### MACKENZIE DISTRICT COUNCIL

# MINUTES OF A MEETING OF THE TEKAPO PROPERTY GROUP HELD IN THE LAKE TEKAPO COMMUNITY CENTRE, TEKAPO ON TUESDAY, OCTOBER 7, 2014, AT 1PM

### PRESENT:

Cr Murray Cox (Chair)
Mayor Claire Barlow
Cr Graham Smith
Cr Russell Armstrong
Stella Sweney
Wayne Barnett (Chief Executive)

### IN ATTENDANCE:

Stephen Gubb (Hughes Developments)
Katherine Eveleigh (Aurecon)
Ari Fon (Aurecon)
Jane Rennie (Boffa Miskell)
Keri-Ann Little (Committee Secretary)

### **APOLOGIES:**

Apologies were received from Paul Morris (Finance and Administration Manager) and Richie Smith (member).

Claire Barlow/ Graham Smith

### **DECLARATIONS OF INTEREST:**

There were no declarations of interest.

### **MINUTES:**

Resolved that the minutes of the meeting of the Tekapo Property Group held on August 4, 2014, be confirmed and adopted as the correct record of the meeting, including those matters taken under public excluded.

Claire Barlow/ Stella Sweeney

### **VISITORS:**

Katherine Eveleigh and Ari Fon from Aurecon, and Jane Rennie from Boffa Miskell were present at the meeting to present the Tekapo Landscape and Transport Strategy to property group members.

Ms Rennie an urban designer with Boffa Miskell has been engaged along with Aurecon to undertake a landscape and transport study on the Tekapo development on behalf of the CEO and his team. Ms Rennie said she is progressing a lot of previous work that has already been done to the next level of investigation which we she will go into depth shortly. Ms Eveleigh is heading up the team from Aurecon in regards to landscaping and urban

aspects and Ari Fon, Senior Engineer with Aurecon said his input will be parking and the transportation side of the project.

Ms Rennie began the presentation to run through the work that has taken place to date and to give the group an update. Ms Rennie said we are currently three quarters to half way through the process of investigating various technical issues, understanding what has changed in the last couple of years since the previous study had been done, while drilling down to more detail to a point where we would like to talk to numerous stakeholders and gain feedback including the public drop in this afternoon. We are looking forward to hearing what the feedback is, with some aspects of this work going into a bit more detail compared to where things were a couple of years ago.

Ms Rennie distributed an A3 coloured hand-out outlining their findings to date in respect to the Tekapo Landscape and Transport Study.

The CEO said the purpose of this meeting was to gather an idea of the stages the study has gone through and invited the group to stay at the completion of the meeting to view the consultation boards in more depth during the public drop in session.

Ms Rennie said as part of the brief received to us from the Council was to ensure as this development goes forward there is integration from a landscape perspective and obviously from a parking and transportation side of things so there is sufficient land set aside to achieve a good quality design outcome keeping in mind future town development.

Ms Rennie said they are starting to look into more detail regarding how the development will function and whether we have sufficient carparking to meet the growth demands as the town grows and obviously how that all connects in with pedestrian walkways etc.

Cr Smith asked is that the only two areas of parking the east carpark and the west carpark.

Ms Rennie said there will be carpaking around the supermarket area and carparking along the commercial street and options for carparking along the commercial lane and development sites themselves will have sufficient space within their lots to provide carparking for their individual businesses aswell.

Ms Sweeney asked how the scenic resort would be affected noting they attended the last meeting with concerns with parking. Ms Rennie said the Council has recently indicated that the viewing shafts cannot have parking in them, so these view shafts are now landscape high amenity areas. The chairman noted that the scenic resort view shaft was incorrect and is actually carparking. The CEO added that in the case of the scenic resort which is owned by the landowners, council do not have control over what is a view corridor and what is parking in their case.

Cr Smith noted there is no parking in the middle of town. Ms Rennie said over time there will be some transition around areas that now look like storage areas that may be turned into parking.

Mr Ron said as a summary in terms of the development around some of the areas for the next section if that is fully developed and look at the existing development there is enough carparking in the existing layout to provide the plan requirements for the existing and developed case but in saying that while we can be compliant to the district plan however in the peak time there may not be enough carparking spaces. There will be that peak over the summer period where under this current scheme there is not enough carparks and hopefully that is something we can discuss today. Generally you don't provide for one

hundred percent parking all the time, to do that you provide a huge amount of asphalt that isn't used months of the year but there are some areas outside this footprint that could potentially be utilised for overflow parking if required. The most important thing is it will be plan compliant.

Ms Rennie said we have looked at the bus parking situation as well, Mr Fon said we would like to concentrate the buses at the eastern park and like to see buses parking reasonably close to where the new footbridge will go and on the western park the intention is for the buses is to bring them closer to the centre of town around the vicinity of where the mini golf course is, close to information centre and public toilets.

