



Proposed Tree Climb Activity Park, Takapō / Lake Tekapo
Appendix 1: Graphic Attachment to Statement of Evidence of Paul Smith

20 August 2025

Document Information

Project
Proposed Tree Climb Activity Park, Takapō / Lake Tekapo
Address
Lakeside Drive, Takapō / Lake Tekapo
Client
Tekapo Landco & Godwit Leisure Limited
Document
Appendix 1: Graphic Attachment to Statement of Evidence of Paul Smith
Status
Final for Council Hearing
Revision
1 - Final for Council Hearing 20.08.2025
Prepared By
Rough Milne Mitchell Landscape Architects Ltd
Project Number: 24224
Author: Daniel Watt
Peer Reviewed: Paul Smith



Disclaimer
These plans and drawings have been produced as a result of information provided by the client and/or sourced by or provided to Rough Milne Mitchell Landscape Architects Limited (RMM) by a third party for the purposes of providing the services. No responsibility is taken by RMM for any liability or action arising from any incomplete or inaccurate information provided to RMM (whether from the client or a third party). These plans and drawings are provided to the client for the benefit and use by the client and for the purpose for which it is intended.

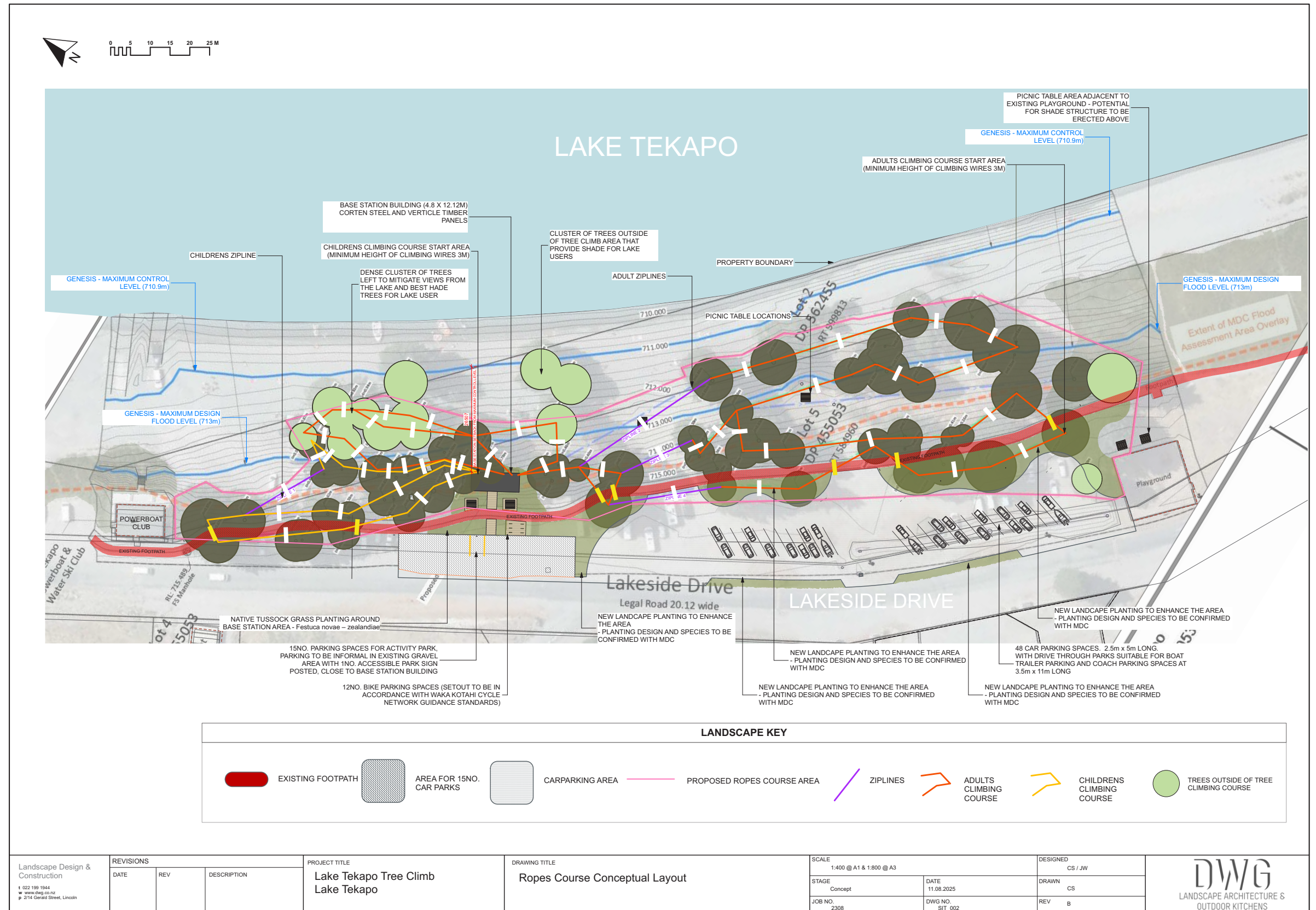
Contents

The Proposal	Page
The Proposed Tree Climb Activity Park	03
Proposed Tree Obstacles	04
Context Plans	
MDC ODP Planning Map	05
Visual Vulnerability	06
Mackenzie Spatial Plans	07 - 10
Tekapo Parking and Landscape Concept Plan	11 -13
Viewpoint Photographs	
Panorama Photos	14 - 17

