agency (NZTA), Otago Regional Council (ORC) and the new Water Services Council Controlled Organisation (WSCCO).
8. TTSC is the first PDA to be Structure Planned under the Spatial Plan. Noting that Te Pūtahi Ladies Mile was Structure Planned at the same time as the Spatial Plan was being developed in 2021. Funding for the TTSC Structure Plan 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 remaining PDAs.
9. The Structure Plan process has been progressing over the past 20 months, and it is now recommended that the Structure Plan is adopted by full Council. An update of the process so far is summarised below, and key milestones are as follows:
 - TTSC identified as a PDA in the Spatial Plan 2021;
 - Funding secured through the Three Water Better Off Fund;
 - Early stakeholder and community consultation over 2023;

- Expert reporting developed 2024/25 (further information provided in paragraph 16);
- The Planning and Strategy Committee agreed to release the draft Structure Plan for public feedback on 10 June 2025;
- Public feedback closed on 20 July 2025;
- Final Structure Plan adopted by Council – 4 September (if adopted by Council);
- Implementation and initiate inclusion of a Structure Plan in the District Plan begins (post Council meeting).

A fast-track resource consent application has been submitted at Homestead Bay

10. During the development of the Structure Plan, RCL Homestead Bay Limited submitted a fast-track application to the Environmental Protection Authority on 23 June 2025. This application pertains to a significant portion of the remaining undeveloped land within the Structure Plan area and could potentially provide up to 2,800 residential dwellings and 1,100m² of commercial floorspace.

Analysis and Advice | Tatāritaka me kā Tohutohu

11. The Structure Plan has been developed using ArcGIS Storymaps which is a story authoring web-based application that allows Council to integrate and share maps in the context of the Structure Plan text and other multimedia content to provide an interactive Structure Plan.
12. The Structure Plan can be found by clicking on the following link <https://storymaps.arcgis.com/stories/48822837a39541d884390a1241bad165>
13. To align with the Spatial Plan outcomes, the Structure Plan has set out a robust framework for measuring its success. 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:

<i>Spatial Plan Outcomes</i>	<i>Structure Plan Principles</i>
1. Consolidated growth and more housing choice	<ul style="list-style-type: none"> 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 options 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

<i>Spatial Plan Outcomes</i>	<i>Structure Plan Principles</i>
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. Integrated 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.

14. The Structure Plan has been informed by higher level strategic documents including the National Policy Statement on Urban Development, the Spatial Plan, the Otago Regional Policy Statement, the Operative and Proposed District Plans and the LTP. It has also been informed by targeted stakeholder workshops, community engagement, discussions with landowners and developers as well as multiple technical assessments.
15. The Structure Plan will then in turn inform further Council documents such as the District Plan and the next LTP.
16. The key highlights of the Structure Plan are as follows:

- a. TTSC will provide effective and integrated Structure Planning for a total of approximately 9,300 houses over the next 20 to 30 years. If building consent uptake levels remain similar or higher, TTSC could be fully developed within 15 to 20 years;
 - b. TTSC will provide an opportunity for a range of housing types between 20-60 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 potential locations for a secondary school have been included in the Structure Plan. (Achieving this will require further discussions to occur with the Ministry of Education); and
 - e. For 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 alongside the new Town Centre in Jacks Point Village. Noting this will be subject to further consultation through the LTP process.
17. The technical insights and expertise of consultants have informed the development and refinement of the Structure Plan throughout the process. Technical input was provided across the following disciplines from both internal and external experts:
- Transport (all modes)
 - Water supply
 - Wastewater
 - Stormwater
 - Ecology
 - Landscape
 - Natural Hazards
 - Commercial / Economic
18. Each technical assessment has informed development of the Structure Plan. The technical assessments clearly and fully support development of the Structure Plan and will also help inform future District Plan changes.
19. A summary of the technical assessments is provided in the following paragraphs.

a. Transport

The transport approach considered the existing network and its constraints and how additional development will integrate to the area and offer alternative transport modes.

The proposal to service the Corridor revolves around reducing the number of single vehicles (cars) using Kawarau Falls Bridge. There is not a sole solution that will resolve this. A combination of Travel Demand Management (TDM) initiatives, public transport investment and provision of services via commercial, community and industrial land uses within the TTSC hold potential to have a significant impact on transport behaviour and network service. Combining the implementation of these measures and continuing to plan for an offline solution, is the approach recommended.

The focus of the transport assessment is limited to TTSC. Managing traffic congestion across the Queenstown network requires a district wide transport intervention approach to be delivered by the Queenstown Lakes District Council, NZTA and ORC. This is a key aspect of the Regional Deal process, which is currently being negotiated with government.

The Transport Network Strategy to support the objectives of the Structure Plan is based around a combination of the following three key components, as summarised below:

i. Providing alternative higher capacity and sustainable transport modes

By encouraging the use of public transport (PT), active travel, and shared mobility options, the strategy aims to reduce the volume of single-occupancy vehicles on the external network especially at peak times. The use of an above ground off-line (off the existing road network), higher levels of public transport services and future major network interventions (such as multi-modal river crossings) have yet to be fully investigated but have been indicated in previous high level business cases.

ii. Providing more jobs and services in the Corridor so it becomes more self-sufficient

The provision of non-residential land use (such as new educational facilities, retail, community and recreational services, and employment hubs) will reduce general traffic trip demand to/from Te Kirikiri / Frankton. Integrating these uses within or adjacent to residential development enables shorter, more direct trips that are well-suited to walking, cycling, and other forms of active transport.

iii. Implementing a Travel Demand Management (TDM) programme

TDM focuses on increasing transportation systems efficiency through policies and programs. Well-designed TDM programs can reduce vehicle travel by up to 30%, especially when combined with investment in non-car modes and supportive land use policies. To be effective, TDM must include incentives—such as fuel taxes, parking fees, road tolls, and reallocation of road space to buses and bikes. Three tranches of TDM are proposed, being programs (soft measures such as carpooling), infrastructure (hard measures, such

as bus priority lanes, active travel paths), and Policy & Regulations (such as Road User Charges and parking charges).

b. Three Waters

A servicing plan for the management of three waters (water supply, wastewater, and stormwater) infrastructure has informed the Structure Plan. The servicing plan was created following collaborative long-list and short-list options where servicing solutions were assessed through qualitative multi-criteria analysis process, with the highest scoring options being taken further for hydraulic modelling. The modelling and further assessments have been used to inform the water supply and wastewater staging and the implementation plan.

i. Water Supply

The proposed solution for servicing the TTSC is for a new intake, treatment plant and reservoir which could serve the entire area and the Kelvin Heights area. This option results in a stand-alone system to service the area south of the Kawarau River. This is predominantly driven by capacity constraints¹ in source water, particularly the Shotover bores, and provides redundancy and resilience in the network. The preferred location for the intake is at the southern end of the Kelvin Heights peninsula, based on hydrology, topography, land access and integrating into the existing network.

In the short term, there is the opportunity to create a standalone system by reinstating the Kelvin Heights intake and water treatment plant and constructing the Quail Rise reservoir in Frankton. This has the added advantage of reducing the demand on the Shotover Country boards which will benefit growth in Ladies Mil and Frankton. Additional upgrade in the short term will be to extend Council's reticulation to the undeveloped areas is required. In the medium term, constructing a new reservoir in the TTSC and associated pump station with rising and falling mains is required. In the long term, a new intake and water treatment plant would need to be constructed. General locations have been indicated on the Structure Plan, noting these are subject to further investigation and business case processes.

ii. Wastewater

Disposing of treated wastewater within the corridor was investigated. It was concluded that disposing treated wastewater to land for the whole of the TTSC area was unsuitable due to the area's topography and variable permeability of the soils and the subsequent large land area required for disposal. Therefore, the disposal option for the TTSC will form part of, and be considered in, the Shotover Wastewater Treatment Plant (WWTP) disposal options which is a separate project to this Structure Plan.

¹It should be noted that while the Shotover bores are sufficient to meet current demand, they cannot support the anticipated growth in the Southern Corridor.

In the short term, an upgrade of the Hanley's Farm Pump Station (which is underway and due to be complete in December 2025) is required. The medium term staging is an upgrade to Frankton reticulation which will also benefit of growth areas in the Whakatipu.