The Mayor added this highlights the need to have another set of toilets at the other end.

Ms Rennie said there is an error on the map and there is another little block which has been indicated, so people coming over the bridge and entering town can use these toilets.

Mr Armstrong noted at the eastern side carpark the buses would have to drive in and back out the same way adding this is a real nuisance to other traffic, is there a way they can drive in and then drive through and out.

Mr Fon said they looked long and hard and welcome any suggestions, stating it is really hard making it all work and even looked at re-rigging the existing state highway 8 entrance. Ideally it would be good to get the buses to circulate through and drive out but because of the amount of room you would need to do this you would lose a lot of carparking down the western side. This is the best fit at the moment but there is some manoeuvring required. Ms Eveleigh added there will be bigger parks for campervans etc and the Mayor stated that there will be a need for good signage to indicate these.

Ms Sweeney said that current buses using the carparking like to back into the parks so they can easily drive out when they have collected their clients.

Ms Eveleigh thank Ms Sweeney for her input and said they will look more closely at that.

Ms Rennie then moved on to the transportation aspects of the project in regards to the internal lane way and parking areas and also the commercial street. With the concept we retain the internal lane through the development which has developed over time as the town centre project has evolved, what we have been looking at is the scenarios as to whether that lane will be one way or two way lane way through the centre of the town. Overall we would want it to be quite informal and there are a lot of crossing across it with view shafts and we want people to feel comfortable in this lane way environment so we have been looking at those options and are interested in your feedback, keeping in mind there are pros and cons in regards to how many carparks can be provided within a one way or two way scenario and how important it is for tourists visiting Tekapo knowing how to get around while trying to keep parking and streets as legible as possible and finally whether a one way or two way assists with that.

Cr Smith asked is it wide enough for a two way.

Ms Rennie said yes but the option of one way would provide parking on both sides of the street opposed to two way providing parking on one side of the street. In some areas it is a wee bit tight.

Mr Fon said with a two way they have provided restrictions with width as you won't want the street to become a highway with a large volume of traffic, keeping in mind safety with pedestrians.

Mr Armstrong said emphasise is getting them out of the cars, agreed by Ms Rennie.

Ms Sweeney added the feedback from the workshops was that the community certainly want the development to be pedestrian friendly and with the lane way being two way I have a vision of two campervans coming in both ways and having ciaos. I would certainly opt for a one way.

Cr Smith asked would the one way be east-west or west-east.

Mr Fon said it would be from the west to east.

Ms Rennie said that is why if it was one way then there would have to be very clearly signposted with a possible internal link to allow for tourists to retreat if they do head up the wrong way.

Cr Smith said most tourists coming into Tekapo come from south or east so they would have to drive through down first and then drive down the one way.

Mr Fon said hopefully they would park at the west or east end and walk.

Mr Gubb added that in reality it may have to start off as a one way to restrict the over spending on the first stage by having to put a one way the whole way through the development. I agree that the development would be ruined if there was too much traffic down there. Ms Rennie said you can design it in a way to make it clear that this is a slow road by using paving with a softer design etc.

The CEO said something that hasn't been allowed for is the amount of parking in the front sites, for the new sites we are selling now we have the ability to under the district plan use a pay in lieu scenario. They can come to council and pay cash in lieu for carparks on their individual site, we are selling the parks so we have the ability to negotiate around that at the moment but the key choice for us is how much do we require parking to be onsite in those businesses which takes away demand on the parks on the end while bring traffic into the area, it will also reduce the value of the area potentially as well, have you worked through that in any detail.

MR Fon said no not for individual sites we have looked at the overall parking assessment in terms of analysis of the existing and in terms of the subdivision and those numbers. With that cash in lieu can you please clarify that does that give Council the ability with payment from the developer for someone not to have any parks onsite with the appropriate cash payment.

The CEO replied and said yes they can have none. We have recently looked at the district plan and if all of these sites get sold and take cash in lieu is only for the land value so the council has to conjure construction but it also has the ability to provide a dumbbell situation with the parking at the two ends of town and nothing in the middle, I am a little bit concerned what that will actually do to the development.

Mr Fon said I certainly would recommend that Council allows that cash in lieu of parking in the new development I think somewhere in the middle but where that maybe we will have to go into more detail. With the expansion of the development there may be a change with visitors parking and staying longer generally speaking there will be some growth over time.

The Mayor asked if you could put a timeframe on parking and Mr Fon said yes that is an option but must come with reinforcement.

Ms Rennie concluded by summarising today's presentation.

Cr Cox thanked Ms Rennie, Ms Eveleigh and Mr Fon for their time and summary provided.

Mr Gubb said there are some elements we may need you to prioritise, they will need to reflect through into the changes to the application that is with Council now being stage one subdivision because we need those worked into the system quite quickly so we are in a position to let the contract to Fulton Hogan in November otherwise we miss the construction season and I may need to sit with you and work through what those key issues are.

