



To: Neil Harkin, Queenstown Lakes District Council
From: Anita Vanstone (Strategic Growth Manager), Catriona Lamont (Spatial Plan Project Manager) and Cameron Wood (Senior Strategic Planner), Strategic Growth Team, QLDC
Date: 28 October 2025
Subject: Summary of the Te Tapuae Southern Corridor Structure Plan and assessment against the Fast Track Resource Consent for Homestead Bay, and Affordable Housing.

Executive Summary

1. Queenstown Lakes District Council (QLDC) has recently adopted the Te Tapuae Southern Corridor (**TTSC**) Structure Plan, a cornerstone initiative for guiding sustainable growth and infrastructure development across Te Tapuae/Southern Corridor. The TTSC Structure Plan, developed collaboratively through the Grow Well Whaiora partnership with central government, Kāi Tahu, QLDC, and Otago Regional Council (**ORC**), represents the district's first fully structure-planned Priority Development Area under the Spatial Plan. The TTSC Structure Plan is underpinned by extensive technical assessments and robust stakeholder engagement. Its vision is to deliver consolidated growth, a diverse range of housing options, well-designed neighbourhoods, sustainable transport solutions, and a resilient local economy.
2. Key features of the Structure Plan include:
 - a) Provision for approximately 9,300 homes over the next 20–30 years, with a mix of housing densities to support varied community needs. (targeting at least 350 new dwelling building consent per year to meet demand in this area)
 - b) Establishment of a network of commercial centres, alongside strategic planning for education and social infrastructure.
 - c) Affordable housing secured through partnership with the Queenstown Lakes Community Housing Trust (**QLCHT**). While the Proposal will increase housing choice and availability, evidence of the Queenstown Lakes Housing market shows zoning more land on its own is unlikely to create affordable homes due to competing market pressures¹. Requiring 5% of greenfield land or an equivalent financial contribution for the QLCHT would secure lasting affordable housing—a proven approach for maintaining affordability.
 - d) Ensuring integrated infrastructure solutions for transport, water, wastewater, ecology, and hazard management, including the following summary for water and wastewater,

¹ Queenstown Lakes Joint Housing Action Plan 2023-2028, Page 4



- i. Water - The proposed approach is to provide a new water supply to service the TTSC. This includes provision of a new lake take and water treatment plant centrally located in TTSC, new reservoir storage at an appropriate elevation, and servicing each development by expanding existing conveyance.
 - ii. Wastewater - In the short to medium term wastewater will continue to convey raw wastewater from future developments to the centralised Shotover Wastewater Treatment Plant (WWTP) by utilising and expanding existing wastewater conveyance infrastructure. In the long term, this pathway also allows for the provision of either continuing this or having a dedicated WWTP in the Corridor. Further work to confirm the long term approach is necessary.
3. The TTSC Structure Plan was formally adopted by QLDC on 4 September 2025 and can and should be regarded as a relevant other matter under section 104(1)(c) of the Resource Management Act 1991 (**RMA**). The Structure Plan reflects QLDC's most up-to-date strategic direction for this area including the effects on the wider community which was canvassed through technical assessments and engagement with the community, through the consultation process. This means the Structure Plan should be given appropriate weight in the assessment of the Proposal under the Fast-track Approvals Act 2024 (**FTA**).
4. This memo also presents the Expert Panel with a comparative assessment of the Homestead Bay Proposal against the outcomes endorsed in the TTSC Structure Plan.
5. The most significant areas of inconsistency relate to infrastructure provision and affordable housing delivery.
6. The TTSC Structure Plan demonstrates an integrated, scalable and environmentally responsible approach to both infrastructure provision and affordable housing delivery along the TTSC.
7. The TTSC Structure Plan incorporates a value-capture mechanism, ensuring direct contributions to the QLCHT, which supports the creation of perpetual affordable housing for the community. In contrast, the proposal does not provide any direct measures to ensure affordable housing is delivered. Council supports a mix of housing choice and agrees there is a demand for smaller housing and increased housing choice. Council considers that the application will not deliver affordable housing and a specific intervention (in the conditions of consent) is required to achieve this.
8. In addition to this memo, Council is providing the expert panel with separate, detailed technical assessments on the topics of infrastructure and reserves. These technical assessments are the primary source of information in respect of Council's feedback on the Proposal on those technical matters.



Part 1 - Overview of TTSC Structure Plan

Context – Queenstown Lakes Spatial Plan

9. The Queenstown Lakes Spatial Plan (the **Spatial Plan**) was prepared as part of the Urban Growth Partnership between Central Government, Kāi Tahu, QLDC and ORC, called the Grow Well Whaiora Partnership (**GWW**).
10. 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.
11. 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, the following five outcomes have been identified:
 - 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 Developments Areas in the District

12. 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 located at:
 - Tāhuna to Te Kirikiri / Queenstown Town Centre to Frankton Corridor
 - Five Mile Urban Corridor
 - Te Pūtahi / Ladies Mile
 - Te Tapuae / Southern Corridor (Geographic Scope as shown in **Appendix A**)
 - Southern Wānaka
 - Wānaka Town Centre – Three Parks Corridor
13. Priority Initiative 3 of the Spatial Plan requires Structure Plans to be undertaken for all six of the PDAs.



Purpose and Process of the TTSC Structure Plan

14. The key purpose of the TTSC Structure Plan is to provide overarching guidance to help manage the growth and development of the TTSC, ensuring it has the infrastructure and services required while protecting the surrounding environment.
15. The structure plans required by the Spatial Plan are to 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 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.
16. Structure plans serve as a valuable tool for guiding investment, planning, and prioritisation within the Council's development programme. They contribute to the evidence base needed to support potential plan changes or variations to the District Plan, facilitating the implementation of the broader objectives set out in the Structure Plan. The structure planning process plays a key role in the analysis required to determine the appropriate zoning of land in the district plan. In respect of resource consent applications (or, in this case an application for resource consent sought via the FTA), structure plans again play an important role given that consent applications can be sought in advance of the rezoning changes needed in a District Plan (as is the case here). Their relevance to RMA decision making is as another matter to be considered under section 104(1)(c) of the RMA, particularly in areas where there are multiple landowners within a PDA. Furthermore, the structure plan informs essential strategic documents, including the Long-Term Plan, the 30-year infrastructure strategy, and guides investment decisions by agencies such as NZTA, ORC, and the new Water CCO.
17. The TTSC Structure Plan, should be regarded as another matter under section 104(1)(c) of the RMA. While the FTAA does not require a substantive application to be assessed directly against a spatial or structure plan, the AEE must still address effects on the neighbourhood and wider community—including social, economic, and cultural outcomes. The Structure Plan's inclusion in the assessment process ensures that resource consent decisions are informed by robust technical analysis and community engagement, supporting outcomes such as affordable housing, environmental sustainability, and alignment with community aspirations. Therefore, the Structure Plan should be given appropriate weight in the Panel's assessment and findings, as it encapsulates broader community outcomes not yet incorporated into the PDP and offers a comparative benchmark for evaluating proposals under the Fast Track process.

Te Tapuae Southern Corridor (TTSC)

18. The TTSC was the first PDA to be structure planned following the finalisation of the Spatial Plan (acknowledging 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.



19. The development of the TTSC Structure Plan has occurred over the past 20 months and was adopted by QLDC on 4 September 2025. The Structure Plan can be found here on the QLDC website (it is a fully on-line document):

<https://storymaps.arcgis.com/stories/48822837a39541d884390a1241bad165>

20. An outline of the process of developing the Structure Plan 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;
- Planning and Strategy Committee agreed to release draft Structure Plan for public feedback – 10 June 2025;
- Public feedback closed on 20 July 2025;
- Final Structure Plan adopted by Council – 4 September 2025;
- Implementation and initiate inclusion of a Structure Plan in the District Plan begins.

TTSC Structure Plan Strategic Framework

21. To align with the Spatial Plan outcomes, the TTSC Structure Plan sets out a robust framework for measuring its success. Any fast-track resource consent application should demonstrate how it will address and deliver on the strategic framework outlined in the Structure Plan (relevant under section 104(1)(c) of the RMA). This means the Proposal should outline how the proposed development will contribute to the framework. By ensuring that the conditions of the consent align against the Structure Plan’s framework, the Expert Panel can ensure that the fast-track consent supports the District’s long-term vision and deliver tangible social, economic and cultural benefits for the community of Te Tapuae / Southern Corridor. The framework is shown below in Table 1.

Table 1 Strategic Framework

<i>Spatial Plan Outcomes</i>	<i>Structure Plan Principles</i>
1. Consolidated growth and more housing choice	a. Ensure that housing developments align with future demographic and affordability needs b. Focus on integrating developments within the Te Tapuae Southern Corridor and enhancing its connection to the wider Queenstown Lakes community.
2. Public transport, walking, and cycling is the preferred options for daily travel	c. Reduce greenhouse gas emissions. d. Evaluate and enhance the overall transport network e. Reduce reliance on cars by providing for alternate modes for travel
3. Well-designed neighbourhoods that provide for everyday needs	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).



<i>Spatial Plan Outcomes</i>	<i>Structure Plan Principles</i>
4. A diverse economy where everyone can thrive and a sustainable tourism system	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	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	p. People are inspired to access and connect with QEII Trust protected places q. Values within protected areas are enhanced
7. Staging of development	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.

Key Highlights of the TTSC Structure Plan

22. The key highlights of the Structure Plan are as follows:

- TTSC will provide effective and integrated structure planning for a total of approximately 9,300 houses² 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;
- TTSC will provide an opportunity for a range of housing types between 20-60 households per hectare;
- 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;
- 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
- 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.
- Notes it is an opportunity for developers, the QLCHT and QLDC to provide for innovative solutions for the provision of affordable housing. For example, 5% of the

² Census 2023 identified approximately 1800 residential houses had developed in this area, and is continuing to develop under existing resource consents (for developments such as ParkRidge, Woolbrae and Woolshed Creek. Further information can be found in the context section of the TTSC Structure Plan).



developable greenfield land area or equivalent financial contribution be used for perpetual affordable housing.