There are two feasible options for long term servicing of the corridor. One option is to continue to pump north to the Shotover WWTP (with a series of capacity upgrades to conveyance, treatment and disposal) and the second is to build a standalone WWTP in the southern corridor with treated effluent and then pumped to the Shotover WWTP. The staging approach described above provide time for further modelling and assessment to confirm the preferred long term option.

iii. Stormwater

The preferred solution is decentralised, nature-based solutions that are stageable, as per the existing stormwater management in the area. Consideration of engineered storm water solutions (in line with QLDC's 2025 Land Development and Subdivision Code of Practice) may be required for the stormwater channel south of Lake Tewa, due to the potential lateral spread identified in the Natural Hazard investigations. This requires further investigation.

By providing a corridor wide framework specific to the area, 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 ongoing with the trust. Suitable areas for wetlands in the southern catchment have also been identified. The preferred stormwater solution was refined with input from Kāi Tahu, and considerations include engineering effectiveness, ecology, landscape, and potential impact on landowners.

c. Ecology

The ecological inputs have been informed through the findings of existing relevant ecological reports and identifies issues and risks associated with expansion into specific sites within the Structure Plan area. Opportunities to protect and enhance ecological or conservation values and integrate development within the surrounding natural environment have also been identified. This includes reinstatement of indigenous biodiversity within stormwater management areas, blue-green spaces and open spaces as well as considering species tolerant of more urban habitats and where they can be incorporated into urban design.

Additionally, avoiding concentrating residential developments in areas with high water tables is recommended, through identifying areas that would be suitable for wetland restoration with suitable buffer zones for habitats. Ephemeral streams and gullies have been zoned as open spaces with suitable offsets to provide mitigations for erosion control and buffer zones for species. The stormwater framework described above will be one

mechanism for the ecological recommendations to be incorporated along with landscape planting schedules and provisions in the plan change process.

d. Landscape

The landscape assessment considers the natural character, landscape and visual assessment and the change from a mixed rural and urban environment to a consolidated urban landscape. This assessment addresses landscape setbacks, offline transport systems, local and town centres, housing density and water infrastructure. It aims to balance urban development with the preservation of natural features, such as the Outstanding Natural Landscape/Features, Remarkables mountain range and Lake Wakatipu.

The comprehensive open space framework will help embed the built form within the landscape, enhance landscape values, assist with visual mitigation, and contribute to the amenity of future residents. The overall goal is to transition from a mixed rural-urban environment to a consolidated urban landscape, enhancing landscape values and providing amenities for future residents. The development will form a new southern urban edge to Queenstown, embedding built forms within the landscape and contributing to the area's overall amenity.

e. Commercial / Economic

The commercial zoning strategy for the Structure Plan aims to support significant residential growth and improve local self-sufficiency while maintaining the importance of existing commercial centres. Growth is expected largely through greenfield urban expansion, with a focus on low to medium development densities and some higher density in select areas. Presently, 65% of residential needs are supplied by established centres such as Five Mile, Frankton mixed-use, and Queenstown Town Centre.

The commercial assessment recommends a network of convenience centres, including expanded main centres (like Jacks Point Village and one on RCL Homestead Bay land) and several smaller neighbourhood hubs, with one main centre featuring a medium-sized supermarket as an anchor. The dominance and placement of these centres have been aligned with residential density.

The Coneburn Industrial Zone is set for future industrial and service growth, with additional General Industrial and Service Zone areas recommended east of the State Highway. Industrial/service type development should ideally be on flat or gently sloping land connected to Coneburn Industrial Zone, with potential phased expansion into NZSki land. This approach is designed to strengthen long term business capacity and provide the opportunity for TTSC to be more self-sufficient. This is reflected in the Structure Plan.

f. Natural hazards

A risk analysis of natural hazards in the undeveloped/unconsented areas of the TTSC has been undertaken (mapped below), assessing liquefaction, debris flow, rockfall and flood hazards. The risk assessment was conducted in accordance with the proposed ORC Policy Statement 2021 (pORPS). The scope of the hazard assessment included the original boundaries of the Structure Plan. Areas that have been added to the Structure Plan following consultation have not been included in the natural hazard assessment.

To support the assessment site specific geotechnical investigations were undertaken for liquefaction (Cone Penetration Tests) and debris flow (boreholes and test pits) and a flood model was created. For the flood model, where stormwater management systems are already in place, these were included in the model. Where stormwater management systems have recently been designed through developers experts and accepted by Council as part of the consenting process but not yet installed, these were not included in the model, therefore stormwater management systems for Parkridge and Coneburn Industrial have not been included in the flood model.

The hazard of rockfall and debris flow were not shown to extend into areas where building development is proposed, and as occupation rates are therefore anticipated to be low, further qualitative risk analysis was deemed unnecessary for these hazards.

The qualitative risk analysis was conducted for liquefaction and flooding which followed Steps 1 to 3 in the pORPS. This determined the likelihood and consequence for the hazards, where the consequence considered the different land uses and the effects on life (health and safety) and the built environment (buildings, lifelines, infrastructure) and whether consequences will be short term or permanent.

Step 4 in the pORPS, forms the Quantitative Analysis which is undertaken at plan change or resource consent phase.

For flooding the results for the qualitative risk analysis included Building Risks, Lifeline Risk and Health & Safety Risk (risk to people) and for liquefaction included Building Risks. The risks categorised the undeveloped land as Acceptable, Tolerable and Significant for three different event scenarios being the 50 year, 100 year and 500 year average return period for flooding and 25 year, 100 year and 500 year average return period for liquefaction. As expected, the categorised risk increased as the average return period increased.

i. Flooding

For flooding, the areas shown as significant, align with where there are existing overland flow paths, incised gullies and the location of the proposed stormwater management areas. The exception to this is the location of man-made bunds on the Jacks point driving range, which allow the area to attenuate water, this is a temporary bund and the stormwater management for the area would remove this bund and

deepens the existing overland flow path. This area would be subject to more detailed analysis and hydraulic modelling to include the stormwater solution in the area reduces this. There is currently a subdivision resource consent for this site, which is currently being accepted by QLDC Planning and Development Department and includes the stormwater management system, with the hydraulic modelling being peer reviewed as part of the resource consent process.

ii. Liquefaction and Lateral Spread

With the exception of the below sites, all other land parcels were classified as acceptable in all events. The below table summarises the land parcels where liquefaction was classified as a risk greater than acceptable. It is considered appropriate that further investigation of these areas take place at the plan change or resource consent phase. The only exception to this is the proposed WWTP site on QEII land, which has been deemed to not be a viable location.

Land Use	25 year	100 year	500 year
Low Density Residential (northern area)	Tolerable	Tolerable	Tolerable
WWTP site (QEII Land)	Tolerable	Tolerable	Significant
Community Facilities (Jack Tewa Park)	Acceptable	Tolerable	Tolerable (eastern) / Significant (western)
Town Centre (Jacks Point Village)	Acceptable	Tolerable	Tolerable
Stormwater channel (south of Lake Tewa)	Acceptable	Tolerable	Significant
Local Centre (Marina)	Acceptable	Acceptable	Tolerable

Overview of engagement process

20. In 2023, several workshops were organised to gather preliminary feedback for the development of the TTSC Structure Plan. They were:

- Grow Well Whaiora Partners' Workshop held 18 July 2023, attended by representatives from QLDC, ORC, Kāinga Ora, Queenstown Airport, Aukaha, Ministry of Housing and Urban Development, Ministry of Education and NZTA.
- Collaborative Structure Planning Workshop held 24 October 2023, bringing together officers and members from QLDC, ORC, Kāinga Ora, QEII Conservation Trust, NZSki, Jacks Point Residents and Owners Association, Scope Resources, Darby Partners, Mr and Mrs

Jardine, Ministry of Housing and Urban Development, Ministry of Education, NZTA, Classic Developments, RCL Group, Trojan Holdings, Homestead Bay Trustees Limited, Jacks Point and James Hennessey.

21. In November 2023, two public drop-in sessions were conducted in the Southern Corridor/Te Tapuae to gather community input on development aspirations and inform the Structure Planning process. About 75 participants attended sessions at Jack's Point and Hanley's Farm, engaging in activities focused on identifying priorities for future growth and development.