The CEO asked Mr Gubb do you think there are issues around the landscape.

Mr Gubb said not so much landscaping but the street and the tree plant of that and also the parking design will be reasonably key so there will be some elements, relatively minor but I think we just need to pull them to the top so they get worked on immediately.

The CEO enquired if the final report could be presented at the next property group meeting in the next six weeks' time. Cr Cox said going back to the public pre-Christmas would be desired when there are more people in the town but clarifying to the public that this will essentially be the development with minor adjustments if required.

Ms Rennie suggested a signboard available for the public to view to update the public of developments and stages completed etc.

Mr Fon noted for a five week turn around we will require any feedback straight away with emphasis on the one way or two way lane way.

Katherine Eveleigh, Ari Fon and Jane Rennie left the meeting at 2:14pm

### **PUBLIC EXCLUDED**

<u>Resolved</u> that the public, be excluded from the following part of the proceedings of this meeting namely:

- 1. Previous minutes, Tekapo Property Group, August 4.
- 2. Lakeside Drive Subdivision Project
- 3. Hughes Report to Tekapo Property Group.
- 4. RHD Agreement.
- 5. Possible Land Purchase.

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Previous minutes Tekapo Property Group, August 4.	Commercial sensitivity Maintain legal professional privilege Enable commercial	48(1)(a)(i)

negotiations.

Lakeside Drive
Subdivision Project Commercial sensitivity 48(1)(a)(i)
Hughes Report to Commercial sensitivity 48(1)(a)(i)
Tekapo Property Group
RHD Agreement Enable commercial 48(1)(a)(i)
negotiations
Possible Land Purchase Enable commercial 48(1)(a)(i)

negotiations

This resolution is made in reliance on Section 48(1)(a)(i) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows: Previous minutes of the Tekapo Property Group and Lakeside Drive Subdivision Project under sections 7(2)(i), 7(2)(b)(ii), and 7(2)(g). Hughes Report to Tekapo Property Group under section 7(2)(b)(ii), RHD Agreement and Possible Land Purchase under section 7(2)(i).

Claire Barlow/ Graham Smith

The Tekapo Property Group continued in open meeting.

## THERE BEING NO FURTHER BUSINESS THE CHAIRMAN DECLARED THE MEETING CLOSED AT 4:30pm

CHAIRMAN:	
DATE:	

### MINUTES OF A MEETING OF THE TEKAPO PROPERTY GROUP HELD IN THE LAKE TEKAPO COMMUNITY CENTRE, TEKAPO ON TUESDAY, OCTOBER 7, 2014, AT 1PM, TAKEN PUBLIC EXCLUDED PURSUANT TO THE PROVISIONS OF THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

### PRESENT:

Cr Murray Cox (Chair)
Mayor Claire Barlow
Cr Graham Smith
Cr Russell Armstrong
Stella Sweney
Wayne Barnett (Chief Executive)

### IN ATTENDANCE:

Stephen Gubb (Hughes Developments) Keri-Ann Little (Committee Secretary) Ken Taylor (Architect) Eric Chase (Real Estate Advisor) Tony Tosswill (Developer)

### **APOLOGIES:**

Apologies were received from Paul Morris (Finance and Administration Manager) and Richie Smith (member).

### **DECLARATIONS OF INTEREST:**

There were no declarations of interest.

### LAKESIDE DRIVE SUBDIVISION PROJECT:

Ken Taylor, Eric Chase and Tony Tosswill were welcomed to the meeting at 2:20pm by the chairman.

Mr Taylor spoke to his report shown as a powerpoint presentation.

Ms Sweeney left the meeting at 2:44pm.

Mr Taylor assisted by Mr Tosswill asked the chairman if he could please forward on any questions or concerns from the group to Mr Taylor over the next couple of days via email.

The chairman thanked the visitors for attending.

Mr Taylor, Mr Tosswill and Mr Chase left the meeting 3pm.

### **HUGHES REPORT TO TEKAPO PROPERTY GROUP:**

Resolved that the report be received.

Stephen Gubb spoke to his report in the agenda. Attached below.