The Proposed Tree Climb Activity Park

Legend

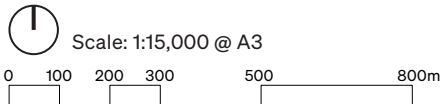
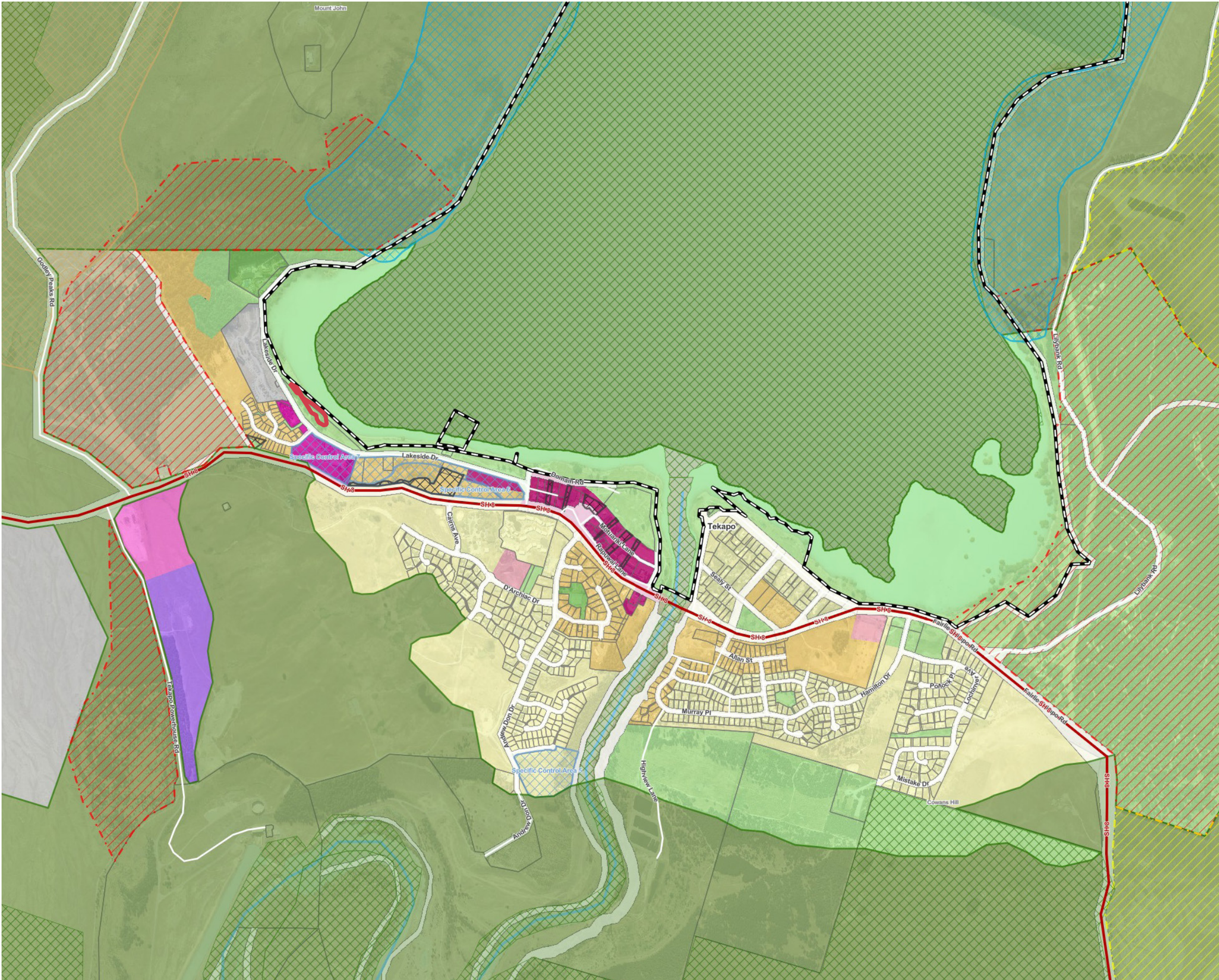
	56 obstacles between each set of trees
	7 obstacles crossing over pathway