Technical Assessments

23. Technical assessments from consultants informed the development and refinement of the Structure Plan through the process. Technical input was provided across the following disciplines from both Council and external experts:

- **Transport:** Multi-modal strategies, Travel Demand Management (TDM) and local job/service provision to reduce reliance on private vehicles, easing pressure on road networks and parking infrastructure.
- **Three Waters:** Provide a whole of-corridor solution to three waters, including a new water intake/treatment, staged wastewater solutions, and decentralized stormwater management.
- **Ecology & Landscape:** Protection/enhancement of biodiversity, open spaces, and landscape integration.
- **Commercial/Economic:** Network of convenience centres, supermarket anchor, and phased industrial expansion.
- **Natural Hazards:** Risk analysis for flooding, liquefaction, debris flow, and rockfall. Most areas classified as acceptable or tolerable; further investigation required for significant risk zones.

Implementation and Next Steps

24. The Structure Plan outlines a range of strategies and measures that will be employed to ensure its effective implementation. They include the following:

- Statutory planning and District Plan mechanisms.
- Investment in land, infrastructure, and Council owned facilities and services, to facilitate, enable, and support growth.
- Other direct actions by Council, such as investigating proposals, developing guidelines and standards, operational policies, etc.
- Indirect actions by Council, such as coordinating, liaising, encouraging, promoting or facilitating actions by others.
- Requiring action by others, such as developer-provided infrastructure.
- Actions that other parties are expected to take for their own reasons.
- Appendix B of this memo outlines the key actions for the first three years of the Structure Plan

25. As the implementation plan and the strategic framework is an essential part of the TTSC Structure Plan, it should be considered and assessed as a relevant matter under section 104 (1)(c) of the RMA. This approach ensures that both the specific actions and broader objectives of the Structure Plan are appropriately considered and weighted in the evaluation of the Fast Track Proposal for Homestead Bay.



Part 2: Comparative assessment of the TTSC Structure Plan and the Homestead Bay Fast Track Resource Consent

26. A summary of the Structure Plan (including where relevant the technical assessments that informed the adopted Structure Plan) and a comparison with the Homestead Bay Fast Track Resource Consent is shown in **Table 2**. The assessment includes a weighting of either high, medium or low, in terms of consistency of the Proposal with the Structure Plan.

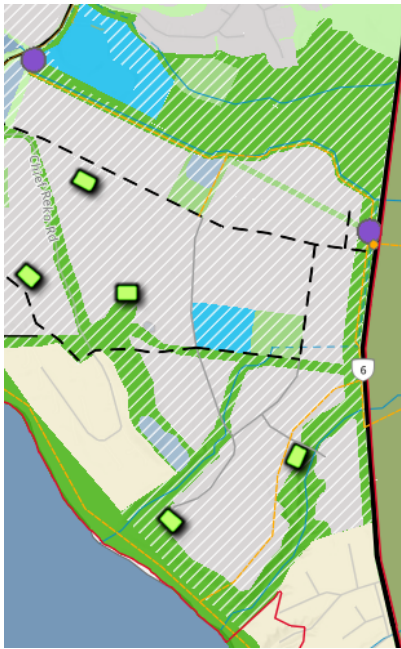


Table 2: Comparison between RCL and Te Tapuae Southern Corridor Structure Plan

	Te Tapuae Southern Corridor Structure Plan	RCL Fast Track Consent																																																	
<i>Built Form</i>																																																			
Housing Density and typology	A key part of the Structure Plan is ensuring a mix of housing density and typologies are delivered in the TTSC. The rational is to utilise the land efficiently and also provide the relevant mass to make sure the population is there to support future public transport initiatives, community facilities and supermarkets. The following table outlines the split of density shown in the structure plan for Homestead Bay. <table border="1"> <thead> <tr> <th>Density</th><th>Total Area (ha)</th><th>Developable area (ha)</th><th>Number of DUEs (min – max)</th></tr> </thead> <tbody> <tr> <td>High</td><td>30.6</td><td>21.42</td><td>1285 – 1540</td></tr> <tr> <td>Medium</td><td>16.9</td><td>11.83</td><td>475 - 570</td></tr> <tr> <td>Low</td><td>58.9</td><td>41.23</td><td>825 – 1440</td></tr> <tr> <td>Local Centre</td><td>4.3</td><td>3.0</td><td>90 – 110</td></tr> <tr> <td>Total</td><td></td><td>77.48 Ha</td><td>2675 – 3660</td></tr> </tbody> </table>	Density	Total Area (ha)	Developable area (ha)	Number of DUEs (min – max)	High	30.6	21.42	1285 – 1540	Medium	16.9	11.83	475 - 570	Low	58.9	41.23	825 – 1440	Local Centre	4.3	3.0	90 – 110	Total		77.48 Ha	2675 – 3660	The proposed development will provide 1438 standard residential lots, 22 medium density superlots allowing for approximately 203 future residential units and fourteen high density superlots allowing for approximately 890 future residential units. The subdivision of the superlots is not part of the Proposal. Combined, the proposal will provide for 1438 residential units, but the future subdivision and development of the super lots will provide for approximately 2,531 residential units. The total amount of residential units could reduce if the Ministry of Education requires land for a school (3Ha and 75-79 DUEs). <table border="1"> <thead> <tr> <th>Density</th><th>Total Area (ha)</th><th>Developable area (ha)</th><th>Number of DUEs (min – max)</th></tr> </thead> <tbody> <tr> <td>High</td><td></td><td>9.798</td><td>890 *</td></tr> <tr> <td>Medium</td><td></td><td>5.553</td><td>203</td></tr> <tr> <td>Low</td><td></td><td>69.49</td><td>1438</td></tr> <tr> <td>Local Centre</td><td></td><td>2.580</td><td></td></tr> <tr> <td>Total</td><td></td><td>87.42 Ha</td><td>2531</td></tr> </tbody> </table>	Density	Total Area (ha)	Developable area (ha)	Number of DUEs (min – max)	High		9.798	890 *	Medium		5.553	203	Low		69.49	1438	Local Centre		2.580		Total		87.42 Ha	2531	Medium Overall, a similar number of houses are created (if the future development of the super lots are considered), however the Structure Plan considers that the corridor is already predominantly low density, and seeks to achieve more high / medium, densities, providing a better mix of
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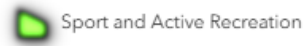
		*it is unclear what density has been used to create 890 high density units from 9.8Ha of land. This is different to the land to unit ratio used in the Structure Plan.	housing typology in the area.
Affordable Housing	The Structure Plan proposes perpetual affordable housing can be secured via the following; a) developers will transfer, free of charge, at least 5% of the land from residential / visitor accommodation components of greenfield developments (or equivalent financial contribution, based on developed market value) to a registered Community Housing Provider, the QLCHT, and b) the QLCHT will use the land / financial contribution to provide perpetual affordable housing for both renters and owners. Further information on affordable housing is provided in the next section of this report.	It is unclear how affordable housing will be delivered.	Low
Local Centre	The 'Homestead Bay East Local Centre' is approximately 4 ha in size. A town centre strategy of the Structure Plan includes a town centre in the neighbouring Jacks Point Village, with this being supported with a local centre in Homestead Bay and an additional local centre near the Homestead Bay marina.	Creation of three commercial superlots which have a combined area of approximately 2.5 hectares allowing for the future development of around 11,000m² of retail floorspace. Consents are not sought for the development of the superlots at this time.	High The proposed Local Centre (eg the three commercial superlots) is in the same location as the Homestead Bay

	The transport assessment relies on reduced vehicle trips based on the development of the town centre and the local centres.		East Local Centre on the Structure Plan. However, timing on when this will be developed is unclear, given neither subdivision or landuse consents are sought for the super lots.
Primary School	The primary school land area is 3.64ha is shown to be ~400m from the Homestead Bay East Local Centre, adjacent to: • Sports and active recreation reserve • Medium density • Low density • Public transport bus stop along the school's site.	Two locations have been identified for the development of a primary school. One of these locations, the one to the south, is located in approximately the same area as in the Structure Plan. Each of the two locations identified is approximately 3ha in size and are adjacent to low density houses and 2-3 Medium Density superlots (sought to be consented via the Fast Track Resource Consent). Should a school be required in one of these locations, there will be a reduction in the total number of residential lots. This equates to a loss of 55 – 59 single house lots and 2-3 Medium Density superlots.	High However, it would be advantageous having a community park next to the school for co-sharing for efficient land use as shown in the structure plan.

Open Spaces	The TTSC Structure Plan identified an open space network comprising of: • 2 Community parks (3ha and 2 ha) • 4 Local Park (all 0.5ha) • Sport and Active Recreation Reserve (2.8 ha) • Total: 9.8 ha <u>Local Parks:</u> 	The AEE says that there are 9 Recreation Reserve lots, however only 8 are shown in the reserve plan drawing. The 9th one is located to the north of Jack Tewa Park and is adjacent to the proposed future land wastewater disposal area, being Lot 9008 (0.21 Ha). Of these remaining 8, only 2 are currently non-encumbered. The total proposed reserve area is 8.4ha, however much of this is unsuitable as recreation reserve land (hilly, linear or encumbered). Further details are provided in the Parks Assessment. The recreation reserves are well distributed throughout the subdivision. The AEE says that Community Parks are greater than 1Ha. QLDC require community parks to be between 2 – 3 Ha (while previous community parks as small as 1.5 Ha have been accepted, this is only where all 1.5 Ha is usable and there are no constraints (i.e. gradient, no underground services or overland flow paths etc.). Local Parks are required to be between 0.3 Ha and 0.5 Ha. <table border="1"> <thead> <tr> <th>Lot No.</th><th>Size (Ha)</th><th>Function</th><th>Encumbered / Constraint</th></tr> </thead> <tbody> <tr> <td>9001</td><td>1.36</td><td>Local Park</td><td>3Waters easement</td></tr> <tr> <td>9002</td><td>1.22</td><td>Community Park</td><td>Wetland and covenant</td></tr> <tr> <td>9003</td><td>1.52</td><td>Community Park</td><td>Non uniform shape, 3Waters easement, Close proximity to</td></tr> </tbody> </table>	Lot No.	Size (Ha)	Function	Encumbered / Constraint	9001	1.36	Local Park	3Waters easement	9002	1.22	Community Park	Wetland and covenant	9003	1.52	Community Park	Non uniform shape, 3Waters easement, Close proximity to	Low This is expanded on further in the memo provided by Parks and Reserves
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Local Parks