### From Hughes Developments

### Content

- 1.0 VC1 subdivision project
  - 1.0.1 Project management
  - 1.0.2 Sales/end use
- 2.0 Lakeside Drive subdivision project
  - 2.0.1 Project management
  - 2.0.2 Interaction with New Zealand Horizons (NZH) & agreement obligations

### 1.0 VC1 subdivision project

1.0.1 Project management

### Key issues:

- <u>Stormwater consent</u>: Solution agreed with Arowhenua. Aurecon are now completing the detailed design for submitting to MDC by week ending 10.10.2014;
- Engineering consent: has a dependency on the stormwater design and there will be other amendments to be processed to MDC by Aurecon for approval as variations;
- Contractor readiness: Fulton Hogan are reviewing the rates that were contained in their original tender (reasonable given the 6+ month delay). Subject to agreement on the rates and a final determination on the scope of the stage 1 works, they have advised of their ability to commence in November and achieve completion in the upcoming construction season;
- Encroachments: positive progress has been made in respect of the 'mini-golf property' & update reporting will be available at the meeting. Discussions with the owners of the other properties, where encroachments prevail, have been initiated. Again more detailed reporting will be available at the meeting;
- <u>Carpark & landscape studies</u>: these are advancing and interim reporting has been reviewed. The consultants – Boffa Miskell and Aurecon, will be presenting to the meeting:
- <u>Community update</u>: arrangements are in place for 07.10.2014.

- <u>Foodstuffs contract value \$1,437,500</u>: Updated that the earlier advice that access over their site to provide a vehicle link to the VC2 land is no longer paramount. The design of the access to their site and carparking has to be submitted to them for comment;
- Lot 2 value assessed \$576,000: Multiple interests in the hospitality space registered + a suitable tenant for the specialised retail space.
   With the letting of the stage 1 contract – which will enable the creation of the lot 2 title:
- <u>Earth & Sky contract value \$1,100,000</u>: request to re-enliven contract with confirmation at the end of November anticipated. Updates regarding the E & S progress on key rate determining matters will be provided at the meeting;
- Stage 2 lots: to be the subject of discussion at the meeting.
- Registrations of interest: updated schedule will be tabled at the meeting.

### 2.0 Lakeside Drive subdivision project

### 2.0.1 Project management

### Key issues:

- <u>Subdivision design</u>: consultants engaged and design commenced.
   Initial design submitted to NZ Horizons (NZH) for comment. Response from NZH anticipated by 03.10.2014;
- Stormwater design: consultant engagement with MDC for sign off;
- Treatment of balance land: advice sought to ensure that the Res 1 land on the SH8 frontage doesn't get land locked as a consequence of the subdivision for NZH. MDC has advised that access over the 'No Build Area' adjacent to the west cannot be supported. Initial approaches by Aurecon to NZTA indicate that an access off SH8 is do-able. A confirmed solution to access will need to be determined prior to MDC committing irrevocably to the subdivision design for the NZH site;
- <u>Valuation advice</u>: preliminary reporting has been received from MDC's valuers Ford Baker, at the level of \$175 per m2. This will equate to circa \$2.8m depending on the final surveyed area. This will represent MDC's position when deterring the value (using the mechanism set down in the agreement with NZH).

### 2.0.2 Interaction with NZH

- Tony Tosswill is in regular contact the first target for him to achieve, in terms of the purchase agreement, is lodging for resource consent. This is due mid-October and Tony anticipates that he will better that date;
- Tony has indicated a willingness to purchase the Res 1 land that adjoins to the west (referred to under 2.0.1 above). A position has been

reserved on this pending the outcome that Aurecon may achieve with NZTA on the SH 8 access and also the attitude of MDC to increasing the area of land that it might divest to HZH.

Cr Armstrong left the meeting at 3:17pm.

<u>Resolved:</u> The Tekapo Property Group would like to see a sale and purchase agreement for a reconfigured lot 4 with the YHA. The CEO will liaise with Mr Gubb regarding the conditions.

Claire Barlow/ Graham Smith

### **POSSIBLE LAND PURCHASE:**

The purpose for this report was to seek direction from the property group on the possible purchase of the Tekapo Mini Golf site.

### Resolved:

1. That the report be received.

Claire Barlow/ Graham Smith

The CEO spoke to the report taking the item as read.

The CEO provided background information stating staff have in discussion with the owner of the Tekapo mini golf site for some time in relation to the encroachment onto council land. As part of these discussions it was suggested that council purchase the entire golf course as they may enable resolution of the encroachment issue.

The CEO continued the owner has indicated that he may consider selling the land and has provided a copy of recent valuation of the property.

### Resolved:

2. That the property group instruct Hughes Development to negotiate suitable terms for the purchase of the mini golf site.

**Claire Barlow/ Wayne Barnett** 

3. That the property group recommends to the Finance Committee that council purchase the Tekapo mini golf site subject to suitable terms being negotiated and the wider benefits of the purchase being confirmed.

**Claire Barlow/ Wayne Barnett** 

Stephen Gubb left the meeting at 4:04pm

CONTRACTURAL RELATIONSHIP WITH HUGHES DEVELOPMENT LTD:

The purpose of this report was to seek direction from the property group in relation to an appropriate contractual relationship with Hughes Developments.

The Chairman took the report as read.