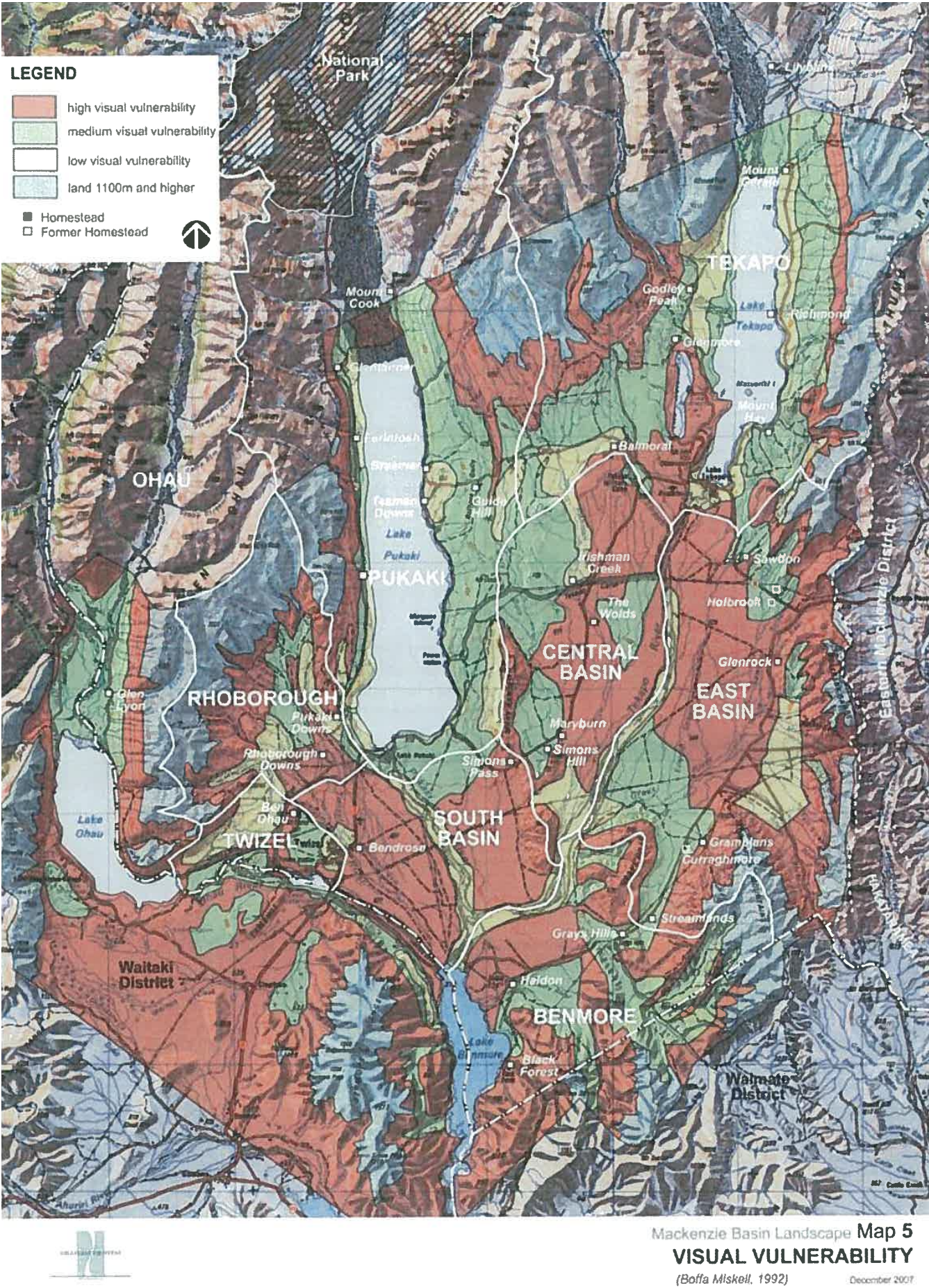
Proposed Tree Obstacles



MDC ODP Planning Map



Mackenzie Basin Landscape Study - Visual Vulnerability



Not to Scale



INTRODUCTION

Located on the shores of Lake Tekapo, Tekapo|Takapō is a picturesque alpine village, and a popular tourist destination for domestic and international visitors. It sits on State Highway 8, the popular tourist route into the Mackenzie Basin and Southern Lakes.

Takapō is the traditional Ngai Tahu name for Lake Tekapo, meaning ‘to leave in haste at night’. In 2021, MDC announced that it will start using the dual names of Tekapo and Takapō when referring to Lake Tekapo.

In 1857 the first sheep farm in the Mackenzie Basin was built on the shores of Lake Tekapo. When the lake is low the remains of the old Tekapo Station homestead can be seen on the eastern shores of the lake.

The Takapō hotel was established in 1861 and a ferry was set up to cross the Tekapo River. Twenty years later construction began on the first bridge. The town started to grow after the construction of hydropower stations in the 1930s. The project was delayed due to World War II, but it was eventually completed and commissioned in 1951.

Today tourism has seen another boom in Tekapo|Takapō and the population has grown significantly over the past decade. Population growth is expected to continue to increase from 504 today to 1240 in 2050, however this will likely be higher if capacity issues are addressed.

The increasing population and demand for visitor accommodation have seen housing values increase, which has placed pressure on the residential community and infrastructure.



TOWN CENTRE



CHURCH OF THE GOOD SHEPHERD



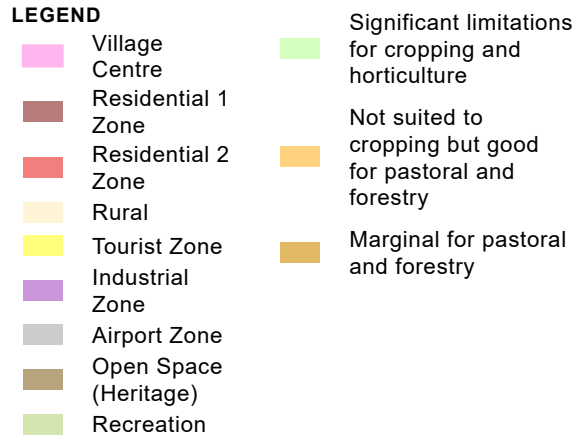
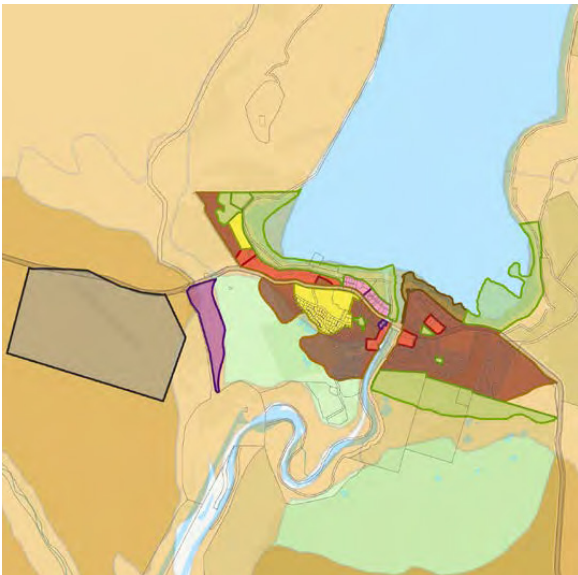
TEKAPO SPRINGS