22. The following is a summary of the feedback gathered during the November 2023 engagement sessions.

- **Active travel and ecological features prioritised:** Participants most frequently selected active travel trails and ecological features as key themes, highlighting a community desire for improved trails and environmental amenities.
- **Commercial and retail development preferences:** The community expressed interest in small-scale commercial and retail options such as grocery stores, cafes, and pubs on a neighbourhood scale, with some support for nodal commercial development to diversify offerings beyond Jack's Point.
- **Housing:** Low-density housing was preferred by 40% of participants, though 30% supported mixed or higher densities if balanced with open spaces and thoughtful design. Comments reflected a desire to avoid monotonous "sea of grey roofs" and to integrate greenbelts and landscaping.
- **Social infrastructure:** Feedback on social infrastructure focused on open spaces, parks, water access, and community facilities like playgrounds and gyms.
- **Transport:** centred on active travel and public transit improvements, including safer highway access, cycle trails avoiding highways, and increased bus frequency to Queenstown, with some interest in ferry services.

23. Between late 2023 and mid-2025, Council officers undertook the development of the draft TTSC Structure Plan. Following the Planning and Strategy Committee's resolution to release the draft Structure Plan for public feedback on 10 June, a four-week engagement period ran until 20 July. The following summary outlines the community involvement during this feedback phase:

a. QLDC Website Engagement

- 3,500 users visited the Structure Plan on Let's Talk
- 812 downloaded the draft Structure Plan
- 328 downloaded the summary document
- 98 feedback forms were submitted through the website, and 32 additional emails were received

b. Promotional Activities and Events

- A variety of promotional initiatives were launched in alignment with the engagement plan
- Two drop-in sessions were held for the community:
 - 24 June at Hanley Farms Primary School;
 - 25 June at Jacks Point Clubhouse, attracting over 100 participants

c. Individual Meetings

- Meetings were conducted with landowners and developers operating within the TTSC area.

24. The following provides a summary of the feedback received on the draft Structure Plan:

- **Active travel support:** There is strong community support for safe cycling and walking routes, with calls for these to be established before new developments. The plan has been adjusted to emphasise active travel links.
- **Transport planning priorities:** Feedback favours integrated transport planning that prioritises active and public transport, including bus lanes and a second bridge crossing, to address congestion and environmental concerns. There was mixed feedback received on the high-capacity public transport system, with some concerns raised regarding its cost, feasibility and visual impacts.
- **Growth concerns:** Many people in the community seek to limit population growth, but the plan aligns with central government requirements and includes designated development and mixed- use areas to meet future needs.
- **Housing and density balance:** The plan retains mixed housing densities to meet affordability and community needs, removing high-density zones from sensitive landscape areas, and includes new land parcels to offset removals. A large proportion of the feedback received from Jacks Point residents wanted density to be more similar to the existing Jacks Point zone.
- **Open space preservation:** Concerns about rural character loss and property values have led to the removal of medium-density zones from key landscape strips, with open space protection integrated into the plan.
- **Three waters infrastructure:** The community stresses infrastructure capacity and environmental sensitivity, with new developments funding their own infrastructure; decisions about the transfer of ownership of existing private systems to Council remains with the Jacks Point Residents and Owners association.

- **Retail and commercial development:** Support exists for modest, well-designed local retail to reduce travel needs, with adjustments made to the local centre location to minimize traffic impacts and preserve scenic character.
- **Environmental protection:** Protecting natural landscapes and open spaces remains a central focus throughout the planning process.
- **Social infrastructure needs:** The plan anticipates growth with provisions for schools, community facilities, and recreational spaces, balancing timely delivery with community input; proposals for university expansion will be considered separately. Some raised concern with the level of social infrastructure provision. This will be further considered through LTP processes.

25. Overall, it emphasises the need for balanced growth, infrastructure readiness, and environmental protection to support future populations while maintaining the area's unique character. A copy of the engagement report including a schedule of changes to the Structure Plan is contained in **Attachment A**.

Implementation of the Structure Plan into the Proposed District Plan

26. Incorporating the Structure Plan into the Proposed District Plan is one element of its effective implementation. This step is particularly significant considering the current fast track resource consent application within the TTSC area. Ordinarily, the Council may proceed either through the standard First Schedule plan change process or by utilising a streamlined planning process under the Resource Management Act 1991 (RMA).
27. However, the Government announced on the 16 July, that plan reviews and changes will be stopped through the Resource Management (Consenting and Other System) Act. There are some automatic exemptions to this amendment to allow work that is important to deliver on the Government's priorities.
28. Council officers recognise that there may also be an opportunity to seek a plan stop exemption from the Minister for the Environment, allowing essential work to proceed (using the First Schedule). However, until the details of the amendment are released, it remains uncertain how the exemption process will operate or whether it will be suitable for advancing the Structure Plan's implementation.
29. Recognising these circumstances, and any remaining conflicts between the fast-track resource consent and the Structure Plan, it becomes crucial to determine the most effective planning process approach for integrating the Structure Plan into the Proposed District Plan as quickly as possible. This is the next step to implementing the Structure Plan.

Implementation of the Structure Plan into Long Term Plans/Annual Plans

30. The second key aspect of successfully implementing the Structure Plan involves its integration into the Long Term Plan and Annual Plan processes. It will also be integrated into the next vision

of the Spatial Plan. The Structure Plan highlights the necessity of issuing at least 350 new dwelling building consents annually, reflecting the sustained demand observed over the past five years of development in the area. This projection forms the foundation for staging infrastructure delivery in accordance with the Structure Plan's objectives.

31. Nevertheless, the Council's current Long Term Plan for 2024-2034 schedules investment in three waters infrastructure in year 8, transport in year 10, and social infrastructure (library, recreation facilities, and swimming pool) in year 10. Unless this investment is brought forward, either by Council or private developers, the TTSC area will only develop to a limited extent until after year 8.
32. Throughout the public feedback process and amending the Structure Plan, Council officer have engaged with developers to find a practical solution to this investment gap. These discussions have included exploring the potential for developer-led funding and the possibility of leveraging alternative financing tools supported by Central Government.
33. Although these discussions have not yet reached a conclusion, Council and developers have engaged in constructive dialogue regarding opportunities to fund infrastructure that aligns with the goals of the Structure Plan. These collaborations aim to ensure timely delivery of essential services and successful realisation of the Structure Plan's outcomes. However, if alternative ways of funding and delivering the infrastructure are not secured there is a significant risk that developers will only provide the necessary infrastructure for their own developments, which could compromise a whole of corridor approach and limit development potential for some of the sites.
34. Addressing this challenge is a focus of action ten of the initial three-year implementation phase, as detailed in the Implementation section of the Structure Plan.
35. Looking ahead, adopting a Structure Plan with clearly staged infrastructure delivery and a target of securing at least 350 new dwelling consents per year will guide the Council's future investment decisions in the area. This approach will also clarify the implications of any changes to those investment decisions as the Council moves forward.

Options Assessment

36. 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.
37. Option 1 Adopt the TTSC Structure Plan.

Advantages:

- Strengthen investment and integration among central and local government, mana whenua, developers, and landowners to achieve cohesive planning for housing, land use, transport, and infrastructure within the TTSC area;

- Bring together existing processes and agencies to develop comprehensive, long term land use and infrastructure strategies that will enhance housing supply and support a vibrant, sustainable TTSC community;
- Enable Council to fulfil its obligations under the National Policy Statement on Urban Development by giving effect to Policy 2, ensuring Queenstown Lakes has sufficient capacity to meet expected demand, including providing a range of housing types and affordability. It also supports the development of well-functioning urban environments in accordance with Policy 1 by promoting quality housing typologies and sizes that foster public transport, commercial activity, and community facilities within the area. This also supports the government's 'going for housing growth' agenda;
- Provides opportunity to continue working with central government, Otago Regional Council, the private sector and the community on delivering infrastructure and transport solutions that address the needs of both the existing and future communities of TTSC;
- Opportunity to collaborate with landowners and developments to achieve outcomes that will best serve the interests of the community;
- A Council-led Structure Plan and integration into the District Plan will set out a legible and clear structure to mitigate sporadic and ad-hoc development;
- Provide Council with the following:
 - Strategic direction and alignment regarding urban growth within TTSC and the wider Wakatipu Basin;
 - Strategic inputs into Council's standard planning workstreams, strategies, policies and guidelines where appropriate;
 - Responds to projected growth within the Whakatipu.
 - Achieves the outcomes and the priorities of the Spatial Plan and the Grow Well Whaiora Partnership; and
 - Responds to the aspirations of Vision Beyond 2050.

Disadvantages:

- The community feedback shows a low level of support of increased densities and there are some sensitivities to the adoption of this Structure Plan. It is noted that development is highly likely to occur in the area with or without the Structure Plan, but in the absence of a wider Structure Plan, this would be developer-led land block by land block;
- The Structure Plan does not immediately address the traffic congestion, three waters or education demands that have been raised during public feedback.