### Resolved:

1. That the report be received.

Claire Barlow/ Graham Smith

2. That the group recommend Council instruct staff to accept Hughes Development offer for property development services.

Claire Barlow/ Graham Smith

3. To negotiate a suitable basis for project management services with Hughes Development.

**Murray Cox/ Claire Barlow** 

### **OPEN MEETING:**

Resolved that the property group continue in open meeting.

Claire Barlow/ Graham Smith

CERTIFIED AS CORRECT			
CHAIRMAN			

### Tekapo – expressions of interest register

Entity	Proposed interest/use	Status
Robert Bruce (Temuka)	Lease for Subway outlet	Dialogue remains open
Cameron Loader	Retail for niche clothing	No contact for > 6 months
Alan McNabb	Restaurant bar	Confirmed ineterst in hospitality
		opportunity on lot 2
Xuan Ou (Timaru)	Food – take away	Requested details of size & timing etc
Noeline Rarere – Haven	150m2 of retail for apparel	Written registration on file
Corporation		
Tim Rayward – Air	Expressed interest in land	By telecon – no response to request for
Safaris	for development	specific brief
Andrew Colville (for	Hotel development for tour	Provided info in VC2 land and requested
Asian investors)	groups	outline of proposals and background on
		investors
Richard Scott – Kiwi	Small retail space for	12 -12 month time frame
Style Bike Tours	marketing & booking tours	
Richard Hanson – Aotea	Current lessee of Michael	Provided info – no further response to
Group	Burtscher	date
Stan & Angie Taylor	Lakeside Drive land for	Value assessment provided & dialogue on-
	home & tourism business	going
Jim Speedy	Expansion & development	No response to request for scope &
	opportunities	intentions
Black Peak Gelato	Small retail outlet	Suited to lot 2 development. Visited &
		dialogue continuing

Updated 01.10.2014

### **BACKGROUND TO THE PROJECT**

In 2003 the Council commissioned a consultative planning exercise on the future of Lake Tekapo Village for the next 10 years and beyond. The report produced from that work was a planning document entitled "Lake Tekapo - A Shared Vision".

The community, through submissions and workshops provided a valuable brief on the form of development,

- · The character of the town is to be refined and enhanced.
- · The image of the town as a high country rural-town, set in the countryside is to be retained.
- · That development should define the edges of the town.
- · The town is to remain compact, not to sprawl.
- · The village centre should be reinforced and encouraged to become more "village" like in design.
- The key features of the domain, view up the lake and the church should be protected and promoted.

The major change of the report was the promotion of a 60 metre wide strip of land in front of the current town centre to be zoned for commercial development.

### PREVIOUS CONSULTATION

In January 2014 two public workshops were undertaken to obtain feedback on the concept plans prepared by Boffa Miskell and architectural drawings prepared by Nott Architects. There were a few reoccurring topics resulting from the consultation, including:

- · Traffic management in Tekapo needs to be a priority, as well as bus drop-off sites and car parking.
- · People want to see the new development embrace a pedestrian-friendly town where cars are kept out of the central hub, other than essential service vehicles.
- · There were mixed opinions on the look and feel of the township:
- · Tekapo should be an Alpine village and development should reflect that.
- · Maintaining and improving great viewing corridors, lots of light, a feeling of a cosy central hub.

### PROGRESS ON THE PROJECT

Community feedback from earlier workshops is guiding MDC as it moves forward with the lakefront development. Work is continuing behind the scenes to ensure the town centre project is progressing with the hope that construction can happen over summer.

There are a number of projects in progress that need a design standard to ensure once developed that they merge seamlessly with each other, particularly in relation to the landscape.

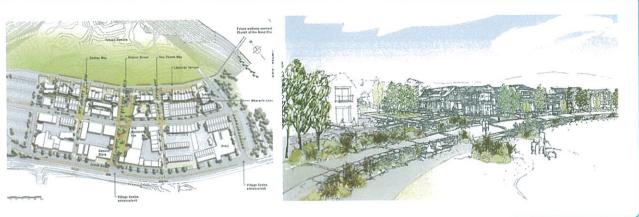
Future parking for the town is a priority to ensure there are adequate parks or land available to support any future development, whilst there is still an opportunity to lock that in.

As a result of this, the concept plan for the town centre needs to be further developed and evolved and it is timely for the Council to pursue more detailed work around the public spaces, planting and car parking areas in the township. This will ensure integration of key aspects of the concept plan and development of a high quality village centre.

### ONGOING ENGAGEMENT

As part of an ongoing commitment to engagement with the community, the Council wish to seek feedback on the updated concept plan for the township, in particular issues around access, roading, car parking and the landscape. These aspects are outlined in these consultation boards

### Process to Date



### **LAKE TEKAPO:**

In 2003 Council commissioned a consultative planning exercise on the future of Lake Tekapo Village and the 'Lake Tekapo - A Shared Vision' was produced.