Mackenzie Spatial Plans

CONTEXT ANALYSIS

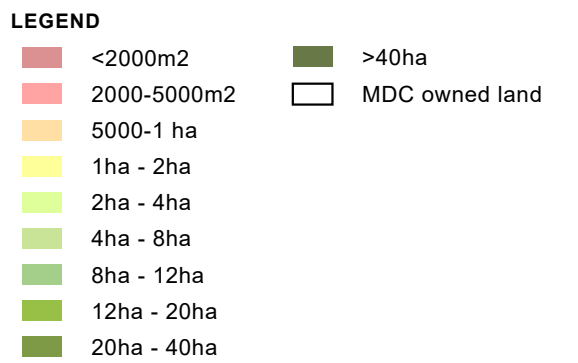
LAND USE AND CAPABILITY

The Tekapo|Takapō lake front is predominately zoned for recreation, with a section zoned Open Space (Heritage) in front of the Church of the Good Shepard. The town centre is located along the northern side of State Highway 8 with a large visitor accommodation area sitting to the south. The current residential areas are framed by rural and recreation land, including the Regional Park. An undeveloped Industrial area lies to the south close to the airport. Land use capabilities surrounding the town are generally of low productivity value and included in the Mackenzie Basin sub zone.



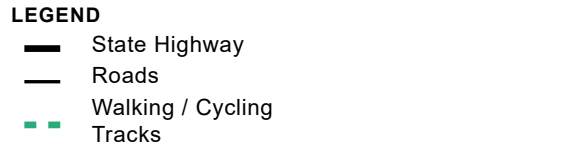
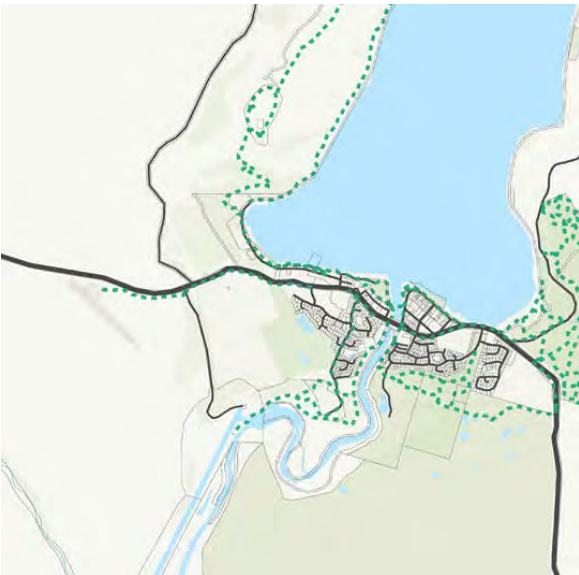
LOT SIZE AND OWNERSHIP

Smaller lots (warmer colours) tend to be in the more established parts of the town that have already been split into a diverse range of ownerships, this is where infill growth and intensification could occur. Some larger tracts of land (cooler colours) remain (e.g. sales yard site, Lakeside Drive, etc.). Opportunities for more comprehensive development exist in these larger tracts of land on the edges of town.



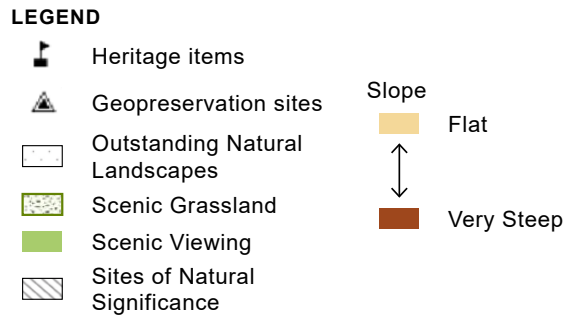
MOVEMENT

Access to Tekapo|Takapō is predominately via State Highway 8, which runs east-west through the town. There are several walking and cycling trails through the town and along the lake reserve, which connect to wider networks within the Regional Park, up Ōtehiwai|Mount John, and along the river. Lake Tekapo Airport is located a short distance to the west of the town.



LANDSCAPE CONSTRAINTS

The town centre sits on relatively flat land on the edge of the lake, south east of Mount John. The rest of town wraps around the town centre on sloping or terraced land, which is the historic terminal moraine. The Tekapo|Takapō River outlet divides the town roughly in two. There are several Sites of Natural Significance, including Lake Tekapo|Takapō, as well as areas to the south and west. Scenic Tussock lands completely surround the town and sit within the broader context of the Mackenzie Basin, an Outstanding Natural Landscape.



Mackenzie Spatial Plans

COMMUNITY ENGAGEMENT

The results from Tekapo|Takapō were neck and neck between Corridor Growth and Contained Growth, so a hybrid Spatial Plan was developed that takes the best parts of both options and combined them.

The community made it clear that the Cairns Golf Course was important to the town, so the open space has been formalised and allowances made for a small amount of residential and visitor accommodation within it.

Ensuring the Church of the Good Shepherd and its surroundings are protected was something that the community felt strongly about, so this is a key part of the plan. This area has been protected and the zoning around the church will be complementary to the wider area.

The idea of a whare wānanga (place of learning) received widespread support so it has been included in the preferred option. The exact detail of this will be developed in partnership with mana whenua and will be designed to complement the landscape.

Concerns were raised about potential building heights, particularly in the medium and high density zones – these have been heard and will be addressed as part of the District Plan Review. This will see design guidelines developed for Tekapo|Takapō that cover issues such as building forms, façade treatments, material palettes, open space, car parking, lighting and a range of other design elements will maintain and enhance the character in Tekapo|Takapō.