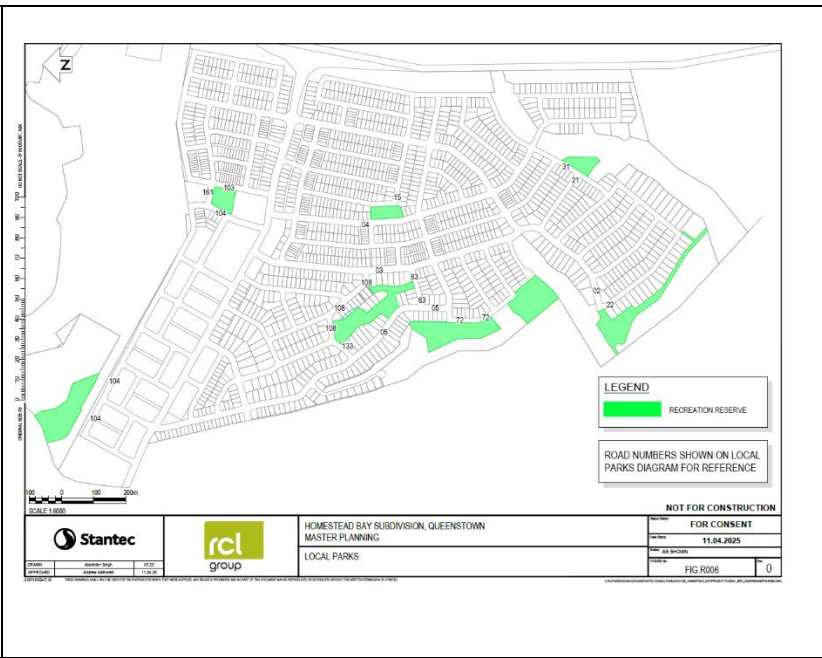
Zoning



Community Parks:



			wastewater disposal
9004	0.36	Local Park	3Waters easement (at edge of park)
9005	1.36	Local Park	Non uniform shape, changing gradient
9006	0.38	Local Park	
9007	0.43	Local Park	
9008	0.21	Community Park	Close proximity to wastewater disposal
9009	1.57	Community Park	Easement and designation in favour of Aurora

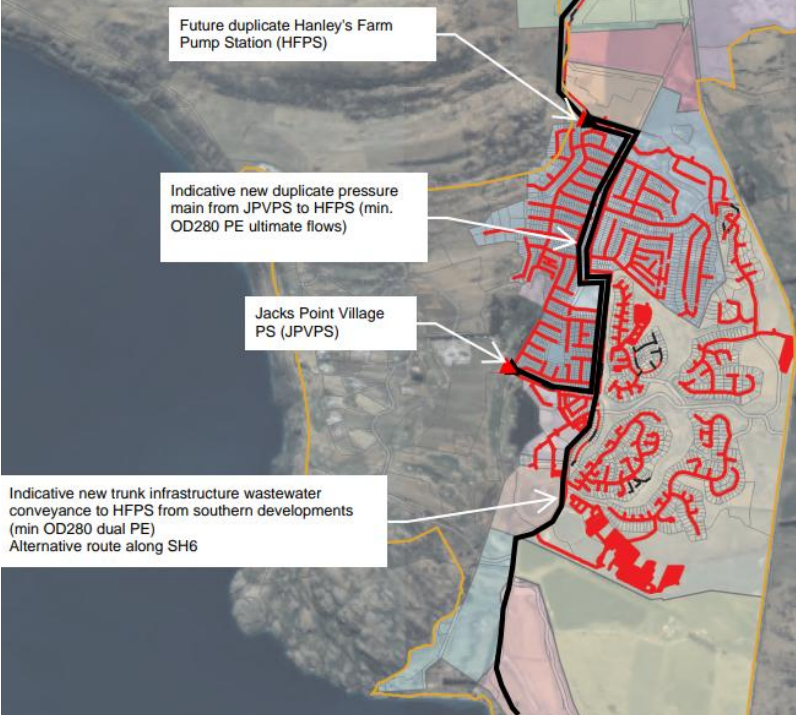
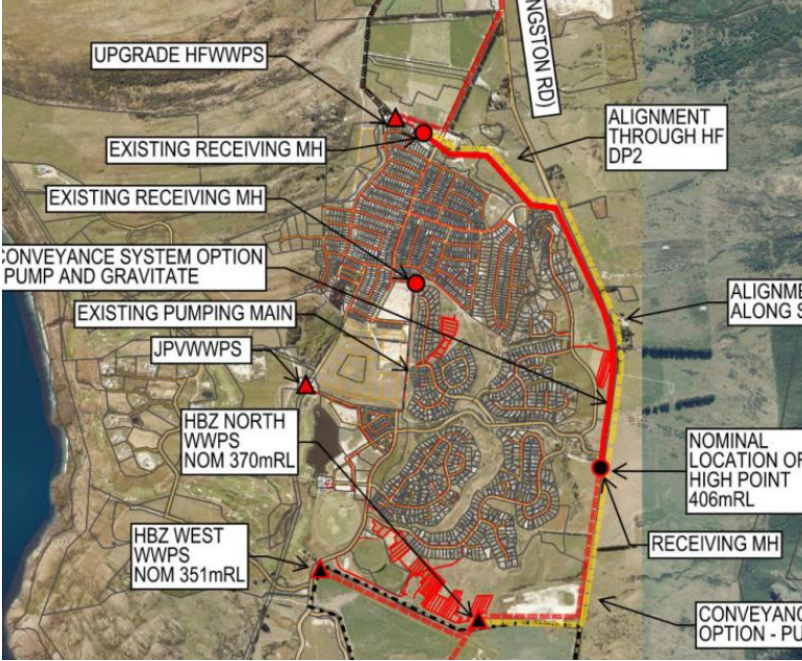
	Community Parks Zoning  Sport and Active Recreation		
<i>Infrastructure – Three Waters</i>			
Wastewater	The Structure Plan endorses a whole of corridor approach to wastewater, with all new connections connecting into Council’s reticulation. This involves constructing reticulation in the south of the corridor to the undeveloped land, and connecting into Council’s Hanleys Farm Pump Station (HFPS) in the north. In the short and medium term, wastewater will be pumped to Shotover WWTP and in the long term (10+ years) this will either	Two options for wastewater treatment and disposal are included in the application. The AEE describes Option 1) as an onsite wastewater solution with a wastewater treatment plant on Lot 12, with onsite land disposal within Lot 8 and Lot 12. The total land available for disposal is shown as 29.7ha.	Option 1 – Low This option (including its feasibility) is assessed in the separate Infrastructure Report.