38. Option 2 Do not adopt TTSC Structure Plan

Advantages:

- This option requires no further commitment of additional officer time or financial resources to develop any planning process to implement the TTSC Structure Plan. However, Council can continue to work on progressing the district wide transport interventions to support growth throughout the district including TTSC; and Council can continue to work with Ministry of Education to better understand the schooling demands.
- Private developers could still seek rezoning of land within the TTSC, either by initiating a private plan change or through a fast-track consent process.

Disadvantages:

- The Council would lose the ability to require the densities needed to encourage public transport, active transport and the development of a vibrant town centre with community facilities – elements essential for reducing vehicle trips and supporting sustainable growth;
- This would also reduce Council's ability to effectively manage future growth in ways that support the development of a well-functioning urban environment;
- The Council would lose the ability to implement a whole of corridor solution for water supply and wastewater, if the fast track were to proceed as it is, this would make it challenging to service all undeveloped areas both financially and technically;
- This approach does not allow Council to fulfil its obligations under the National Policy Statement on Urban Development by giving effect to Policy 2 – ensuring Queenstown has sufficient capacity to meet expected demand, while addressing appropriate housing types and affordability;
- Private developers can lodge consent applications (for example the fast-track resource consent by RCL Homestead Bay Limited) and private plan changes which may not be consistent with the Structure Plan and not promote a whole of corridor approach;
- The Council's ability to collaborate with landowners to deliver a comprehensive infrastructure solution for the entire Corridor would be diminished; and
- Advantages outlined in option 1 will not be realised.

39. This report recommends **Option 1**. Development in this area has so far been developer led and has resulted in ad-hoc development that lacks connectivity, social infrastructure and local amenities which has resulted in the community relying on, and travelling to, facilities in Frankton and beyond. The adoption of this Structure Plan provides a blueprint for an integrated solution to create a well-functioning urban environment in TTSC. If this opportunity is not taken, the areas growth and development will continue to be developer led.

Consultation Process | Hātepe Matapaki

Significance and Engagement | Te Whakamahi I kā Whakaaro Hiraka

40. This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy 2024 because of the social, economic and environmental importance the Structure Plan has locally.
41. The persons who are affected by or interested in this matter are residents/ratepayers of the Queenstown Lakes district community, Kāi Tahu, central government ministries other local and central government agencies, Council officer and residents of Te Tapuae Southern Corridor.
42. The Council has engaged with the community on this project, and this is summarised within the Structure Plan. A specific engagement report is attached to this report as **Attachment A**.

Māori Consultation | Iwi Rūnaka

43. The Council has consulted with Kāi Tahu on this matter, both Aukaha and Te Ao Marama have been included as part of the development of the final 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

44. 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.
45. 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.

Financial Implications | Kā Riteka ā-Pūtea

46. The TTSC Structure Plan project has been funded by Better of Funding (BoF). The BoF totalling ~\$4M was received from Central Government, of which \$1.49M was allocated to the Priority Development Areas. The TTSC Structure Plan project has now spent and committed \$1.45M of this funding. A large portion of this was to undertake the detailed analysis of natural hazards to ensure the risks were understood at the Structure Plan stage, as opposed to the plan changes stage when it has traditionally been undertaken.
47. If Council was to adopt the TTSC Structure Plan, the key actions identified in the Structure Plan, and how the actions are to be funded would need to be considered as part of the LTP/Annual

Plan process. Addressing this challenge is a focus of action 10 of the initial three-year implementation phase, as detailed in the Implementation section of the Structure Plan.

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

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

- Vision Beyond 2050
- Long Term Plan 2024-2034
- Queenstown Lakes Spatial Plan 2021
- QLDC Operative and Proposed District Plan
- Climate and Biodiversity Plan
- Destination Management Plan
- Economic Diversification Plan
- Joint Housing Action Plan
- 30 Year Infrastructure Strategy

49. The recommended option is consistent with the principles set out in the named policies.

50. This matter is included in the LTP/Annual Plan

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

51. 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 the community (for example infrastructure provisions). The first stage in implementing the Structure Plan will be commencing a variation/change to the District Plan through the RMA, which will begin as soon as Council adopts this report.

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

52. 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 TTSC 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.

53. 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 effect for households and businesses by providing and managing for growth.
- Can be implemented through current funding under the LTP and Annual Plan;
- Is consistent with the Council's plans and policies; and

Attachments | Kā Tāpirihaka

A	Engagement Report – Te Tapuae Structure Plan
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Attachment A – Te Tapuae Southern Corridor Draft Structure Plan Engagement Summary Report

Introduction

Covering approximately 1300 hectares of land south of Kawarau River around areas like Hanley's Farm, Jack's Point, and Homestead Bay, Te Tapuae Southern Corridor is identified as one of six Priority Development Areas in the Queenstown Lakes Spatial Plan and could support up to a total of 9,300 houses by 2050.



For four weeks during June and July 2025, we asked for community feedback on a draft Structure Plan and a 30-year roadmap for how the area could grow, to help plan for Te Tapuae Southern Corridor today and build a community that meets our needs tomorrow.

As with the first round of public consultation, this process focused on what form urban development should take at Te Tapuae Southern Corridor rather than whether urban form should occur here, however the free-text nature of the survey meant respondents were unrestricted in their feedback.

About the engagement process

This was the second round of engagement, building on the earlier process in 2023 (summarised later in this report), with several workshops and public sessions which gathered early feedback from stakeholders and the community to inform the draft plan and its long term development roadmap.

A summary of the 2025 Community Engagement public drop in sessions and online feedback

Community engagement on the draft Structure Plan for Te Tapuae Southern Corridor took place from Monday 16 June through to Sunday 20 July 2025, and included:

- An online feedback form on Let's Talk;
- An option to submit feedback via email or post; and
- Community drop-in sessions hosted in Hanley's Farm and Jack's Point.

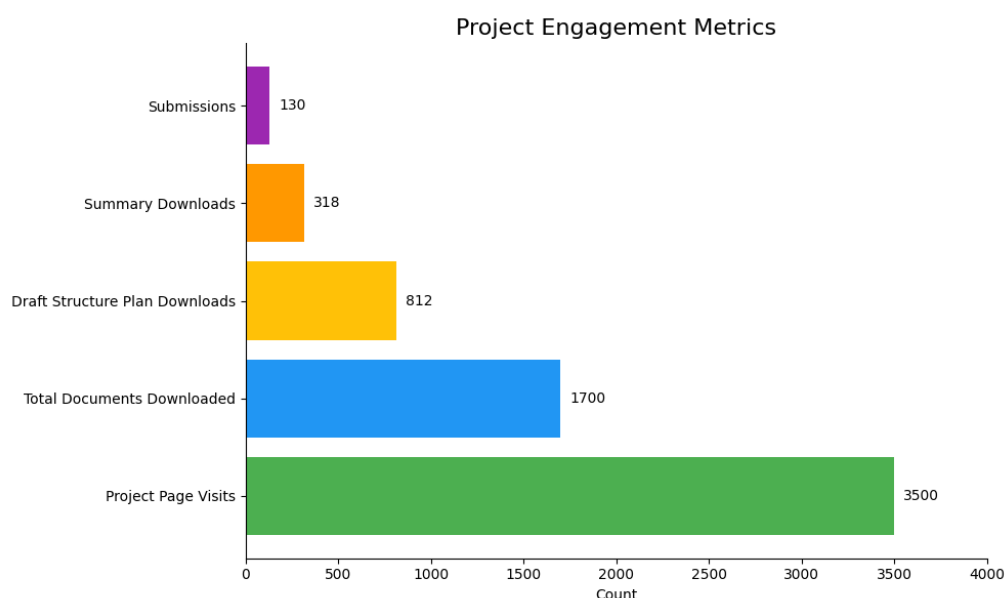
Participants were asked to share what they felt we got right, wrong, or needed to consider including in the Structure Plan, while focusing on the key elements of transport, housing, three waters infrastructure, social infrastructure, and retail, commercial, and industrial opportunities.



This document summarises how we consulted with the community and the feedback received through this process. The full set of submissions is attached.