A SHARED VISION



### **BOFFA MISKELL AND NOTT** CONCEPTS

Further concept plans were prepared for the public and green spaces on the Tekapo lakefront by Boffa Miskell in late 2013. Architectural concepts were also prepared by Nott Architects to explore the look and feel of buildings and to explore the idea of Council owning and developing a commercial building as part of the overall development.



### CONSULTATION AND FEEDBACK ON LANDSCAPE AND TRANSPORT STUDY

The following boards provide an update on the concept plan, access, roading, car parking and landscape issues.

We welcome your feedback





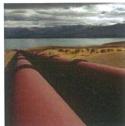
### Wider Context

Tekapo is mid-way between Christchurch and Queenstown on State Highway 8. The region affords spectacular and iconic views over Lake Tekapo and to the ranges beyond. Tekapo is known for its big sky landscape and outstanding views of the Southern Alps. It has the feel of an alpine village. Maori called the lake Takapo, which means to leave by night. Takapo was often occupied by Ngai Tahu and, like most lakes there are traditions of a taniwha connected with it.

Aoraki Mackenzie is a gold-rated dark sky reserve in recognition of the quality of the almost light-pollution-free skies and this includes Tekapo village. The wider context includes a significant number of recreational attractions, including the nearby Roundhill Ski Field, mountain biking, hiking and the Alpine Springs ice skating rink and hot springs. There is an opportunity to strengthen Tekapo's role as a key destination on the South Island map and this includes growing and defining the town centre and maximising recreation, amenity attractions and landscape character.









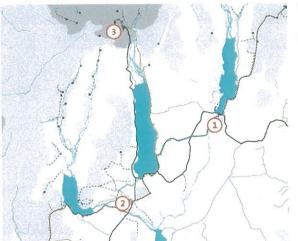












### WIDER AREA ATTRACTIONS







Key attractions include; Te Araroa National trail, Mt John observatory, walking, tramping, hunting, skiing & snowboarding, 4wd tracks and water based recreation.











Key attractions include; Alps 2 ocean trail, Te Araroa National Trail, 4wd tracks, walking, tramping, hunting, canal fishing, boating, climbing, wetland & wildlife attractions, skiing and snowboarding.





为士命 Key attractions include; Alps 2 Ocean Trail, walking, climbing,

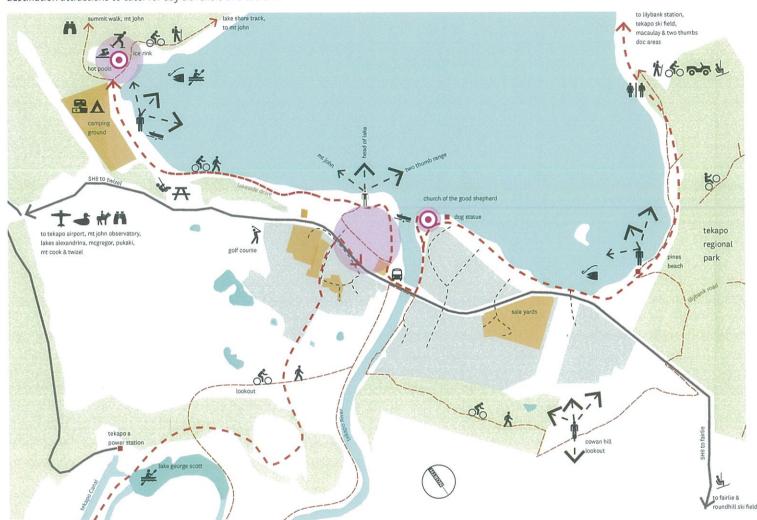


### Town Centre

The town centre faces a number of key issues and constraints which need to be addressed in the concept plan. These include no defined heart to the existing village, very poor connectivity to the residential areas, no direct connection with the church and a village that turns its back on the lake vistas.

There is a need to grow core facilities that support an increasing residential population. In addition, there is a need to establish core activities and destination attractions to cater for day travellers and toursim.

It is important that the town centre is well integrated into the wider context, recreational attractions, provides new and improved facilities for both the local community and visitors to the centre and sits comfortably within the



### **KEY OBJECTIVES**

- · Provide greater connections between the town centre and the wider landscape and
- · Establish the town centre as an iconic destination in its own right.
- Build on the high country landscape character and cultural references within the Domain and the town centre.
- · Create a legible and compact town centre, which has a greater sense of community.
- · Achieve efficient road access, sufficient car parking to meet the broad needs of a growing centre and ensure that the centre is safe and easy to walk around.