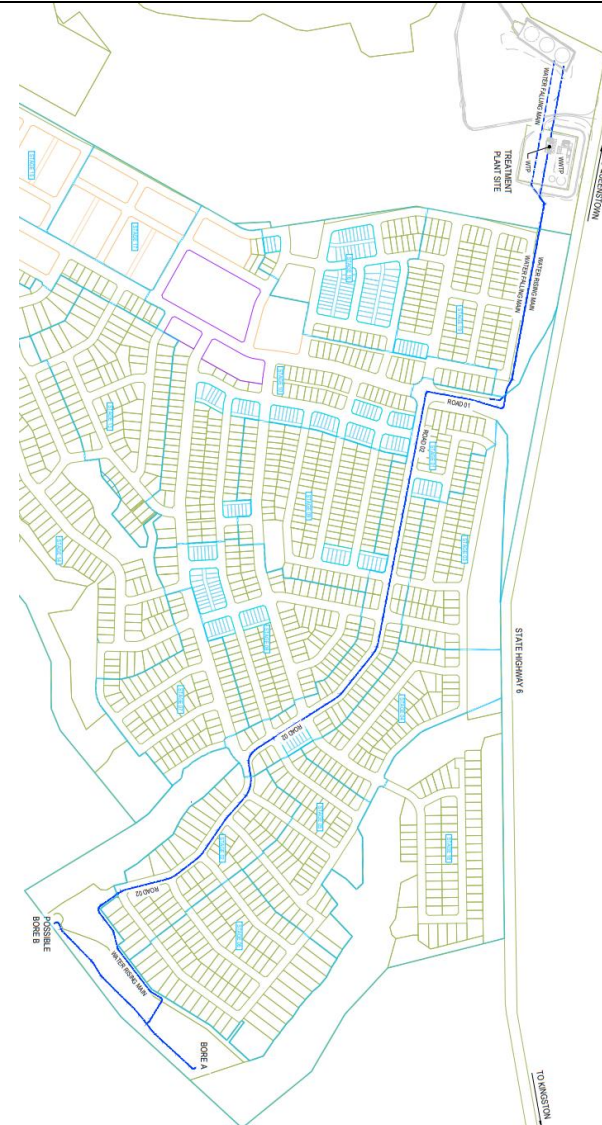
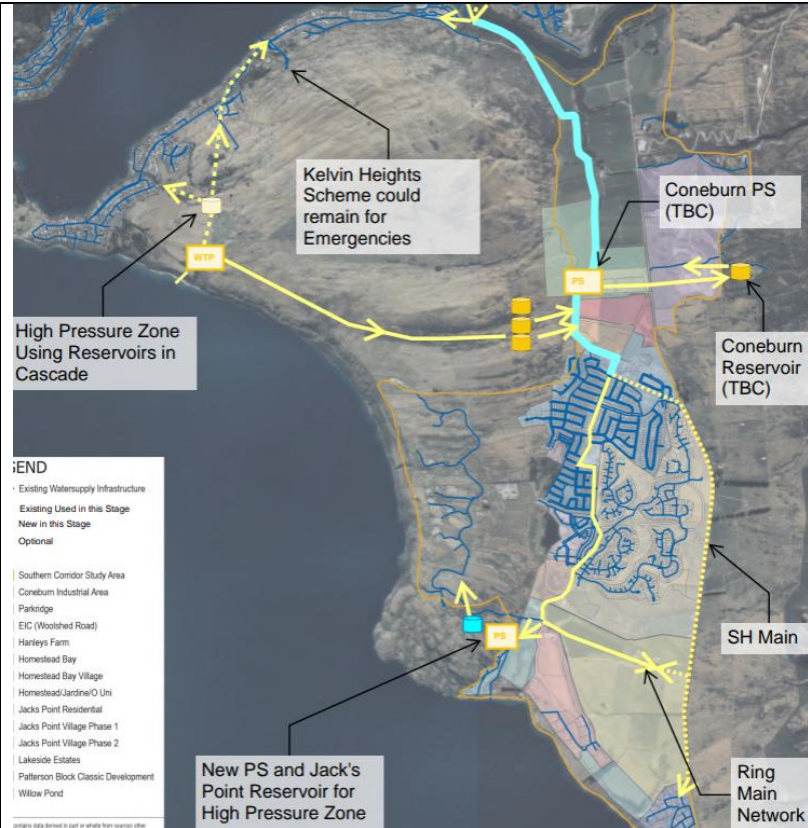
	continue, with duplication of the pump station and reticulation, or it will be pumped to a new WWTP in the TTSC. Both these options are feasible, however further work is required to confirm the preferred long term servicing option and also to confirm costing and funding. Neither option is currently subject to funding in QLDC's Long Term Plan. The preferred alignment on how to connect the developable land in the south to HFPS is along the valley floor. This is predominately driven by hydraulic reasons, as it would include pumping up approximately 15m of elevation, (oppose to 60m which would require 2 pump stations). Council acknowledges that in the short term, it would be disruptive to local residents, to construct a pipe along this alignment, however, the long-term operation of the one pump station lift 15m oppose to 2 pump stations required to lift a combined 60m has cost and energy and emission advantages. There is a risk that if RCL does not connect into the system described above, it becomes challenging, both technically and financially to expand the network to the other greenfield developable areas in the south. The same economies of scale will not be available if the onsite disposal option is taken. For context the developer yield for the other developable land in the south shown in the Structure Plan has a range of between 1800 to 2180 DUEs. The 3Waters consultants determined that disposing to land within the corridor is unsuitable, as a whole of corridor	4.55 Ha of that is an overlap of proposed wastewater land disposal area and the existing easement in favour of JPROA. The engineering feasibility report states that their WWTP could be upsized to support neighbouring developments, but the treated wastewater would be returned to their land for disposal. The areas required for onsite wastewater disposal does result in open space, however it will not be able to be used by the Recreation Reserve. Appendix B – Engineer Feasibility Report – Part 5 (Appendix F) describes Option 2) as reticulation to take wastewater flows from the development to Council's existing reticulation at HFPS. This includes a new (onsite) pump station and a new rising main along the SH6. RCL say the new pump station can be upsized to accommodate flows from other land owners. From HFPS, the wastewater would be pumped to the Shotover WWTP.	Option 2 – High (subject to further work) The principal of Option 2 aligns with Council's whole of corridor approach, however, further work is required to confirm the alignment of the wastewater main to Hanleys Farm pump station. Due to the significant elevation change along the SH6 alignment, two pump stations would be required. This would result in
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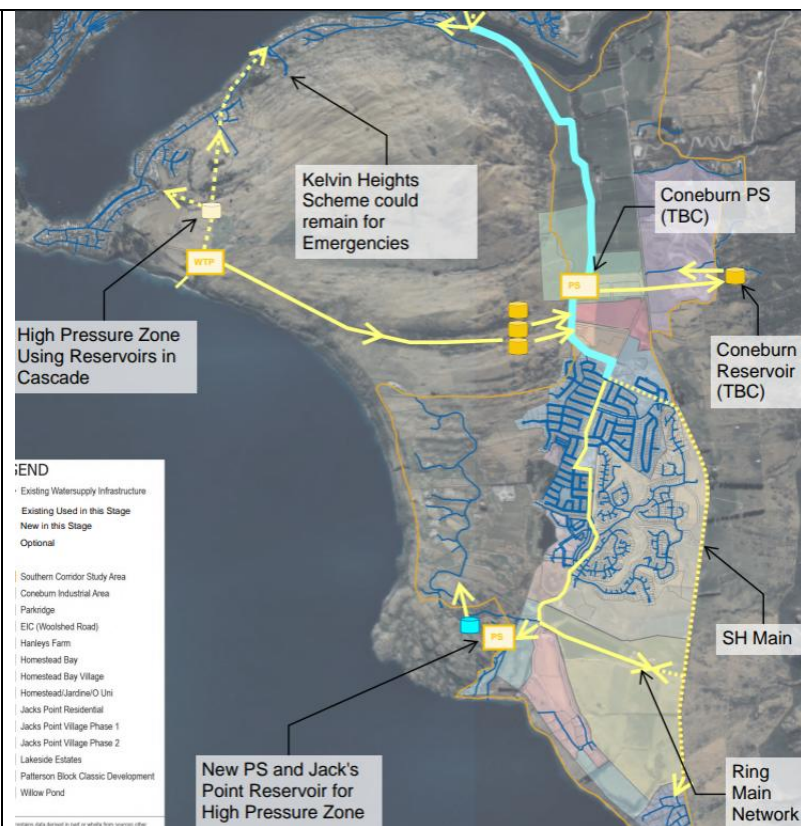
	approach, due to the variable permeability of the soils and the subsequent large land area required for disposal, along with likely shallow groundwater.		higher energy use, operational costs and higher emissions. An upgrade of wastewater conveyance through Frankton flats to the Shotover Wastewater Treatment Plant is also required. These are discussed in more detail in the comment provided by P&I.
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Water	The Structure Plan endorses a whole of corridor approach to water supply, with all new connections connecting into Council's reticulation. In the short term this involves constructing reticulation to the south of the corridor to the undeveloped land, (Homestead Bay) re-commissioning Council's Kelvin Heights Intake and constructing the Quail Rise Reservoir in Frankton; to allow two independent zones north and south of the Kawarau.	The RCL development proposes a ground water source to service their site, initially from a single bore with more being constructed as demand requires. The water will be pumped to a WTP which is relatively close to the proposed water reservoir. This system is designed to be stand alone.	Low However, there is the option of connecting the RCL bore into the QLDC network to supplement the

	In the medium term it involves constructing a new reservoir. The location of this reservoir is positioned to allow for ease of connection to the long-term upgrade. The location is shown below on Peninsula Hill, between Kelvin Heights and TTSC. The long-term upgrade is to construct a new lake intake and WTP at the end of Kelvin Heights Peninsula. The 3Waters consultant considered a ground water source (which is advantageous for a treatment point of view), however, it was concluded that there wouldn't be a sufficient ground water source to service the whole of the corridor. This was later supported by the ORC peer review titled: <i>RE: RM24.355 / FTA063 – RCL Homestead Bay Ltd Wastewater Discharge (Effects on Groundwater) Technical Peer Review</i>, Dated: 13 August 2025.		supply, QLDC are currently doing further work for this configuration. However, the location of the RCL reservoir, far from the future source is not ideal.
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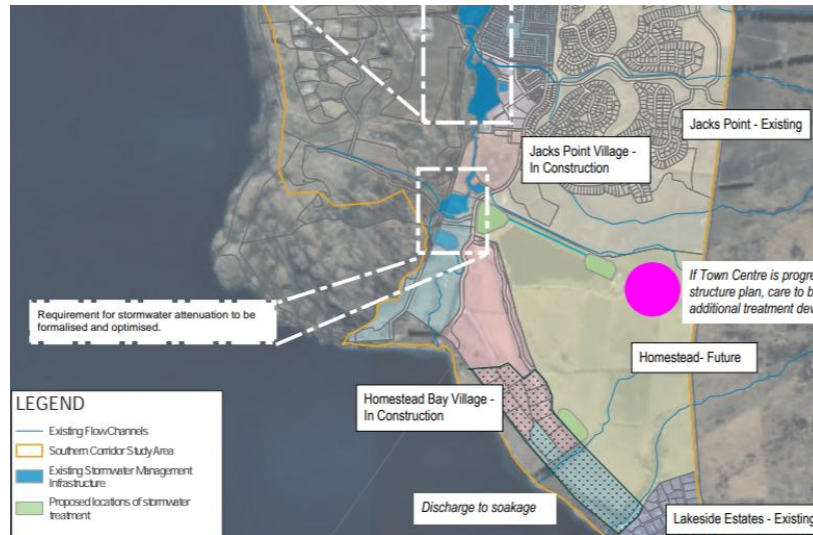