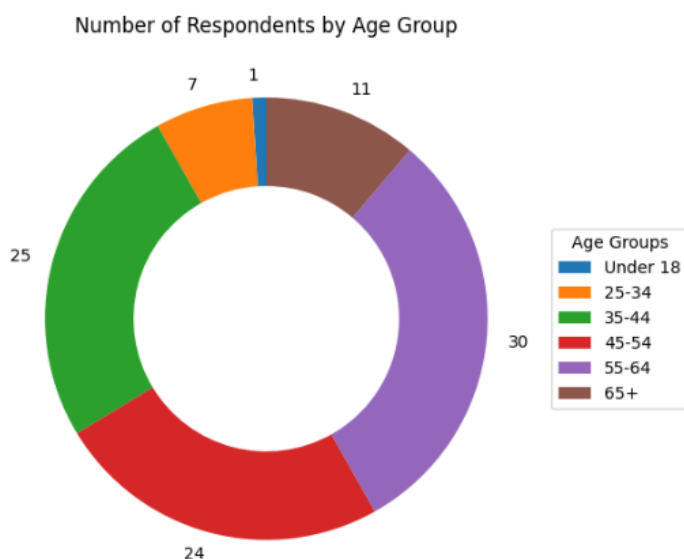
Key engagement statistics

130 submissions were received via the online let's talk tool, plus a further 17 written submissions sent via email (*not represented below in the below graph*)



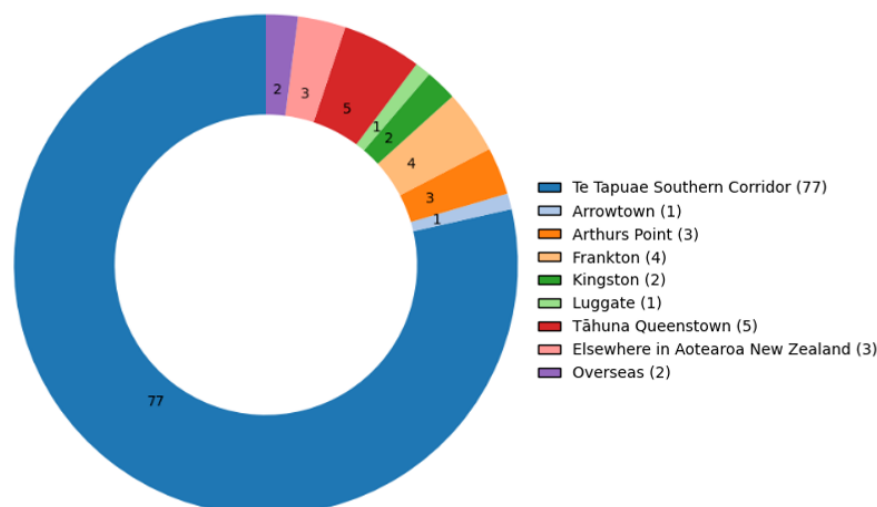
Demographics:

Respondents in each age group:



A total of 98 individuals provided their age as part of the feedback process. Most respondents were aged between 35 and 64, making up over 80% of all responses. The most represented age group was 55–64, accounting for nearly a third of participants. Only 11% of those responses were from the 65+ years and those under 18 only accounted for 1% feedback. This distribution suggests that feedback was primarily provided by mid-life and older adults, with relatively low participation from younger age groups.

Number of respondents by place of residence



A total of 78% of respondents identified as living within the Te Tapuae Southern Corridor, with smaller proportions residing in Tāhuna Queenstown (5%), Frankton (4%), Arthurs Point (3%), and elsewhere in Aotearoa New Zealand (3%), noting that two of these respondents also own land within the corridor. Kingston, overseas residents, Arrowtown, and Luggate each accounted for 1–2% of responses. Additional feedback was received via email from a range of stakeholders, including multiple landowners (within or adjacent to the Structure Plan area), the New Zealand Transport Agency, Ministry of Education, Otago Regional Council, Southern Infrastructure Limited, Heritage New Zealand, Jack's Point Residents Association, Remarkables Park Queenstown, and the Southern Lakes Windriders Club.

Here is a summary of what we heard

Of the responses received on the draft Structure Plan, feedback has been grouped into key themes. Within each theme, we've summarised what was supported, what concerns were raised, and what suggestions are sought.

Transport:

Support/Liked: There was strong support for integrated and future-focused transport planning that prioritises active and public transport. People valued safe, separated walking and cycling routes, and frequent, reliable public transport, particularly buses with priority lanes.	Concerns/dislikes: Concerns were raised about current and future congestion, with many emphasising the need for roading upgrades to keep pace with housing growth. Views on mass rapid transit options such as gondolas and ferries were mixed, some saw them as innovative, while others questioned their practicality, affordability, and whether there was sufficient density to support an MRT response.
Suggestions: Suggestions included protecting natural landscapes and ensuring transport planning supports both environmental outcomes and community wellbeing. Feedback from Spatial Plan Partners ORC and NZTA supported further investigation into a public transport bridge, ferry, and offline system (e.g.	

gondola), particularly considering higher population growth projections. There was also a call to better align growth staging with the delivery of public transport solutions.

Housing and Density:

<p>Support/Liked:</p> <p>There was strong support for well-planned, affordable, and liveable housing that fits the local character. People emphasised the need for infrastructure and open space to be delivered ahead of new development. A mix of housing types, including genuinely affordable and higher-density options, was supported, provided they are accessible to local residents.</p>	<p>Concerns/dislikes:</p> <p>Concerns were raised about excessive high-density development, particularly where it could impact open spaces, views, or the character of existing neighbourhoods like Jack's Point. Some questioned whether there is sufficient demand for higher-density housing, noting current market preferences for lower-density living. There were also concerns about residential zoning near non-residential activities, such as ski field operations, and whether the MDRZ zone could enable visitor accommodation.</p>
<p>Suggestions:</p> <p>Suggestions included ensuring higher-density housing is located near transport hubs and amenities, providing adequate parking and road widths, and planning realistically for car ownership. Many stressed the importance of preserving what makes the area special—through well-designed neighbourhoods, community facilities, and protection of open spaces and the natural landscape. A recurring theme was that infrastructure must be in place before additional housing is approved.</p>	

Stormwater, wastewater and water infrastructure

<p>Support/Liked:</p> <p>Most participants supported a Council-led approach to infrastructure delivery, valuing the certainty, clarity, and consistency it provides. However, some supported a more developer-led model, even if it wasn't aligned with Council Long Term Plan investment. There was strong support for nature-based solutions, such as wetlands for stormwater management, with a clear focus on protecting water quality and the natural environment.</p>	<p>Concerns/dislikes:</p> <p>Many expressed concern that the Whakatipu's current three waters systems are already at or near capacity. There was strong sentiment that no further development should proceed until robust, future-proofed infrastructure is in place. Specific opposition was raised to routing new infrastructure through Jack's Point, which already has a privately funded system, and concerns about odour and environmental impacts from proposed wastewater treatment plants.</p> <p>There were also concerns about the location of proposed stormwater management areas, which could limit development potential or for others, reduce amenity and biodiversity. A lack of clarity around Council's timing and</p>
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	commitment to infrastructure delivery, and references to 'alternative funding pathways' viewed as vague, added to uncertainty. Some also questioned the risks of site-specific or bespoke infrastructure solutions that may lack integration across the corridor.
Suggestions: <p>Suggestions included ensuring catchment-wide planning for all three waters, requiring new developments to fund their own infrastructure, and aligning development staging with infrastructure availability, though some also called for flexibility to allow development where alternative solutions are viable. Transparency in funding and minimising impacts on existing residents were also key suggestions. It was identified that there is a need for infrastructure to be prioritised, environmentally sensitive, and delivered ahead of growth.</p>	

Social infrastructure:

Support/Liked: <p>There was strong support for well-planned, accessible, and adequately funded social infrastructure, with a focus on timely delivery to match growth. Participants highlighted the importance of open space, community hubs, schools, libraries, sports fields, aquatic centres, and parks.</p>	Concerns/dislikes: <p>Concerns were raised about a lack of parks, green spaces, and recreational trails, particularly as the population grows. Many expressed frustration that social infrastructure often lags housing development, calling for facilities and open spaces to be delivered before or alongside new housing, not after.</p> <p>Some questioned whether the Structure Plan overestimates the need for open space, given existing reserves and lakefront access, and noted that proposed locations may not align with landowner intentions. There was also debate about whether new facilities like libraries or aquatic centres are needed in the corridor, given proximity to Frankton and the risk of duplicating services.</p>
Suggestions: <p>Suggestions included ensuring facilities are accessible for all ages and abilities, with adequate parking, disability access, and gender-inclusive amenities. There was a strong emphasis on maintaining the area's character and ensuring social infrastructure supports a vibrant, connected community.</p>	

Retail, commercial, and industrial opportunities:

Support/Liked: <p>Participants supported modest, well-designed local retail and commercial services that meet community needs without overdevelopment.</p>	Concerns/dislikes: <p>Concerns were raised about large-scale commercial or industrial development, particularly in areas valued for their natural</p>
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There was strong interest in supermarkets, cafés, and small shops to reduce reliance on Frankton, with a preference for accessible, well-located centres that serve local residents.	beauty—such as near the Remarkables or the lakefront. Some also opposed commercial and industrial zoning near QEII land, citing potential conflicts with conservation values.
Suggestions: Suggestions included ensuring new commercial areas are carefully designed to fit the landscape, avoid visual intrusion, and provide adequate parking. While there was support for commercial development that supports local jobs and services, there was scepticism that it would make the area self-sufficient or significantly reduce traffic. Feedback also emphasised that retail and commercial growth should be phased with population and infrastructure delivery and not get ahead of demand. Protecting the semi-rural and scenic character of the area was a strong and recurring theme.	