“ There needs to be a balance between community and commercial interests. The attractiveness of our natural beauty must never be spoilt with too many visitors and commercial activity. ”

“ Walking and cycle ways and green space need to be a priority for this town that values the natural environment and recreation. This is important for community well-being and visitor experience. ”

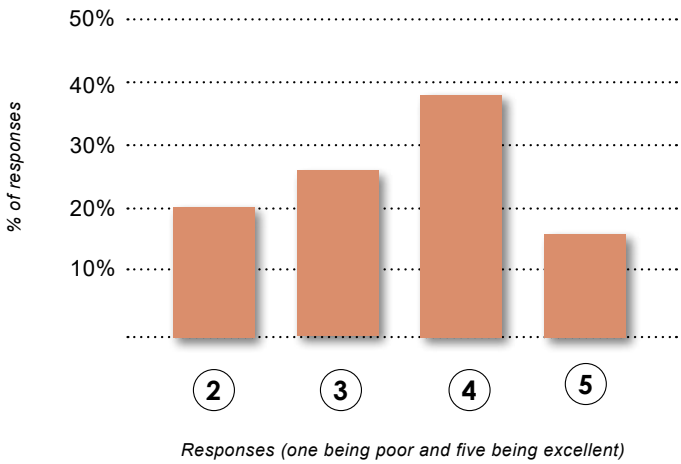
“ Please consider the Pioneer Drive and Church area as a heritage area and protect it accordingly. ”


“ We need to utilise the waterfront. Think restaurants, cafés, park areas down by the lake. A building code where only certain materials are allowed so we can create a beautiful alpine township rather than cheap quick builds. ”

PREFERRED OPTION ENGAGEMENT RESULTS

The community was asked to rate the preferred option out of five and provide comment on what they liked and what they wanted to see changed about the plan.

The Tekapo | Takapō community preferred option received an average rating of 3.16 out of five, which shows on the whole the community supports the preferred option.





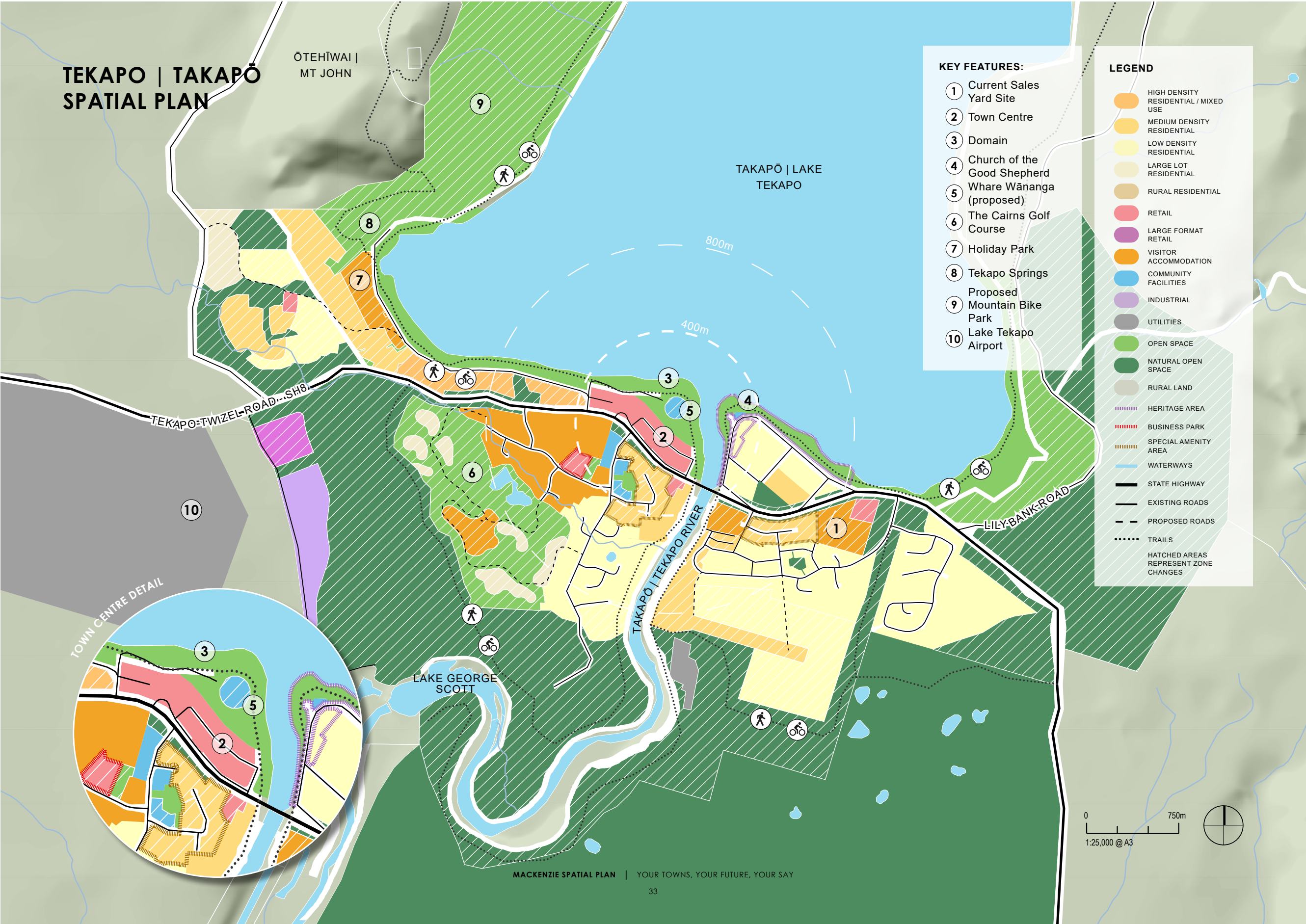
The results can be viewed online at:
http://bit.ly/MDC_PREFERRED_OPTION_Spatial_Plan

SPATIAL PLAN

THE PREFERRED OPTION WILL SEE GROWTH IN TAKAPŌ MANAGED BY PROVIDING THE OPPORTUNITY FOR RESIDENTIAL INFILL, THE CONSOLIDATION OF AVAILABLE LAND WITHIN THE TOWN AND WELL-DEFINED AREAS OF RESIDENTIAL EXPANSION ON THE EDGES OF TOWN.