Stormwater	The Structure Plan endorsed preferred option of stormwater management in the TTSC is Distributed Nature Based infrastructure or treatment train with discharge to land. This includes: • Where possible manage contaminants close to source. • Conveyance of stormwater through natural treatment features such as vegetated channels and wetlands prior to discharge to Lake Whakatipu. <u>Northern Catchment (RCL Ref Northern Outlets (2,3,4))</u> Two attenuation basins are shown and their approximate locate align with RCL proposed Basin 1 and Basin 2. A wastewater disposal field is shown adjacent to the larger basin, Basin 1, and there are concerns that having both facilities in close proximity to each other could affect their efficiency. <u>Western Catchment (RCL Ref Northern Outlets (5, 6, 7)):</u> Consideration of roading layout, change in catchment size, and therefore secondary stormwater systems was not included in the TTSC Structure Plan assessment. It is feasible to reduce the area of the catchment, so the post development flows are as per the pre	The stormwater management approach adopted in the Proposal is summarised below. <u>Northern Catchment (RCL Ref Northern Outlets (2,3,4))</u> Stormwater runoff could have a potential negative impact on downstream Māori Jack Stream and adjacent properties. The proposed mitigation is to place attenuation basins in the subdivision to manage post-development peak discharge to pre-development discharges. The proposed development will attenuate runoffs through two ponds – one at each of Outlet 3 and Outlet 4. Basin 1 in the northwest corner and Basin 2 in the northeastern portion of the development. <u>Western Catchment (RCL Ref Northern Outlets (5, 6, 7)):</u> The proposed post development catchment areas will be reduced compared to the pre-development catchment area by earthworks and new primary and secondary stormwater systems inside the subdivision development. These outlets will	A full review of the Proposal has not been undertaken, but it is understood that this would be done at Engineering Acceptance Stage as per Condition 17. <u>Northern Catchment</u> High – subject to further detailed review during Engineering Acceptance <u>Western Catchment</u> High – subject to further detailed review
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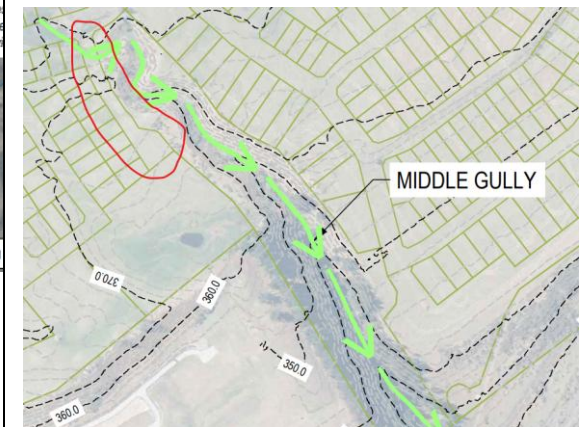
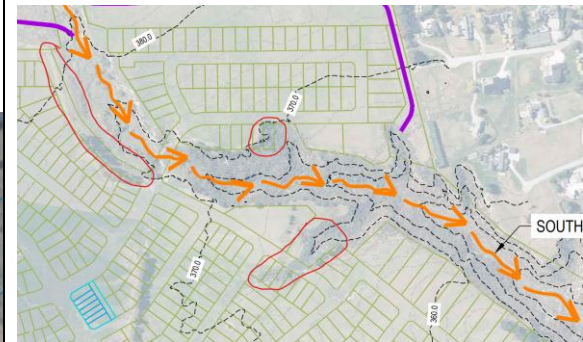
	development flows. However, if attenuation is required, it would be in close proximity to the ww disposal area in Lot 9027 and be on the Recreation Reserve. <u>Southern Gullies (RCL ref: Southwestern Outlets 8, 9, 10, and Southern Creek Outlets 11, 12, 13):</u> The TTSC stormwater consultant has said that a minimum 6m offset from the top of the gullies is required to allow for stormwater access and maintenance. The TTSC ecologist identified the importance of these two large ephemeral gully systems, including providing connectivity between the lakeshore and the terrestrial habitats of the Remarkables Station QEII shrubland. These gullies are erosion prone and management of them and their soils should ensure that their capacity to accept and transfer stormwater is comprehensively integrated and mimics natural hydro systems, while incorporating opportunities to reinstate indigenous biodiversity that may help attenuate the impacts of surface overland flows. To further protect and enhance the ephemeral gullies planting along the gullies should be at least 20m in width, with sufficient width in the planting to allow for public access to be established through the margins or adjacent to the plantings. The public access shown in the gullies in the Proposal is not supported for ecological reasons.	have decreased runoffs post-development. Therefore, no attenuation is required. <u>Southern Gullies (RCL ref: Southwestern Outlets 8, 9, 10, and Southern Creek Outlets 11, 12, 13):</u> Erosion mitigations methods are described in Section 2.2.2 of Sppendix B – Engineering Feasibility Report – Part 5 – Appendix A, dated 5 September 2025, which states: <i>mitigation methods will be used to spread flood flows across the gully floor width, reduce the effective channel gradient and thereby reduce peak velocities, increase the gully roughness in shallow-depth flows to reduce velocity, and line the gully floors with well rooted vegetation and rock placements to provide protection against water scour and erosion</i> No mention of required offsets from the top of the gullies were references in the erosion mitigation. In instances this could be mitigated with no build areas, however, not ideal as it results in the areas required for ecological reasons and stormwater maintenance to be in private ownership. Areas where development is shown in close proximity to the gullies is highlighted below. Additionally, having the trails through these gullies would result in constant disturbance to the habitats of fauna and flora.	during Engineering Acceptance <u>Southern Gullies</u> Low – concerns regarding the offsets from the roads and lots from the gullies. Concerns regarding the public accessways shown in the gullies.
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The current location of residential lots and roading layout in the Proposal would prohibit access for stormwater maintenance and degrade the ecology of the ephemeral gullies. Special Condition 6 of the OIO Assessment Report noted the Environmental Benefits of the proposal to purchase this land to be weak.



Special Condition 6 of the OIO (ref Appendix C) details some of the ecological requirements of the gullies.



Infrastructure – Transport

Transport	Public Transport – routes / stops	Public Transport – routes / stops	Medium
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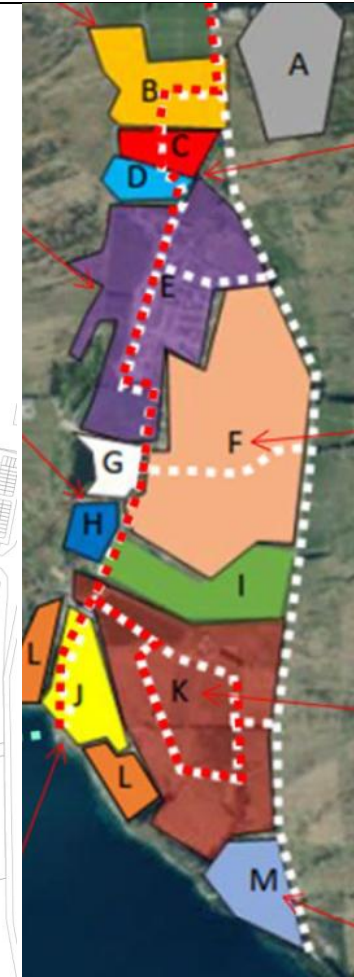
	The Public Transport in the Structure Plan considers public transport alignments through neighbouring land parcels. This includes: • Implement new internal public transport bus route (small purple circles) to support and act as a feeder to existing/proposed bus, or alternative transport mode, services across to Te Kirikiri Frankton (large purple circles). • Future provision for a bus priority lane in the development towards the roundabout.	The diagrams in Figure 9-7 show the indicative route, approximate 400m walk catchments to the bus stops, and how it connects into the wider corridor.	The structure plan considers integration to the neighbouring land owners to the southwest. RCLs route is limited to their land. Future proofing the roading layout to allow for a future public transport route to connect the development to the Local Centre as shown on the neighbouring land is preferred by Council
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SH6 intersection



SH6 Intersections



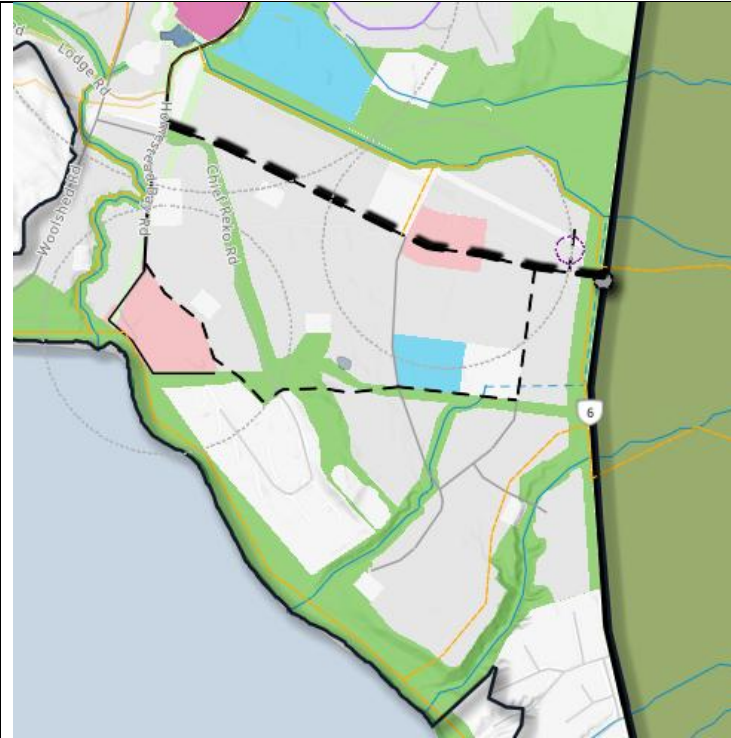
High

	The location of the SH6 with the development is similar for the Structure Plan and the RCL development. Both show this intersection as a roundabout. Consideration for the provision of a future a bus priority lane is included in the Structure Plan.	This new single-lane access roundabout would be built during the first stage of construction. The design layout would be similar to the SH6/Park Ridge roundabout, with single lane approaches on all arms, and around a 44 metre inscribed circle diameter.	
	<u>Connectivity East to West</u> Connectively from Homestead Bay Road to the SH6 is similar in both the structure plan and the Proposal. <u>Connectivity southwest</u> The Structure Plan shows the future provision to the south-west highlighted below in yellow. This was selected as it would provide a relatively direct route to the local centre at Homestead Bay and the Marina. Additionally, there is an existing access way to the boundary between this land to the south and RCL. This location is approximately in the middle of the development which is therefore well placed for a number of future lots. The proposed route from RCL is relatively close to the main route between Homestead Bay Rd and the SH6. This connection (highlighted in yellow) would not be possible with the RCL current layout due to the location of wastewater disposal.	<u>Connectivity East to West</u> Connectively from Homestead Bay Road to the SH6 shows a relatively direct route, east to west. The staging plan shows this connection being complete in Stage 11. <u>Connectivity southwest</u> The future provisions for connectivity to the south-west is highlighted below in the pink, in relatively close proximity to the east to west connection. 	<u>East to West – High</u> Connectively from Homestead Bay Road to the SH6 shows a relatively direct route, east to west. However, the proposals staging plan shows the connection from Homestead Bay Road to SH6 as being in Stage 11, therefore the internal connectivity with the wider TTSC through the internal spine road are will not be