**CONTEXT + LANDSCAPE + RECREATION** 





UPDATED CONCEPT \\ WIDER CONTEXT







UPDATED CONCEPT \\TOWN CENTRE

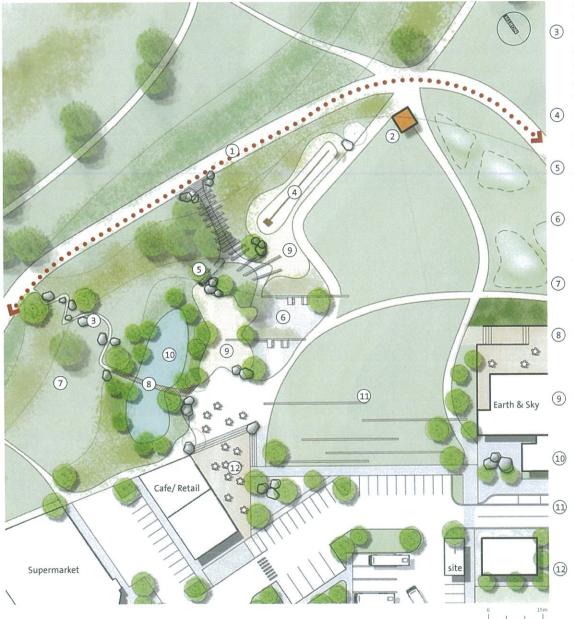


# Domain Concept

The focus of the Domain is to define a new 'community lawn' as a place of gathering which adjoins key town centre attractions and takes full advantage of views out to the lake. This will be an informal space where people can relax and enjoy the scenery.

The 'community lawn' will adjoin a new playground environment, including but not limited to a swing bridge, boulder play, tube slide and improved links to the existing flying fox. This will have a strong landscape character. Structures will be introduced into the space to provide for shelter from the wind and which also provide BBQ facilities. Further detailed proposals for the playground will be developed in due course.

Pathways will provide links to the wider Domain and recreational paths.



#### LEGEND

1) MAIN CYCLE / WALKING PATH

Connects the hot pools with the town and Church of the Good Shepherd.

2 SCULPTURAL REFUGE AND INTERPRETATION SIGNAGE

Rustic shelter providing focal point and a place out of the prevailing winds.
Interpretation signage and wayfinding will be incorporated within shelter exploring stories of the local iwi.

3) CHASING LOOP

Paths create loops ideal for chasing games: down the flying fox, along the path, up the boulder scramble, across the swing bridge, through the playground and down the slide, repeat.

EXISTING FLYING FOX

The existing flying fox is to be relocated to the new domain playground.

5) CONCRETE TUBE SLIDE

A buried concrete tube slide echoes hydroelectrical infrastructure.

6 BBQ AREAS

Concrete structures embedded within planted earth mounds create shelter from the wind.

7 BOULDER SCRAMBLE HILL

A playful path that draws children from the main recreational path to the playground

PLAYFUL SWING BRIDGE

Crossing the stormwater pond the swingbridge provides a safe challenging, and fun experience.

**PLAY AREAS** 

Informal play areas made by local natural materials to create swings, climbing walls and sculptural play elements.

ENHANCED STORMWATER POND

Existing stormwater pond to be retained and enhanced with new native plantings.

**COMMUNITY LAWN** 

Informal terraces set within the gently sloping lawn offer places to gather, rest, stretch the legs and enjoy the scenery.

OUTDOOR CAFE SEATING

A raised deck and large gravel chip outdoor space offer prime views over the lake.

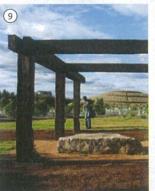






















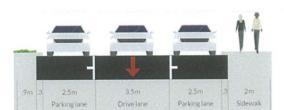
### Internal Lane

A new internal lane will provide access to the internal blocks, including for servicing and car parking. It is anticipated the lane will be informal and have regular pedestrian crossing points where it aligns with the viewshaft areas. Active uses would be located alongside the lane where possible to encourage passers-by. The lane will assist in creating a street layout that is more legible and there are a range of opportunities for moving around the centre. The character of the lane would strengthen the village feel.

There is the option for the internal lane to be either two-way or one-way, and the advantages and disadvantages of these are outlined below. If a one-way is proposed an additional link between the lane and the commercial street is likely to be introduced.

### **OPTION 1: ONE-WAY INTERNAL LANE**





#### ADVANTACEC

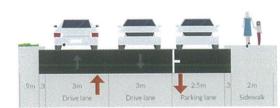
- Greater opportunity to provide parallel on-street parking (20+ additional parks could be provided).
- Traffic will be less dominant and more people may be encouraged to park and walk

### DISADVANTAGES

- Allows access to businesses from one end of the village only.
- It may be confusing to motorists not familiar with the village.

### **OPTION 2: TWO-WAY INTERNAL LANE**





#### **ADVANTAGES**

- Provides better access to businesses from either end of the village.
- Provides good exposure for businesses to passing traffic, particularly in winter months when foot traffic may be low.
- Links the two large car parks in both directions.
- Caters better for motorists not familiar with the village.

### DISADVANTAGES

- Traffic will be more dominant through the village and there may be increased conflict with pedestrians.
- May cause greater disruption to traffic and pedestrian movements during peak periods.
- Less opportunity to provide parallel on-street parking.