Where views differed the most

While there were many themes in what participants supported, wished for, or were concerned about in Te Tapuae Southern Corridor, views clearly differed from those wanting to preserve open space and local character versus those wanting to prioritise growth, density, and new infrastructure. Differing views across other topics included:

- Support for active travel and public transport while others see private car use as essential. This included division over prioritising public/active transport or accepting car use will remain dominant and focusing on more roads and parking.
- Support for affordable and high-density housing but concerns about such development impacting open spaces and character of existing neighbourhoods.
- Some support for local retail and services to reduce travel, while others are concerned about overdevelopment as a result.
- Strong desire to protect natural landscapes and open spaces, but some see development as necessary for growth and economic benefits. While some see growth as necessary and want proactive planning, others argue for limiting development to protect natural beauty and community character.
- Some support new shared three waters infrastructure, while others oppose integrating or decommissioning private systems due to fairness and effectiveness.
- Support for new schools, parks, and facilities, but some argue that duplicating facilities (like libraries or aquatic centres) is wasteful given proximity to Frankton and may result in losing the area's semi-rural feel.

The feedback highlights the need for a balanced, well-planned Structure Plan that supports growth while preserving the area's unique character. There is a clear aspiration for thoughtful, staged development that enhances quality of life and is underpinned by timely, well-aligned infrastructure.

How feedback is being incorporated into the Structure Plan

Below is a detailed summary of the schedule of changes/responses from the feedback received on the Structure Plan.

Theme	Amendment / No Change and Justifications
Vision	
Support for a whole of corridor	<ul style="list-style-type: none"> No change. This is one of the key reasons for undertaking the TTSC Structure Plan.
Some landowners / developers wanted the Structure Plan to reflect their plans.	<ul style="list-style-type: none"> Amended. The Structure Plan has been informed by a number of workshops and meetings with the relevant developers / landowners. Where it was deemed appropriate changes have been made to the Structure Plan to reflect developer / landowner intentions. A whole of corridor approach was a critical aspect to the formation of the Structure Plan.
Environmental Protection	
Strong desire to protect natural landscapes and open spaces.	<ul style="list-style-type: none"> No change. The protection of the environment has been one of the central considerations throughout the development of the Structure Plan.
Kawarau River should be included as a topographical constraint.	<ul style="list-style-type: none"> No change. The Kawarau River and its protection has been a key consideration throughout the formation of the Structure Plan. In addition, the Ki Uta Ki Tai actions included mapping waterways to ensure the protection and enhancement of the water ways to restore their natural form and function.
Growth and Population projections	
Concerns regarding the rate of growth: <ul style="list-style-type: none"> level of growth taking place in TTSC and Queenstown Lakes District generally. growth should be capped at 4,500 and growth should be redirected to other Priority Development Areas. 	<ul style="list-style-type: none"> No change. Queenstown Lakes is among the fastest-growing district in New Zealand. As a result of the Spatial Plan, Priority Development Areas have been identified to help accommodate this growth. For these areas, specific Structure Plans are being developed. The TTSC Structure Plan has been designed with both current and future community needs in mind, ensuring comprehensive planning for infrastructure, social services, and alternative transport options. In addition, Central Government mandates that Councils provide sufficient land capacity to meet expected demand. This requirement is outlined in the Resource Management Act (s31) and the National Policy Statement on Urban Development.

Population Projections	<ul style="list-style-type: none"> No change. The Structure Plan has been informed by QLDC adopted high growth Demand Projections May 2025. It is noted that the growth of this area is likely to be much quicker than indicated in the demand projections, which highlights the importance on monitoring the implementation of the Structure Plan.
Transport	
Widespread concern about current and future congestion and the need for roading upgrade ahead of additional housing.	<ul style="list-style-type: none"> Amended. Further detail provided in the implementation plan on the transport interventions and further investigations that are required. It is acknowledged that further work needs to be undertaken by Waka Kotahi NZTA, ORC and QLDC.
Strong desire for public transport to be prioritised, and for this to be frequent, reliable and appealing.	<ul style="list-style-type: none"> Amended. Inclusion of bus lanes to support the prioritisation of public transport and reduce the reliance on cars. Following feedback from the community further discussions were held with Waka Kotahi NZTA and ORC regarding the inclusion of bus lanes. All parties agreed that bus lanes should be added.
Supports public transport, walking, cycling as preferred modes and reduction of single vehicle use.	<ul style="list-style-type: none"> Amended. Please refer to comments above.
Concern raised about the lack of funded transport solutions including; <ul style="list-style-type: none"> Funding of public transport solutions Commitment to a staged TDM strategy and programme 	<ul style="list-style-type: none"> Amended. Further clarification provided on staging and further investigations required and the need for this to be supported by a funding / financial plan.
High-capacity public transport solutions: <ul style="list-style-type: none"> Support – acknowledged existing system is at capacity and that a road solution will not fix the traffic issues. Oppose – most of the opposition centred around feasibility, location of routes, visibility and costs. Many requested feasibility be confirmed prior to any development. 	<ul style="list-style-type: none"> No change. It is acknowledged that a high-capacity public transport solution is under investigation with Waka Kotahi NZTA, ORC and QLDC and high-capacity transport modes such as an offline solution or a new transport bridge, which could be solely for public transport and active travel use, offer an alternate way to cross the Kawarau River.

Include the option of a second bridge crossing over the Kawarau River NZTA/ORC - Investigate PT second bridge	<ul style="list-style-type: none"> Amended. Further evaluation on a second bridge is an action within the Structure Plan and will involve NZTA, ORC, and QLDC. This evaluation will consider options for a bridge (e.g. if it was dedicated for public transport and active travel modes).
Some concern raised over high capacity and ferry service impacting natural landscape and character of the area.	<ul style="list-style-type: none"> No change. It is important that all transport options are considered in future investigations.
Request for bus services to be more frequent.	<ul style="list-style-type: none"> No change. Bus services are now operating every half hour during peak times and hourly off peak. This is proposed to increase to 15 min service as proposed in the Public Transport Business Case (PTBC) in 2033.
Update Public Transport route with recent route change.	<ul style="list-style-type: none"> Amended. To reflect updated public transport route.
Support for roundabouts at Hanley's Farm, Jacks Point and Remarkables Ski field entrances.	<ul style="list-style-type: none"> No change. Consistent with the Structure Plan.
Opposition to using Māori Jack Road (private road) as a primary access corridor, not owned or maintained by Council.	<ul style="list-style-type: none"> No change. This is the subject of ongoing discussions.
All new roads to be vested	<ul style="list-style-type: none"> No change. It is anticipated that all new roads and some existing roads (where appropriate) to be vested to Council.
Three Waters Infrastructure	
<i>General</i>	
General support for a whole of corridor infrastructure response.	<ul style="list-style-type: none"> No change. This is one of the key reasons for undertaking the Structure Plan.
Significant concern existing three waters is already at capacity and no further development should be taking place until this and the funding of it is resolved.	<ul style="list-style-type: none"> Amended. Included additional detail provided on staging and next steps. This includes investigating alternative funding solutions.
A lack of clarity around Council's timing and commitment to infrastructure delivery, and	<ul style="list-style-type: none"> Amended. Please refer to comments above.

references to 'alternative funding pathways' viewed as vague.	
There is considerable opposition among current Jacks Point residents regarding the proposal to route new three waters infrastructure through their area, which already has its own privately funded system. Residents have voiced concerns about potential odour issues and the environmental impact associated with the proposed new wastewater treatment facilities.	<ul style="list-style-type: none"> Amended. Further clarification provided regarding staging and next steps. It will remain as a future option.
<i>Waste water</i>	
General support for a whole of corridor adopting a comprehensive, corridor-wide strategy that proceeds in clearly defined stages.	<ul style="list-style-type: none"> Amended. To provide greater clarity and detail on staging.
Wastewater remains the most significant challenge, with developer-led solutions presenting substantial risks to achieving integrated outcomes.	<ul style="list-style-type: none"> Amended. Implementation plan has been updated to provide further clarification on staging and critical next steps.
Clearer planning, investment and delivery of infrastructure is needed.	<ul style="list-style-type: none"> Amended. Please refer to the above.
Request for a standalone wastewater treatment plant	<ul style="list-style-type: none"> No change. Two potential long-term solutions have been proposed. These are subject to further detailed investigation.
Consideration should be given to a 2 nd bridge crossing for both infrastructure and transport purposes.	<ul style="list-style-type: none"> Amended. A second bridge crossing over the Kawarau River is being investigated, including if this will be a public transport/active travel bridge only. Timing and viability of this will be considered within three waters infrastructure Planning, specifically if a second wastewater pipe is required to convey flows to Shotover WWTP.