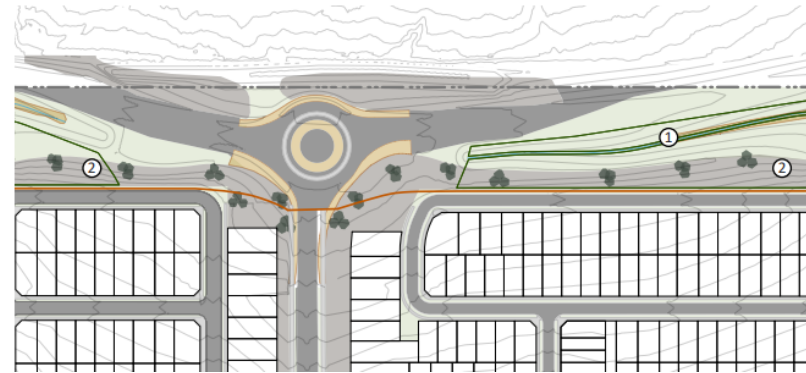
			realised until the later stages. <u>Southwest</u> - <u>Low</u> The Structure Plan connection to the land to the southwest (highlighted in yellow) would not be possible with the RCL current layout, due to the location of the proposed wastewater disposal.
	<u>Park and Ride</u> Implement Park and Ride at high-capacity PT stations, adjacent to SH6. This is intended to capture traffic from the south with a destination north of Kawarau River.	<u>Park and Ride</u> Park and Ride is not proposed along the SH6. It is considered for the ferry service, which would likely not be on RCL land, and therefore not shown in the Proposal.	<u>Low</u> Does not future proof the possibility of mass rapid transport or alternative

			transport modes.
	<u>Active Travel</u> The Structure Plan shows the active travel trails in orange, and shows where and how they will link up to neighbour land parcels to the west and southwest. It includes a pedestrian crossing across the SH6, onto QEII land. The trails near the ephemeral gullies are shown in above, adjacent to the gullies. The ecology of this is discussed in more detail in the stormwater section.	<u>Active Travel</u> Walking and cycling networks are described as being within the road reserves and are shown in the Stantec Drawings. Trails through open spaces are shown in the Landscape Design documents. The landscape plans show the active travel routes going through the ephemeral gullies (which are also overland flow paths), oppose to outside, above the gullies.  The active travel trail does not connect into the neighbouring subdivisions. Special Condition 6 of the OIO requires a number of public access to be included. The one required along the SH6	Trails through open space - Medium Similar alignments, however, ecological concerns and maintenance concerns with the trails being in the gullies / overland flow paths. Limited connectivity of the trails to existing trails in the TTSC area Walking and cycling networks in road reserves This level of detail is not



appears to be shown in the Landscape Plans, however the full extent isn't clear. Another is required adjacent to the Homestead Bay Road, shown on the trail map on the line marked red below, this is not currently shown in the RCL plans.

Further feedback on the active travel is provided in the P&I report.



provided in the structure plan. Refer to P&I comments for suitability of network in road reserve.

		Section D – Bridleway connection  <i>Figure 5 – Bridleway track shown on northern boundary and western boundary in yellow. Red line depicting the conditioned connection of the existing bridleway easements through the Land.</i> <u>Legal description for easements:</u> e. On Record of Title 435176 (Easement Instrument 6929597.8) - a right of way (bridle trail) in gross over part Lot 20 marked DJ, DK, over part Lot 26 marked BV, over part Lot 28 marked CA. f. On Record of Title 262752 (Easement Instrument 6929597.8) - a right of way (bridle trail) in gross marked BA, BB, BC, BF, BG on DP 364700 in favour of Queenstown Lakes District Council.	
	<u>Wider Network</u> The Transport Network Strategy for the structure plan is based around a combination of three key components: • providing alternative higher capacity and sustainable transport modes, • providing more jobs and services in the Corridor so it becomes more self-sufficient, and • implementing a Travel Demand Management (TDM) programme.	<u>Wider Network</u> The Proposal identifies several upgrades that are required to occur between the development and Te Kirikiri Frankton, including: • A second (all-modes) road bridge across the Kawarau River, to the east (downstream) of the existing SH6 Kawarau Falls Bridge, as an alternative link to/from Frankton Flats • Dualling of SH6 from south of the Park Ridge roundabout to a new intersection at the confluence of	High Both the Proposal and the TTSC identify that significant upgrades to the wider network are required to support this development



	Over and above the non-residential land use zoning, TDM measures (incl. Active and Public Transport systems), the following infrastructure and road network improvements are also proposed: • A second means to cross the Kawarau Falls River • New roundabout provided at SH6 at new RCL access road • Conversion of SH6/Jack Hanley Drive to roundabout • Conversion of the SH6/Remarkables Access Road intersection into a roundabout • Connecting internal road from RCL development to Homestead Bay Road • State Highway 6/6A Frankton intersection upgrades completed. • Conversion of SH6/Maori Jack Road to roundabout • Provision of bus priority via dedicated lanes on SH6 to complement and enable increase in services, PTBC or high-capacity.	the two river crossing routes (in the vicinity of Boyd Road) • A northbound bus lane on SH6 on the approach to Kawarau Falls Bridge • Isolated intersection improvements across the SH6 Southern Corridor, and within Frankton Flats (a combination of roundabouts and signal-controlled intersections) In addition, there are still opportunities for other “non-conventional” public transport modes to be investigated further, such as: • Ferry services between a new wharf at Homestead Bay and Queenstown • A gondola system from Homestead Bay and Hanley’s Farm to Remarkables Park, linking to a similar potential gondola system through to Queenstown Airport, Frankton Hub and Queenstown The applicant seeks to contribute to this wider network improvements through SH6 intersection improvements at Maori Jack Road and Jack Hanley Drive. These improvements are not sought through this consent. Instead, the applicant proposes to seek consent for these upgrades through separate Notice of Requirement processes and to the limit development until these upgrades are complete.	and others in the area.
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<i>Natural Hazards</i>			
Natural Hazards	The supporting technical evaluation for the TTSC Structure Plan included a natural hazard assessment undertaken in accordance with ORC proposed Regional Policy Statement (RPS) 2021, Appendix 6. This included an assessment on liquefaction. <u>Liquefaction</u> Access to Lot 12 and Lot 8 to undertake site specific geotech investigations for the liquefaction assessment was not granted by RCL and therefore, limited investigations were undertaken on these lots in the Structure Plan assessment of natural hazards. The Structure Plan acknowledges that further work will be required to confirm the suitability of this land. The assessment level of detail and the assigned liquefaction susceptibility is also shown below as defined by MBIE. The assessment level of detail for the development is: <i>A- Basic Desktop Assessment</i> and <i>B Calibrated Desktop Assessment</i>. The below is extracted from the TTSC Liquefaction report, where Holocene alluvium is shown to be present in both Lot 8 and 12 (as per the 3rd image below). <i>“The lower portion of the alluvial fan/ area of Holocene alluvium near the eastern extent of the QLDC sports field is shown to have a ‘Moderate Liquefaction Vulnerability’. Only one investigation is available for this area and no additional</i>	<u>Liquefaction</u> Liquefaction assessment on Lot 12 is not provided as part of the technical assessments supporting the fast track application. The Applicant’s liquefaction assessment for Lot 8 focused on areas where there was perched ground water, being the eastern areas towards the SH6 where the groundwater (GW) level was between 2 and 6m deep. The remainder of the site does not have a perched groundwater level and the regional groundwater levels have been measured to be at least 10 to 15m depth. Only the CPTs in the upper platform where shallow groundwater is present were analysed as part of the liquefaction assessment. The site has been divided into two zones, the upper terrace where there is a perched groundwater table, and the remainder of the site where there is no perched groundwater table and a minimum non-liquefiable crust of 10 m is expected. This is where the social infrastructure identified in the Structure Plan could be re-located in to this area. The borehole closest to this area is: BH1-22. The groundwater in this bore was monitored:	TBC – waiting on further site specific investigations <u>Lot 12:</u> Assessment undertaken for structure plan is based on limited site specific investigations as permission was not granted to the land. No liquefaction assessment provided by RCL. <u>Lot 8:</u> Assessment undertaken for structure plan is



investigations were able to be undertaken due to land access restrictions. As such, there is insufficient information to constrain where, or if the liquefaction vulnerability uniformly decreases from ‘High’ to ‘Medium’ from the adjacent lake deposits. The area is therefore assigned as ‘Liquefaction Damage is Possible’. The transition from the lake deposits to the alluvial fan/ Holocene alluvium deposits has additionally been inferred from topography. Further geotechnical investigations would be required to refine the position of this transition, and additional investigations would be required to assign ‘Medium’ or ‘High Liquefaction Vulnerability’ to this area.”

Further assessment, including site specific investigations, is therefore required to confirm the liquefaction category. This is of particular importance to QLDC as the future location of the social infrastructure in the area that is confirmed as “liquefaction is possible”. As such the Structure Plan included an option where the area zoned as social infrastructure could be moved further south, into Lot 12, currently where high density is shown (in both the Structure Plan and the RCL scheme plan). The social infrastructure will still be close to the town centre and the existing sports field. In this instance the high density in the Structure Plan is shown to be relocated to Lot 8, this can only occur if there is no wastewater disposal on the lot.

Table 5.1: Site groundwater levels as observed in borehole piezometers.

Piezometer	Date Measured	Groundwater Depth m BGL	Groundwater m RL (NZVD2016)
BH1-22	2 nd September 2022	14.8	339.2
	16 th December 2024	13.4	340.6
	17 th January 2024	15.4	338.6

The Liquefaction assessment concludes: *Given the relatively deep regional groundwater level, where there is no perched groundwater, the liquefaction risk has been assessed to be low to very low or MBIE TC1 equivalent for most of the site.*

based on limited site specific investigations as permission was not granted to the land. The level of detail in both assessments varies and a direct comparison is not possible.



Assessment Level of Detail

Level

- A - Basic Desktop Assessment
- B - Calibrated Desktop Assessment
- C - Detailed Area-wide Assessment

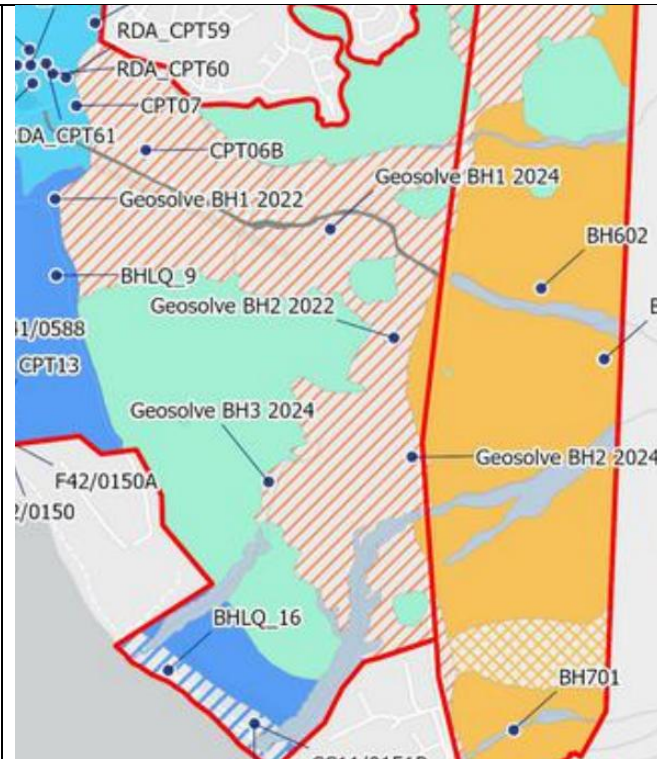
As defined by MBIE Planning and engineering guidance for potentially liquefaction-prone land, 2017.