# Car Parking

#### CAR PARK ANALYSIS

Previous car parking analysis has indicated, that in the peak season, just over half of the current parking spaces in the town centre are utilised. This means that the current parking allowance within the town centre should suffice for the initial stages of the proposed development.

However, at full development the car parking within the Eastern and Western Car Parks is unlikely to meet the District Plan requirements.

### **CAR PARK AREAS**



### THE OPTIONS ARE:

- Accept the shortfall in car parking provision, given current parking is under-utilised, and monitor in the future as development progresses.
- Provide additional parking by further expansion of the eastern carpark, however this will require significant work and expenditure.
- Identify other locations that could provide for potential overflow parking, however, these areas are unlikely to be in the immediate area that the parking will service.

### Commercial Street



### **EXISTING CHARACTER**



### EXISTING ISSUES

- · Confusing to users and cluttered.
- · Low street amenity and no landscape.
- Pedestrian unfriendly environment with limited space for pedestrians and no clear crossing points.
- · Poor legibility.
- · No character or sense of place.



### PROPOSED CHARACTER





### **KEY PRINCIPLES**

- Two-way street with access provided via the two main entrances into the town centre.
- Better integration of the street with the overall town centre.
- Extend the viewshafts across the street as part of threshold/crossing points to strengthen links between the Commercial Street, the town centre and the lake.
- Create a sense of place by building on the existing landscape and utilsing local materials and colours.
- Comprehensive landscape approach which includes native trees and shrub planting, seating and street furniture.





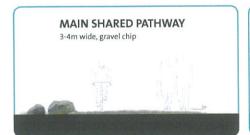


# Paths + Wayfinding



### **KEY PRINCIPLES**

- · The pedestrian and cycle paths form a simplified, legible network based upon existing desire lines.
- Wayfinding is a key aspect of creating a legible and interesting network of toursim attractions. A
  clear brand identity is needed to communicate to users about the range of activities that Tekapo
  has to offer
- It is important that wayfinding elements create a strong, visual language, with some to include directions, locations, time and distance, maps and icons. Interpretation will also include cultural stories and imagery from the local iwi.

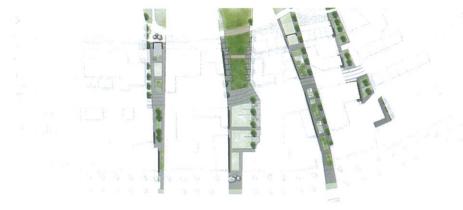








# Viewshafts + Stormwater



### **KEY PRINCIPLES**

- Provide connections between key spaces and streets.
- · Pedestrian-only spaces incorporating sheltered gathering spaces.
- · Adjoining buildings to activate the spaces.
- Maintain open direct views to the lake and incorporate a high country landscape character.
- Low native planting and boardwalks.







# Town Edge onto Domain



### **KEY PRINCIPLES**

- Activate the lakefront built edge with a range of fine grain buildings supporting café, retail, entertainment and accommodation uses.
- Develop a landscaped edge as part of the 10m landscape setback requirement from the Domain boundary, including terrace areas.
- Support connections to the walking tracks and attractions.
- · Incorporate the high country landscape.









# Planting Character

### WIDER RESERVE

The planting design for the reserve adjacent to the town centre is based on the high country landscape and will mirror mountain grassland plantings.

Low swathes of indigenous local plants will be used to create an open vista to the mountains whilst softening new buildings and walkways and creating a lush environment.

Species might include:

- Chioncohloa conspicua and rubra (bush and red tussock)
- Cortadeira richardii (toe toe)
- · Aciphylla aurea (Golden speargrass)
- · Sophora prostrata (prostrate kowhai)













The planting within the town centre will build on the current plantings and will be an extension of the reserve. The introduction of plants with more height and structure will add interest and diversity.

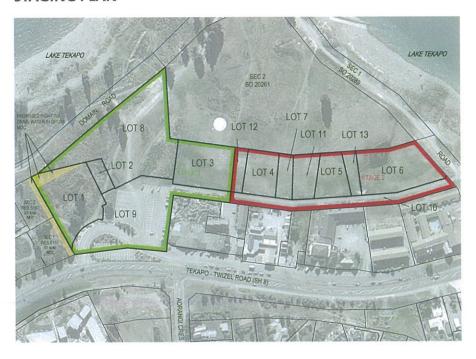
Species might include:

- Phormium tenax (Mountain flax)
- · Sophora microphylla (kowhai)
- · Nothofagus solandri (mountain beech)
- · Hebe salicifolia (koromiko)



# Staging

### STAGING PLAN



Legend

Stage 1

Stage 2

### STAGING

The commercial development is anticipated to take place in two key stages as outlined in the staging plan.