Opportunity to improve monitoring and water quality and compliance.	<ul style="list-style-type: none"> Amended. Staging plan updated to reflect this. Further work in ongoing to include this area in the QLDC stormwater sampling and monitoring plan.
RCL requested their three waters plans should be reflected in the Structure Plan.	<ul style="list-style-type: none"> Noted. Further discussions have been held with RCL regarding their three waters proposal.
<i>Water Supply</i>	
Opposition to the use of Kelvin Heights reservoir without prior engagement.	<ul style="list-style-type: none"> No change. Discussions had taken place with representatives of this landowner. Discussions included location of water treatment, potential pipe alignment to the upper reservoir (which currently being considered as part of the 64-lot subdivision in Kelvin Heights).
<i>Stormwater</i>	
More information was requested on the stormwater proposal, as some developers expressed concern that it overlooked existing solutions and proposals.	<ul style="list-style-type: none"> Amended. Have provided further clarity on stormwater solution. A proposed TTSC stormwater framework will also be created to provide greater clarity.
There were also concerns about the location of proposed stormwater management areas, which could limit development potential.	<ul style="list-style-type: none"> No change. Stormwater management is required for all developments and suitably sized infrastructure is required to service them.
Concerns that the stormwater management areas will reduce amenity and biodiversity	<ul style="list-style-type: none"> Amended. Have provided further clarity. A proposed TTSC stormwater framework will also be created to provide greater clarity, which will include ecological aspects to promote biodiversity. <u>An ecologist has been part of the project team throughout the creation of the Structure Plan.</u>
Concerns raised on the risks of site-specific or bespoke infrastructure solutions that may lack integration across the corridor	<ul style="list-style-type: none"> Amended. Have provided further clarity. A proposed TTSC stormwater framework will also be created for the area to help integrate the stormwater management.
The use of natural solutions, such as wetlands, for stormwater management focuses on maintaining water quality and preserving the natural environment.	<ul style="list-style-type: none"> No change. This was a key design principle for the Structure Plan and an important consideration for Kāi Tahu. Ecological design considerations for wetlands will be included in the Stormwater Framework.

Some concern raised about relying on QEII land for storm water disposal.	<ul style="list-style-type: none"> No change. QEII have been engaged throughout the creation of the Structure Plan and discussions are ongoing.
Funding & Delivery	
More clarity requested on alternative funding pathways and cost estimates	<ul style="list-style-type: none"> Amended. This has been strengthened and included in the implementation of the Structure Plan.
Strong desire for growth to pay for growth	<ul style="list-style-type: none"> No change. This has been a key assumption in the development of the Structure Plan.
Active Travel / Trails	
Strong support for cycle routes and active travel options. Many wanted these delivered prior to further development.	<ul style="list-style-type: none"> Amended. Have provided stronger links. An active travel route from TTSC to Te Kirikiri Frankton is one of the initial projects in the implementation plan.
Concerns have been raised about increased use of Jacks Point trails and new routes in the zone, as this may create extra costs for current residents who maintain these trails.	<ul style="list-style-type: none"> No change. This is the subject of ongoing discussions.
Greater emphasis to be given to providing public access through QEII land on the western side of the State Highway. While some feedback noted concerns regarding misrepresentation of access over QEII land as well the balance of public access vs farming operations.	<ul style="list-style-type: none"> Noted. This is part of the ongoing discussions with the QEII Landowners.
Alternative trails to the Remarkables DOC estate were suggested. Timely establishment of this access is recommended.	<ul style="list-style-type: none"> No change. The Remarkables DOC estate is located further west to the QEII land. Access to, and through the QEII is part of the ongoing discussions with the QEII Trust.

Housing / Density	
There is some opposition to residential development west of Lake Tewa and to the introduction of high- or medium-density housing within established low-density areas. It is requested that the current Jacks Point zone density be maintained.	<ul style="list-style-type: none"> • No change. The Structure Plan must also consider the needs of future residents, evolving demographics, and changing demand for varied housing types. Increasing density can support affordability and provide housing options that might otherwise be unattainable in Jacks Point, where homes are typically more expensive. • In addition, higher density within the TTSC Structure Plan fosters greater self-sufficiency for the area. This approach enables the establishment of essential retail and commercial amenities, such as supermarkets, and expands transportation options, including enhanced bus services and the potential for mass rapid transit.
Lack of support for higher densities, as demand is for low density housing.	<ul style="list-style-type: none"> • No change. See above.
Support for higher densities to be located near commercial nodes, transport links and community facilities	<ul style="list-style-type: none"> • No change. This has been addressed in the Structure Plan.
There is some opposition to perimeter development, and it is requested that the visual and open space buffer along the corridor be preserved. A landscape and ecosystem services assessment should be conducted for any proposed transport corridor options south of SH 6 prior to shortlisting, in order to protect Outstanding Natural Landscape values.	<ul style="list-style-type: none"> • No change. The Structure Plan has been supported by a landscape and ecological assessment, and it has been developed in a way that protects and safeguards the Outstanding Natural Landscape.
Avoid high rise buildings near foreshore.	<ul style="list-style-type: none"> • No change. High to medium density has been planned near the foreshore to support the local centre and provide housing options to address demand and affordability concerns within Queenstown.

Commercial / Retail / Industrial	
Mixed views on the proposed commercial provision, with some supporting the corridor to be more self-sufficient, while others raised concern with over development and commercial feasibility.	<ul style="list-style-type: none"> Amended. Only in relation to the location of the commercial area on RCL land. The provision of sufficient commercial and industrial space is critical to ensuring that the TTSC can meet the everyday needs of the community. Following additional information from RCL Homestead Bay Limited regarding transport concerns relating to the distance between the State Highway and the proposed local centre. As a result of feedback, the Structure Plan now shifts the local centre on RCL land 400m to the west.
General support for Jacks Point Village being the main commercial hub.	<ul style="list-style-type: none"> No change.
Some concern about the risk of additional areas undermining the Jack Point Village commercial hub.	<ul style="list-style-type: none"> No change. The Structure Plan has been supported by a commercial assessment. The level of commercial activity has been deemed appropriate to service the future populations.
Support and opposition for the BMUZ adjacent to Coneburn Industrial. Some raised concerns about potential reverse sensitivity with the Industrial and ski field operations.	<ul style="list-style-type: none"> Amended. It is recommended that residential activity be limited to only a small area of worker accommodation. In all other areas residential activity should be excluded to avoid reverse sensitivity issues.
Concern raised over visibility of business uses near the highway. Request for naturalised setbacks and screening.	<ul style="list-style-type: none"> No change. The reduction of setbacks from the state highway is in line with existing consented development located to the north of TTSC. This will be addressed further as part of the plan change process.
Social infrastructure / Open space / Planting	
A lot of concerns were raised about the development of areas that are currently rural in nature, and it negatively impacted on the character of the area and potentially the value of their properties.	<ul style="list-style-type: none"> No change. TTSC is a priority development area in the Spatial Plan. It has been earmarked as a place that is appropriate for urban development. The provision of open spaces, reserves, trails and protection of the natural environment have been a key consideration throughout the development of the Structure Plan.