Liquefaction Vulnerability Category

LIQUEFACTION CATEGORY IS UNDETERMINED			
LIQUEFACTION DAMAGE IS UNLIKELY		LIQUEFACTION DAMAGE IS POSSIBLE	
VERY LOW LIQUEFACTION VULNERABILITY	LOW LIQUEFACTION VULNERABILITY	MEDIUM LIQUEFACTION VULNERABILITY	HIGH LIQUEFACTION VULNERABILITY

Assessed Liquefaction Vulnerability

- High
- Medium
- Low



	Mapped Geology - Modified Land - Holocene Alluvial Fan (Active Braided Zone) - Holocene Alluvial Fan (Apron Zone) - Holocene Alluvial Fan (Inactive/Abandoned) - Holocene Alluvial Fan (Toe Zone) - Holocene Alluvium - Holocene Lake Beach Deposits - Holocene Lake Beach Deposits (Recent) - Holocene Lake Deposits - Holocene Storm Beach Deposits - Holocene Channel Deposits - Late Pleistocene Glacial Till - Schist (Bedrock)		

Part 3: Affordable Housing

The Homestead Bay development will not deliver affordable housing

27. At page 4 of the Assessment of Environmental Effects (**AEE**) the applicant has stated “*The proposal will deliver regionally significant increase in the supply of housing within Queenstown, with types of housing proposed responding directly to demand for ‘affordable homes’*”. However, no information is provided in the Application, AEE or conditions of consent on how affordable housing would be achieved, other than the proposal including the provision of smaller sections / houses.
28. Council supports a mix of housing choice and agrees there is a demand for smaller housing, however in its experience, smaller sections do not result in affordable housing and a specific intervention is required to achieve this.

More zoning and smaller sections sizes do not result in affordable housing

29. The housing market in Queenstown Lakes has different characteristics to many other areas of New Zealand. The popularity of the area as a holiday destination means there are many unoccupied dwellings (27%), as well as many short-term rentals (such as Airbnb). There is a seemingly insatiable demand for second homes, holiday homes, and short-term visitor accommodation, from people outside the district and NZ. These factors are unique to Queenstown Lakes when looking at the New Zealand context but are not unique in an international context. For example, Queenstown Lakes and Aspen share common housing affordability challenges driven by intense demand rather than zoning constraints. Both markets attract high-net-worth individuals and global investors seeking luxury homes and lifestyle properties, creating competition that far outpaces local purchasing power. This demand is amplified by the prestige of each destination, strong tourism appeal, and the desirability of second-home ownership, which pushes prices into the premium tier. Short-term rental opportunities and speculative buying further fuel demand, reducing housing availability for permanent residents. In both cases, these demand-side pressures are the dominant force behind persistent affordability issues, regardless of local planning efforts.
30. This means that even when the Queenstown Lakes market is flooded with zoned land (more than that required to support 30 years’ of growth), and even when the subregion delivers one of the highest levels of new development in the country³, the market has not delivered affordable housing, and the housing affordability index has continued to increase. This is acknowledged in the Queenstown Lakes Joint housing Action Plan, another output from the the Spatial Plan, which was produced by QLDC, Kāinga Ora, Ministry of Housing and Urban Development and the QLCHT. The JHAP states “*The private market is unlikely to deliver affordable housing without incentives or requirements to do so*”.
31. The Colliers 2025/2026 Otago Property Market Review and Outlook for Central Lakes and Dunedin⁴ reported section prices from Hanley’s Farm in February 2025 ranged from \$1,000 per m² for larger site to \$1,400 per m² for smaller sites. Sites in the neighbouring Park Ridge

³ Statistics NZ 2025

⁴ [Issuu Reader](#) – 2025/2026 Otago Property Market Review and Outlook



subdivision were first released in February 2025 with sale prices ranging from \$1,394 to \$1,566 per m². These section prices are not considered to be affordable.

Capturing value from new developments for affordable housing offers a sustainable source of perpetual affordable housing for the community.

32. Perpetual affordable housing can be secured via the following;

- a) developers will transfer, free of charge, at least 5% of the land from residential / visitor accommodation components of greenfield developments (or equivalent financial contribution, based on developed market value) to a registered Community Housing Provider, the QLCHT, and
- b) the QLCHT will use the land / financial contribution to provide perpetual affordable housing for both renters and owners.

33. *Affordable housing* means a home where the household spends no more than 30-35% of gross household income on rent or mortgage repayments⁵. *Perpetual affordable housing* means a home that stays affordable for future generations and is retained as a community asset. This is achieved by the Community Housing Provider (**CHP**) retaining ownership of the land and leasing them to homeowners, or by the CHP retaining ownership of the land and the home and offering rental below market rates.

34. Independent economic evidence undertaken by Sense Partners Ltd⁶ for QLDCs Inclusionary Housing Plan Change found where value capture for affordable housing has been utilised in Queenstown Lakes it has not resulted in a reduced supply, size or price increase in housing. The 5% contribution has been derived from feasibility modelling and assessments of the Queenstown Lakes unique housing development context. This percentage has been used by QLDC to obtain contributions in historic plan changes and via the Housing Accords and Special Housing Area Act 2013.

35. Providing increased affordable housing options helps with staff attraction and retention, reduces high worker turnover, supports economic growth and productivity.

Value capture is a tried and test solution for Queenstown Lakes

36. Housing affordability has long been a challenge in Queenstown Lakes. In 2005 QLDC adopted the Housing our People in our Environment (**HOPE**) Strategy in response to these challenges. The strategy recognised that restricted access to affordable housing was having adverse economic and social impacts on the community. The strategy aimed to ensure that people who work in the district could also afford to live there, supporting a stable and integrated workforce.

37. One of the key actions from the HOPE strategy was the creation of the Queenstown Lakes Community Housing Trust (**QLCHT**) in 2007. The QLCHT is an independent, registered Community Housing Provider (**CHP**) and is widely regarded as one of New Zealand's most successful community housing providers. The key to the success of value capture for

⁵ Queenstown Lakes District Joint Housing Action Plan, Page 4.

⁶ <https://www.qldc.govt.nz/media/ohafkmuc/3g-economic-assessment-13-july-2022.pdf> - 13 July 2022



affordable housing is the strong partnership between QLDC and the QLCHT, supported by a relationship framework that sets the basis for how contributions can be used by the QLCHT.

38. The QLCHT has a proven track record of delivering perpetual affordable housing, which includes public housing. It currently provides a range of affordable housing products within Queenstown Lakes, which includes:

- a. Assisted Ownership (109 current homes): The Secure Home programme allows buyers to purchase the house while leasing the land for 100 years at a below market ground rent, with resale options capped to maintain long-term affordability.
- b. Affordable Rental (38 current homes): A subsidy is calculated based on a household's income and their rent is set at the higher of either 80% of market rent, or 30-35% of your gross household income.
- c. Rent-to-buy (10 current homes): The Rent Saver programme offers a five-year tenancy at market rent with a savings plan and cash contribution from QLCHT to help households transition into assisted homeownership.
- d. Social Housing Rental (56 current homes): This is administered under contract with central Government, and an Income Related Rent is set by MSD at 25% of a household's weekly income.

39. The QLCHT allocates properties in line with its Allocation Policy, which has specific criteria relating to key workers. Key workers are defined as individuals in professions deemed essential to the fabric of the community, such as police officers, teachers, nurses, bus drivers and others identified as core roles.

40. This is a proven solution in Queenstown Lakes with \$55 million of land / financial contributions provided to the QLCHT, and another \$50 million agreed to but not yet developed.

Te Tapuae Southern Corridor Structure Plan highlighted that value capture for affordable housing was a pathway to achieve affordable housing

41. Development of the TTSC presents an opportunity to address this challenge, with capacity for approximately 9,300 homes. There is an opportunity to capture the value uplift from new zonings and increased residential densities and use this for the provision of perpetual affordable housing.

42. Implementation of the Structure Plan is an opportunity for collaboration among developers and community housing providers, such as the QLCHT, to explore innovative solutions for providing affordable housing options for the community within the Corridor – in line with the objectives and policies of the QLDC's District Plan and the approach frequently used in the district for development:

43. For example, the proposal will result in more housing choice but is unlikely to result in the provision of affordable housing. Perpetual affordable housing could be achieved through a Developers Agreement (which does not exist for the Proposal) or the recommended conditions set out below.

Perpetual affordable housing can be achieved via the following mechanism

44. For reasons outlined above, the proposal will result in more housing choice but is unlikely to result in the provision of affordable housing. Perpetual affordable housing could be achieved through the following conditions:

Staging:

X. At each stage of the subdivision the consent holder shall clearly identify the method for contributing to affordable housing, either in the form of land, money or a combination of both, that equates to 5% of the number of lots commensurate of the stage that is being developed. Where land is proposed, the land area shall be clearly defined in the scheme plan for that stage