- Growth is contained by existing landscape features and natural topography, which helps establish an open space network. This brings together existing open spaces, waterways and trails to link with Lake Takapō, Mt John (including a proposed Bike Park) and the Regional Park.
- Takapō town centre grows west along the lake front to establish a larger, consolidated centre that extends along the lake esplanade into the Simpson Lane urban block. Car parking is extended on the northern side of Lakeside Drive through to the hydro control gates.
- Opportunities for smaller scale community-based retail are provided at the sale yards site and to the south of SH8 west of the river.
- An extended corridor of community facilities continues along Aorangi Crescent bringing together the school, community centre and providing opportunities for further facilities.
- A Whare wānanga (place of learning) has been proposed on the lake front across the river from the Church of the Good Shepherd following input from mana whenua and the church community.
- Opportunity for a business park development has been included, allow for professional services and medical practices to establish away from the lake front.
- Housing growth is balanced between infill and expansion, including high density along Lakeside Drive, medium density infill around the town and neighbourhood centres, and low density expansion on the edges of town. Opportunities for large lot residential maintain the open character of The Cairns Golf Course.
- Commercial visitor accommodation extends along Lakeside Drive and above the town centre retail in areas where additional height can be absorbed by the landscape. Commercial visitor accommodation continues to grow along Tekapo-Twizel Road (SH8) with opportunities within the saleyards site and The Cairns Golf Course.
- Industrial activities establish away from the town along Tekapo-Canal Road with an opportunity for a cluster of larger format retail.
- The provision of a sports field has been acknowledged and will be considered as part of the Parks and Reserves Strategy that is underway at the time of finalising the Spatial Plan.

Mackenzie Spatial Plans



Tekapo Parking and Landscape Concept Plan

Background to the Project

2003 STUDY

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, including:

- 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.

RECENT PROGRESS ON THE PROJECT

Community feedback from earlier workshops has guided 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 2014/2015.

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.

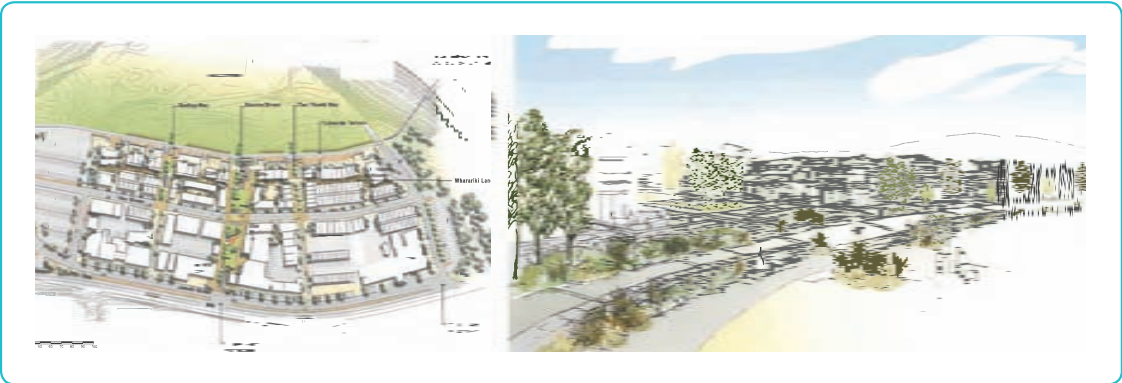
Future parking for the town is a priority to ensure there are adequate parks, or land available to support any future development, whilst there is still an opportunity to lock that in.

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

The Council sought feedback on the updated concept plan for the town centre, in particular issues around access, roading, car parking and the landscape in October 2014. This feedback received from the community and key stakeholders is outlined in Section 4 of this report. The following pages of this section outline the current concept plan, parking provision and landscape guidelines. The background to the proposed parking and layout is provided in Section 1 of the report.

Process to Date



LAKE TEKAPO: A SHARED VISION

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



BOFFA MISKELL AND NOTT CONCEPTS

Further concept plans were prepared for the public and green spaces on the Tekapo lake front 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

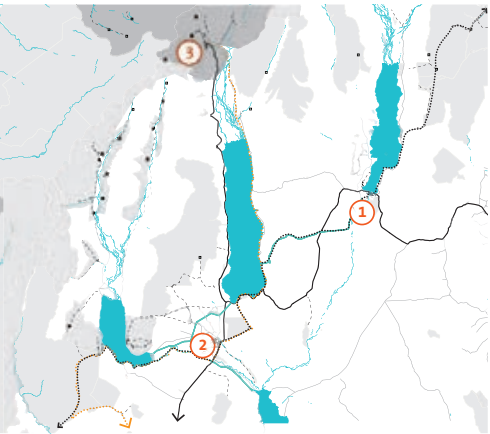
The consultation provided an update on the concept plan, access, roading, car parking and landscape issues. These are outlined in the following pages of this section.