Strong support for new primary and secondary schools, community hubs, libraries, sports fields, aquatic centres, and parks.	<ul style="list-style-type: none"> Amended. Potential new school sites have been indicated on Structure Plan. Noting these are subject to investigation by the Ministry of Education and should only be shown as indicative
Widespread concern about insufficient parks, green spaces, and recreational trails, especially as population grows.	<ul style="list-style-type: none"> No change. Structure plan has been informed by the QLDC Parks and Open Spaces Strategy 2021.
Delivery of social infrastructure to be aligned to growth.	<ul style="list-style-type: none"> No change. This has been an integral to the development of the Structure Plan.
Some debate over whether facilities (e.g., new libraries, aquatic centres) are needed in the corridor given its proximity to Frankton, and the risk of duplicating services unnecessarily.	<ul style="list-style-type: none"> No change. To put this growth in context, there were approximately 8,394 occupied houses in the Whakatipu ward in 2023 (Census, 2023). As a result, the proposed provision of the community facilities is considered to meet the needs of the future populations. It is noted the community will also have the opportunity to input into these funding decisions through the LTP processes.
Conversion of part of golf course for development was raised as a concern.	<ul style="list-style-type: none"> Amended. To better reflect development intentions of landowner. This area was deemed appropriate for increased levels of development
Co-location of social infrastructure supported.	<ul style="list-style-type: none"> No Change.
Opposition for boat ramp, marina and onshore developments including car parking area as it would negatively impact on the use of the area from the water sports community.	<ul style="list-style-type: none"> No change. This is the anticipated based on previous masterplans completed for the area. The water sports community would be able to participate in plan change process. Further work will be undertaken as part of the plan change process.
Natural Hazards	
Support identification of natural hazards and it be included in the draft plan	<ul style="list-style-type: none"> No change. Natural hazards have been a key input into the formation of the Structure Plan. All investigations and reporting will be made available for future resource consents and plan changes. ORC officers have supported QLDC with this workstream.

Site specific requests	
Lack of support for development in the Jacks Point Special landscape strip	<ul style="list-style-type: none"> Amended. Proposed development area has been removed.
RCL request an amendment to Structure Plan to reflect RCLs wastewater plans or that the land should be zoned for housing (not for open space or social infrastructure)	<ul style="list-style-type: none"> No Change. A whole of corridor approach for wastewater is key aspect of the Structure Plan. Structure Plan identified this area for social infrastructure and open space.
Include additional Jacks Point Special Zone land in the Structure Plan	<ul style="list-style-type: none"> Amended. Additional land on the following lots has been zoned as residential and/or town centre: Lot 201 DP 600003, Lot 103 DP 541569, Lot 25 and 18 DP 364700, Lot 18 DP 364700 included in the Structure Plan.
247 Kingston Road supports BMUZ or Industrial zoning. Requests it is included in its entirety and supports the use of the site by Te Tapu o Tāne and Mana Tāhuna.	<ul style="list-style-type: none"> No change. Part of the site has been included in the Structure Plan and is located in the proposed Business Mixed Use zone. The remainder of the site is located in ONL, and as a result has not been included.
Expand to Structure Plan to include all of Lot 2 DP 545527 – land at the base of Remarkables Park. Introduce Ski Area Sub Zone	<ul style="list-style-type: none"> No change. There was no evidence to support the inclusion of all of this area as BMUZ or amend the zoning to be classified as a Ski Area Sub Zone. The Structure Plan only relates to land that is located outside the ONL.
JPL does not support stormwater treatment on Jacks Point land as it would restrict future development opportunities.	<ul style="list-style-type: none"> Amended. Further clarity provided in Structure Plan. Stormwater management area coincides with existing overland flow path and depressions.
RCL has requested that Homestead Bay East layout be amended to reflect their proposed layout	<ul style="list-style-type: none"> Partly amended. Location of commercial area amended to minimise transport concerns.
427 Kingston Road supports the zoning. Requests it is included in its entirety.	<ul style="list-style-type: none"> No change. Part of the site has been included in the Structure Plan and is located in the proposed Business Mixed Use zone. The remainder of the site is located in ONL, and as a result has not been included.
Lot 2 DP 447241, adjacent to Lodge Road, requests the area of Medium Density Residential Zone to be 2.6 Ha.	<ul style="list-style-type: none"> Amended. Part of Lot 2 DP447241 has been included for Medium Density Residential development.

Concerns regarding the JPROA land located on Lot 16 DP 566457, known as the landscape strip, being in the MDRZ.	<ul style="list-style-type: none"> Amended. Medium Density Residential development has been removed from this area.
RCL – suggests 320 dwellings per year is to low – lift to 500 per year (to be used for infrastructure staging)	<ul style="list-style-type: none"> Partially amended. Growth rate has been increased from 320 to 350 after considering further information. The implementation plan requires Council to review the annual growth rate and compare that to the infrastructure staging. There is opportunity to work with developers to increase these numbers – noting that this would involve working closely together to bring forward the planning and delivery of critical infrastructure.
University of Otago is interested in expanding its Hakitekura facility at Jacks Point within the Southern Corridor, seeking a Special Zone to allow for mixed-use activities such as education, accommodation, and commercial events, beyond current zoning limitations.	<ul style="list-style-type: none"> No change. There was not enough information to support the addition of a special zone at this time, would be consider as part of a planning process under the RMA.
Ministry of Education requested building outlines be removed from the Structure Plan and caveats regarding locations of schools be added to the maps and diagrams	<ul style="list-style-type: none"> Amended. Diagrams removed and further detail added to the Story Map to advise the location and provision of schools is subject to further detailed investigation by the Ministry of Education.
Include RSNTL land east of SH6 (Lot 1 DP 26261 – 657ha) in Structure Plan;	<ul style="list-style-type: none"> Noted. This is part of the ongoing discussions with the QEII Landowners.
Upgrade Kelvin Heights intersection to roundabout.	<ul style="list-style-type: none"> No change. This is outside the Structure Plan area.
Clear identification of QEII ownership and representation (RSNTL & Mee) - include RSNTL land east of SH6 (lot 1 DP 26261) in Structure Plan	<ul style="list-style-type: none"> Noted. This is part of the ongoing discussions with the QEII Landowners.

Other	
Disconnect with central government investment plans	<ul style="list-style-type: none"> No change. Working closely with government partners to align central government investment with the development of TTSC.
Historic Heritage	<ul style="list-style-type: none"> No change. Historic heritage has been a consideration throughout the formation of the plan.
Relocate Frankton Golf Course to Jacks Point to free up central land for high-density housing	<ul style="list-style-type: none"> No change. Frankton Golf Course is outside the Structure Plan area.
Require a restricted plant list for all developments.	<ul style="list-style-type: none"> Noted. A planting list will be created during the plan change process

Previous Engagement in 2023

In 2023, several workshops were organised to gather preliminary feedback for the development of the TTSC Structure Plan. They were:

- Stakeholder Grow Well Whaiora Partners' Workshop held 18 July 2023, attended by representatives from QLDC, ORC, Kāinga Ora, Queenstown Airport, Aukaha, Ministry of Housing and Urban Development, Ministry of Education and Waka Kotahi.
- Collaborative Structure Planning Workshop held 24 October 2023, bringing together officer and members from QLDC, ORC, Kāinga Ora, QEII Conservation Trust, NZSki, Jacks Point Residents and Owners Association, Scope Resources, Darby Partners, Mr and Mrs Jardine, Ministry of Housing and Urban Development, Ministry of Education, Waka Kotahi, Classic Developments, RCL Group, Trojan Holdings, Homestead Bay Trustees Limited, Jacks Point and James Hennessey.



These sessions focused on aligning interests, identifying the future needs of the community and exploring land use scenarios.

Summary of the public Drop-In sessions – November 2023

Approximately 75 participants attended drop-in sessions at Jack's Point and Hanley's Farm, engaging in activities focused on identifying priorities for future growth and development. The following is a summary of those sessions:

- **Active travel and ecological features prioritised:** Strong support for trails and ecological features. Highlighting the communities desire for improved trails and environmental amenities.
- **Commercial and retail:** The community expressed interest in small-scale commercial and retail options such as grocery stores, cafes, and pubs on a neighbourhood scale, with some support for nodal commercial development to diversify offerings beyond Jack's Point.
- **Housing:** Low-density housing was preferred by 40% of participants, though 30% supported mixed or higher densities if balanced with open spaces and thoughtful design.

- **Social infrastructure:** Focus on open spaces, parks, water access, and community facilities like playgrounds and gyms.
- **Transport:** priorities centred on active travel and public transit improvements, including safer highway access, cycle trails avoiding highways, and increased bus frequency to Queenstown, with some interest in ferry services.

These insights were integrated into the development of the draft Structure Plan.