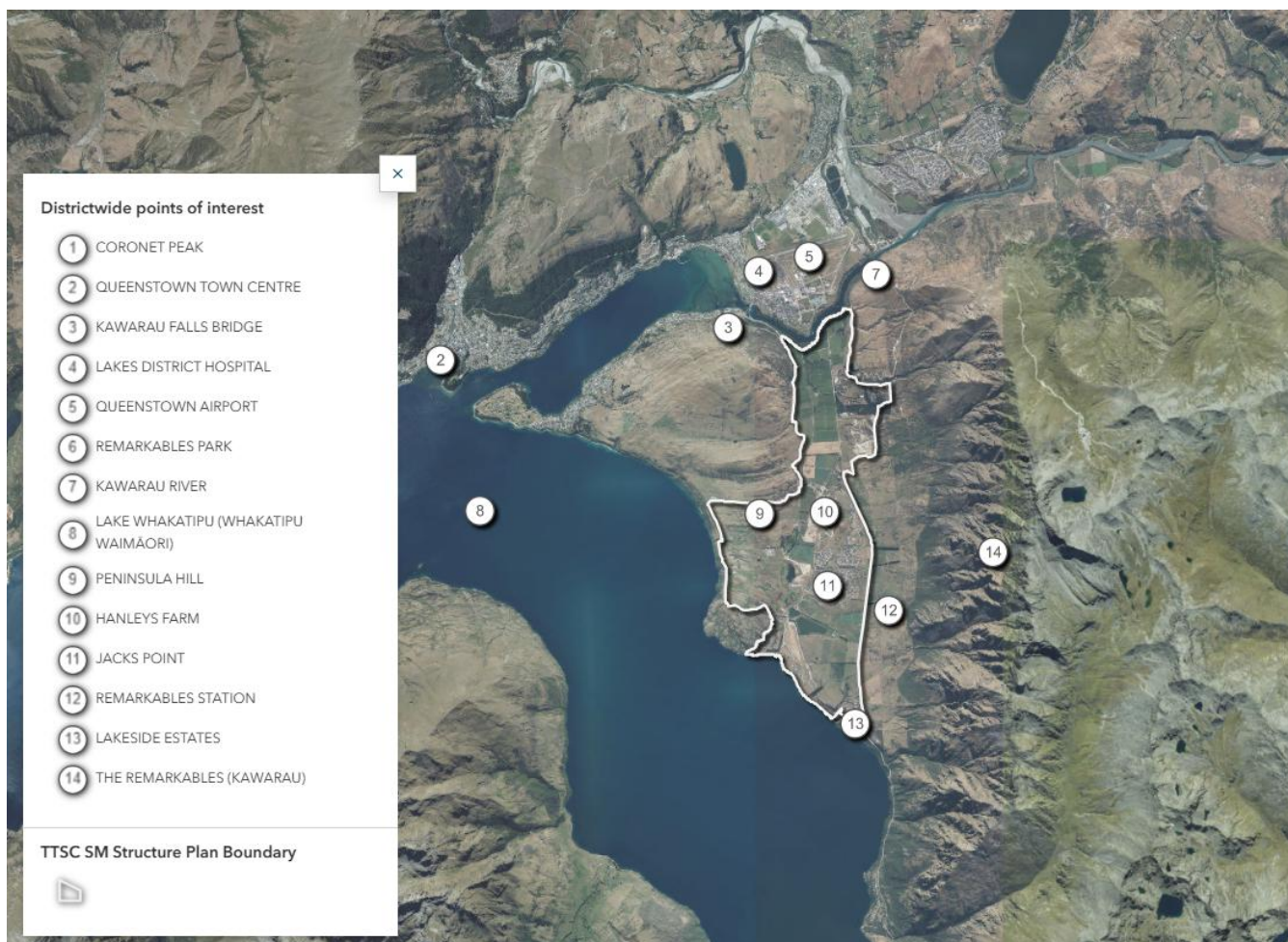
Prior to s224c certification – this is to apply to residential and visitor accommodation lots

47. Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the consent holder shall complete the following works as applicable to each stage of the subdivision:

yy An affordable housing contribution in the form of land, money, or a combination of both, that equates to 5% of the number of lots commensurate of the stage that is being developed shall be transferred to the Queenstown Lakes Community Housing Trust.

45. The proposal is expected to result in approximately 2,531 residential units (when the future lots are developed), with three commercial lots. Therefore, assuming the commercial lots do not include visitor accommodation the number of lots that would be provided the Queenstown Lakes Community Housing Trust would equate to 126 lots.

Appendix A – Geographic Scope of TTSC Structure Plan





Appendix B – Implementation Plan of the Structure Plan

Number	Project	Structure Plan Principles	Lead by department / team	Year
1	Notify a change to the Proposed District Plan to support the development of new residential and social infrastructure areas, intensification of existing residential areas and the town centre network.	1, 3, 4, 5 and 7	Planning and Development (QLDC), Kāi Tahu	Year 1
2	Notify a change to the Proposed District Plan to support the development of the Coneburn mix use / industrial area.	3, 4, 5 and 7	Planning and Development (QLDC, Kāi Tahu)	Year 1 or 2
3	Engage in ongoing collaboration with the Ministry of Education to plan for future school provision within the TTSC area.	3 and 7	Strategic Growth (QLDC) and Ministry of Education	Ongoing throughout the three year
4	Confirming the approach for provision of water and wastewater.	3 and 5	P&I, Strategic Growth (QLDC), Kāi Tahu, developers, other relevant stakeholders	Within the first six months of adopting the TTSC
5	A feasibility study focused on the implementation of dedicated public transport bus lanes, second bridge crossing and alternative high-capacity transport system.	3	P&I (QLDC), ORC and NZTA	Within the first three years
6	Implementation of the first three years of provision of three waters infrastructure (as stated in the Structure Plan three waters section)	3, 5 and 7	P&I (QLDC), developers, Kāi Tahu	Throughout the three-year period
7	Implementation of the first three years of provision on transport infrastructure (as stated in the Structure Plan transport section)	3	P&I (QLDC), ORC and NZTA	Within the first three years



Number	Project	Structure Plan Principles	Lead by department / team	Year
8	Strengthen collaboration with QEII landowners to integrate their land effectively into the Structure Plan.	6	QLDC, QEII Landowners	Throughout the three year period
9	Work with power and telecommunication providers as further development occurs in TTSC	4	QLDC, Power and Telecommunication providers	Within first six months of adopting the TTSC
10	Development of a funding agreement between developers and Council on the provision of investment in the short, medium and long-term relating to social infrastructure, 3 water and transport infrastructure	2, 3, 4, 7	QLDC, developers within TTSC Structure Plan area, any other infrastructure providers	Three to six months
11	Investigate alternative ways to bring forward the delivery of the TTSC infrastructure	2, 3, 4, 7	QLDC, Kāi Tahu, Central Government, ORC and developers within TTSC Structure Plan area, and any other relevant infrastructure providers	Within first six months of adopting the TTSC

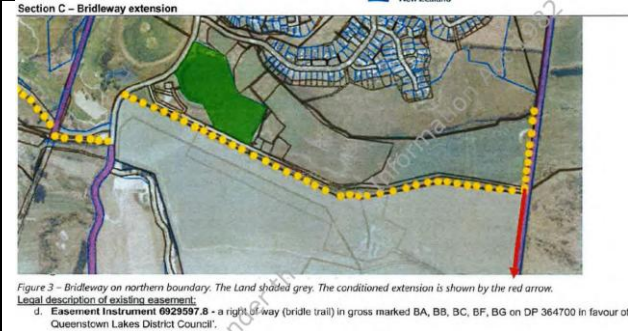
Appendix C - OIO Special Conditions 5 and 6

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Special Condition		
5. ecological assessment	You must undertake (using a qualified experienced ecologist) an ecological assessment of the gullies and bluffs identified in the map at Section A Figure 1. A separate lizard survey must be undertaken by a suitably qualified and experienced herpetologist. As part of this, you must: - Provide the assessment to DOC within 20 working days of receiving the finalised assessment - Ork with your ecologist to develop a plan for the areas identified by the assessment as having indigenous biodiversity values and requiring restoration and or protection - Finalise a plan for the restoration of protection of identified areas within 12 months of providing the assessment to DOC - Where riparian planting is to be undertaken as a result of the Assessment, then plants must be native and sourced locally (eco-sourced). You must work with an ecologist to identify appropriate plant species and provide a copy of you planting plan to DOC - Where watercourses are identified, you must: - Work with you ecologist to protect and stabilise these areas; and	Section A – Maps identifying gullies, bluffs and waterways  Drift Bay, Lake Whakatipu Date Printed: 7 March 2023 SCALE 1:8,000 0 200m This map is based on aerial photography and is for information only. Coordinates that appear on this map may or may not be accurate. Users of this map should verify coordinates. Projection: NZCG1990, New Zealand Transverse Mercator THIS MAP IS NOT TO BE USED FOR NAVIGATION Figure 1 – Map identifying the gullies, bluffs and waterway at the blue dots.

	b. Work with Herenga a Nuku and form (to a recognised NZ standard) legal public access along these watercourses	
6: Public Access	You must: a) Create a practical legal public access for vehicles through the Land from State Highway 6 to the boundary of the Crown Land in at least on place, b) Create (and form to a recognised NZ standard) legal public access for walking and cycling through the Land. This public access must: i. Connect to the existing walking and cycling public access easement in the northern boundary of the Land on Record of Title 435176. This existing easement is shown and detailed at Section B. ii. Connect on at least one place with the boundary of the Crown Land. iii. Connect in at least one place with new public access created along the watercourses under Special Condition 5	Section B – Walking and Cycling Easements  Figure 2 – The 'Queenstown Trail Jacks Point' cycle and walking trail is shown as a red line, with the Land shaded grey. Legal Description of existing easement: c. Easement Instrument 6929597.8, - a right of way (walkway) in gross over part Lot 20 marked DI, DK, over over part Lot 28 marked BZ in favour of Queenstown Lakes District Council.

- c) Create public access easements through the Land for the extension and connection of the existing bridle trail on Records of Title 262752 and 435176”
- i. You must extend the existing bridleway easements on DP 364700 south through the eastern boundary of the Land bordering SH6) to the southern end of the Land. The existing bridleway and required extension are shown and detailed at Section C.
 - ii. You must work closely with DOC and Herenga a Nuku to identify a practical location for a bridleway easement to connect to the southern end of the condition easement in paragraph (c)(i) above, in at least one place with the boundary of the Crown Land.
 - iii. You must join the existing bridleway easement on DP 364700 using a bridleway easement through the Land (at the western boundary of the Land) as shown and detailed at Section D.



- d) work closely with, Herenga a Nuku and DOC and form a physical link, where practical between any legal public access through the Land and the physical location of the existing Jack's Point Trail on the Crown Land.

Section D – Bridleway connection



Figure 5 – Bridleway track shown on northern boundary and western boundary in yellow. Red line depicting the conditioned connection of the existing bridleway easements through the Land.

Legal description for easements:

- e. On Record of Title 435176 (Easement Instrument 6929597.8) - a right of way (bridle trail) in gross over part Lot 20 marked DJ, DK, over part Lot 26 marked BV, over part Lot 28 marked CA.
- f. On Record of Title 262752 (Easement Instrument 6929597.8) - a right of way (bridle trail) in gross marked BA, BB, BC, BF, BG on DP 364700 in favour of Queenstown Lakes District Council.