Tekapo Parking and Landscape Concept Plan

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**
- 1 LAKE TEKAPO**
Key attractions include; Te Araroa National trail, Mt John observatory, walking, tramping, hunting, skiing & snowboarding, 4wd tracks and water based recreation.
 - 2 LAKE PUKAKI/ OHAU**
Key attractions include; Alps 2 Ocean cyleways, Te Araroa National Trail, 4wd tracks, walking, tramping, hunting, canal fishing, boating, climbing, wetland & wildlife attractions, skiing and snowboarding.
 - 3 MT COOK**
Key attractions include; Alps 2 Ocean Trail, walking, climbing, tramping and sight seeing.

TEKAPO

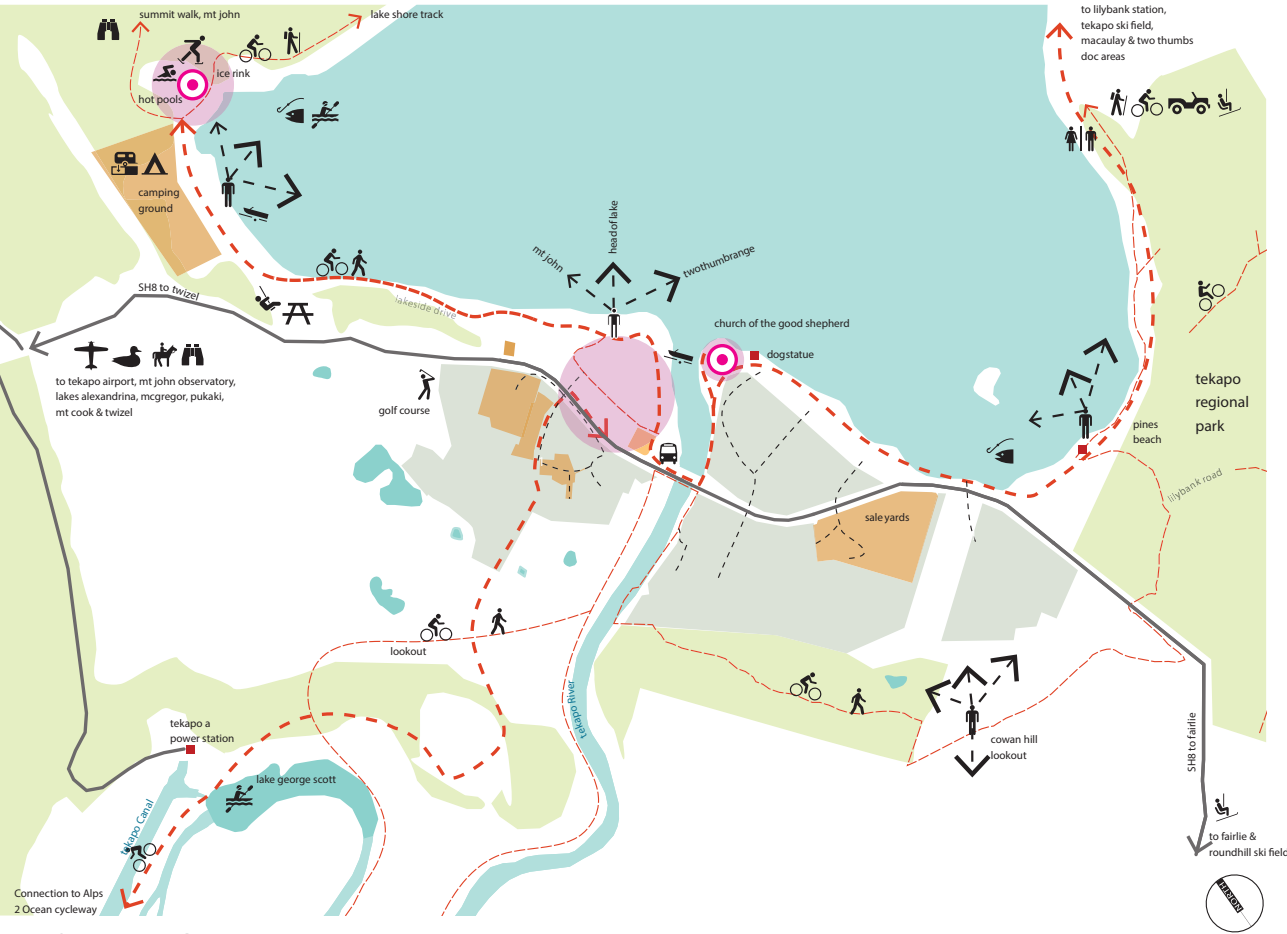
PARKING & LANDSCAPE CONCEPT PLAN

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 tourism.

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 landscape.

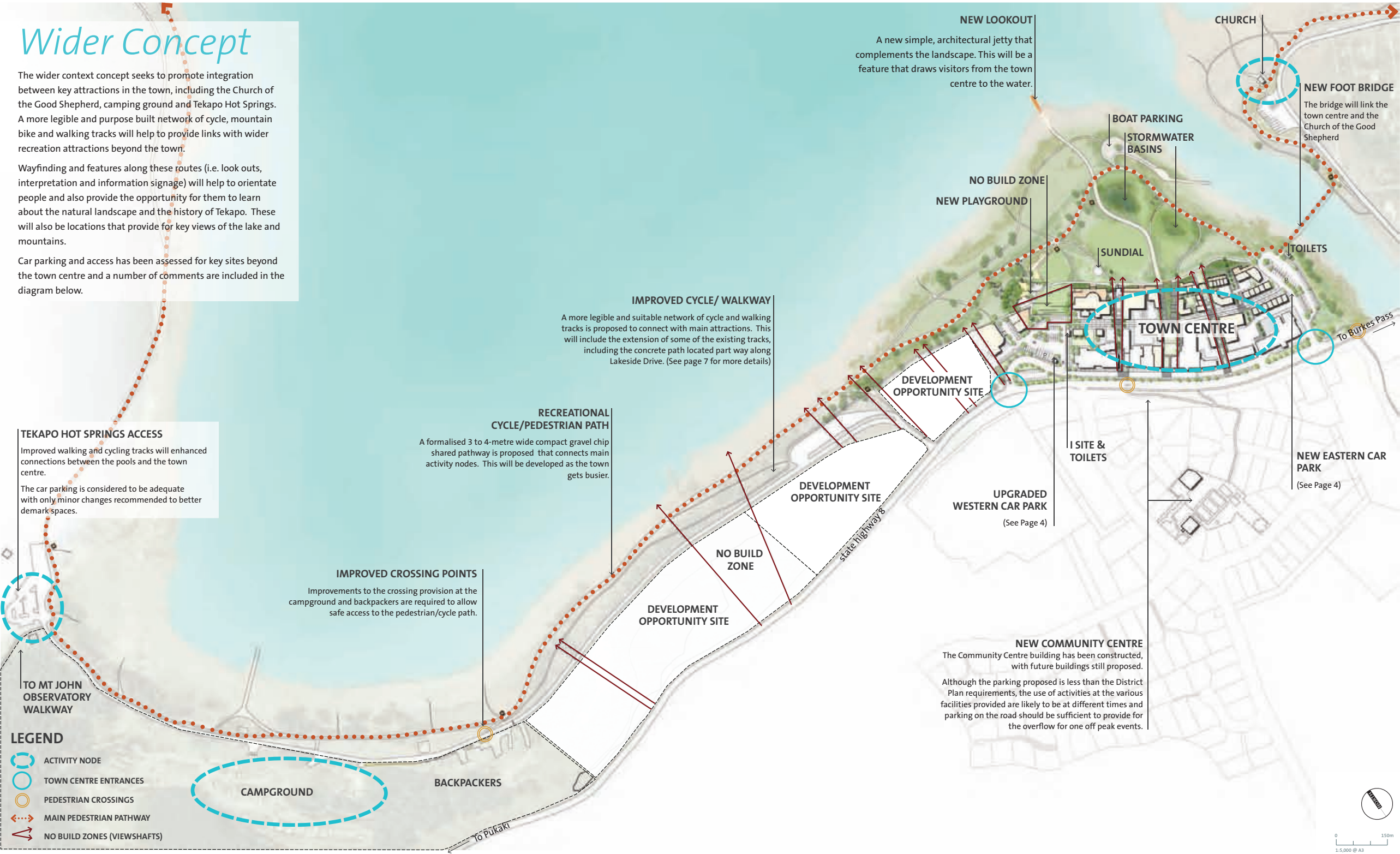


- KEY OBJECTIVES**
- Provide greater connections between the town centre and the wider landscape and recreational routes.
 - Establish the town centre as an iconic destination in its own right.
 - Build on the high country landscape character and cultural references within the Domain and the town centre.
 - 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

02

Tekapo Parking and Landscape Concept Plan



TEKAPO
PARKING & LANDSCAPE CONCEPT PLAN

WIDER TOWN CENTRE CONCEPT 03

Panorama Photos



Photo 1: Located beside the temporary security gate halfway up Station Bay Rise. The earthworked terraces and two storey dwellings will maximise the number of dwellings gaining views to Takapō / Lake Tekapo.



Photo 2: Located on Petes Place, beside 18 Station Bay Rise. Views from numerous dwellings will be pidgeoned holed by intervening dwellings, making views to the lake and surrounding mountains less susceptible to absorbing change.

Panorama Photos



Photo 3: Located at the top of the steps, between 4 and 6 Petes Place, representing the views gained from these two dwellings.



Photo 4: Located outside 8 Petes Place (vacant), situated immediately west of 6 Petes Place, representing the views gained from the vacant properties along this terrace edge.

Panorama Photos



Photo 5: Located on the pathway infront of Lot 10 / 4 Petes Place. The beech trees alongside this pathway will need to reach some 10m tall and bush out at the upper extent to screen the view from Lot 9 (under construction) and 10.



Photo 6: Located on the pathway infront of Lot 9 / 2 Petes Place, illustrating the minimal planting in the foreground of these dwellings to maintain open views to the lake.

Panorama Photos



Photo 7: Located on Lakeside Drive facing south towards the Station Bay Development and Lake Edge Lodge. It is clearly evident that the two storey dwellings fronting the terrace edge have been designed to maximise their view.



Photo 8: Located on Lakeside Drive, directly opposite where the proposed base building will be located.

ROUGH MILNE MITCHELL
LANDSCAPE ARCHITECTS

Christchurch
Level Two, 69 Cambridge Terrace
Christchurch 8013
PO Box 3764 Christchurch 8140

info@rmmla.co.nz
+64 3 366 3268

Auckland
Suite 6, Level 12
59-67 High Street
Auckland, 1010

info@rmmla.co.nz

Dunedin
42 Stuart Street,
Dunedin 9054

info@rmmla.co.nz
+64 3 477 2030

Wānaka
Level One, 24 Dungarvon Street,
Wānaka 9305
PO Box 349, Wānaka 9343

info@rmmla.co.nz
+64 3 974 7940

Nelson
116 Hardy Street,
Nelson 7010

info@rmmla.co.nz

RMM

rmmla.co.nz