



# YOUR TOWN, YOUR FUTURE

TŌ KOUTOU TAONE, TŌ KOUTOU Ā MUA

## MACKENZIE SPATIAL PLANS

SEPTEMBER 2021



rationale >

Boffa Miskell





# FOREWORD

## MAYOR

The Mackenzie District is special to all those who live here, and our communities consistently remind us of the need to ensure it is protected for years to come. That’s the idea behind the Spatial Plans: to ensure our towns and settlements can grow in a planned and managed way without impacting the things that make them special.

It’s important to note that these plans weren’t thought up behind closed doors. Right from the start, before we put pen to paper, we’ve involved community and have used the results of community engagement to help shape the outcome at every step in the process. There have been some difficult conversations along the way, but we believe these open and honest discussions have helped us deliver better outcomes for our communities. As result of your feedback we have developed plans that have council and community support.

The Spatial Plans look thirty years into the future, and, with your help, the team has done a great job figuring out how our towns and settlements can grow in ways that ensure they remain great places to live and attractive places to visit.

Thanks to everyone who has taken part in the process and helped build the Mackenzie Spatial Plans, every little bit has helped to ensure we’re getting it right. Thanks also to the project team who have pulled this together, and to our iwi partners who have supported the process from the outset.

The next steps will see the Mackenzie Spatial Plans used to inform a review of our District Plan – this is the ‘rule book’ which ensures future development occurs in line with the objectives of the spatial plans. Essentially the zoning you see in the plans will be reflected in the new District Plan.

We’ll be having a whole lot more conversations with our communities as we develop the new District Plan, and look forward to your feedback once the process is underway.

## CHIEF EXECUTIVE

The Mackenzie Spatial Plans offer a plan for each of our District’s towns and settlements, ensuring we can get the zoning right to allow for managed, appropriate growth, and identify the infrastructure required to support it.

Thirty years seems like a long way away, but we’ve seen how fast growth can occur in our District so it’s wise that we look ahead. Infrastructure takes time to fund and build, and this approach will ensure we don’t get caught out when the next wave of growth comes.

Delivery of this vision will take time – but the Spatial Plans now enable Council, developers, investors, mana whenua and our communities to work towards the agreed outcomes.

Community has been at the heart of the process, and it has been fantastic to see how passionate and invested our communities are about the future of the places in which we live.

I want to thank the members of staff who have put in a great deal of work into the delivery of the Spatial Plans. Thanks also to everyone who has provided feedback throughout the process, whether through an online survey, an email, a community meeting, a workshop or drop-in session. We’ve listened to everyone, and I’m confident that the final Spatial Plans reflect the views and aspirations of our communities.

I’d also like to thank the representatives Arowhenua who have been part of the team throughout the process and have offered valuable insights from a mana whenua perspective.

The next steps will be to turn the Spatial Plans into Council policy through the District Plan review which will be underway in the coming months. We’ll be asking for your input into that process in due course.

## AROWHENUA

He Po, He Ao, He Po, Ka Awatea, tihei mauri ora.  
Naia te mihi nei ki nga Iwi e noho ana i te rohe ko Te Manahuna i Te Runanga o Arowhenua.  
Nei ra te take puuwaahi ki Te Manahuna.  
He take mo rātou a muri ake nei ki Te Manahuna  
No reira tena tātou kaatoa.

The darkness, the light, the darkness, the breaking day, the sneeze of life.  
This is the acknowledgement of the people who live in the area of the McKenzie from Te Rūnanga o Arowhenua.  
This is the strategic spatial plan of the Mackenzie Basin.  
It is a plan for the future generations of the MacKenzie.  
Therefore, greetings to you all.

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# INTRODUCTION

## TŌ KOUTOU TAONE, TŌ KOUTOU Ā MUA

**“THE MACKENZIE SPATIAL PLANS CREATE A 30-YEAR VISION OF WHAT THE FUTURE COULD LOOK LIKE IN THE MACKENZIE DISTRICT’S TOWNS AND SETTLEMENTS.”**

## WHAT IS A SPATIAL PLAN

A Spatial Plan is a high-level blueprint for the future, showing what should go where and how each part should interact with the others. The Mackenzie Spatial Plans will chart the future of the district’s townships and rural settlements, ensuring growth can occur in a positive, sustainable way.

The Mackenzie Spatial Plans offer a 30 year planning horizon, ensuring the district can get ahead of growth and plan for it. By taking a long-term approach, the plans will ensure our towns and settlements continue to be places for people that support healthy communities of residents and visitors alike.

The Mackenzie Spatial Plans will inform future land use patterns and new zoning that will be outlined in the next iteration of the Mackenzie District Plan.

## WHY IS A SPATIAL PLAN NEEDED?

The plans have been developed using a process that puts community at its heart, ensuring they reflect the ideas, wishes and aspirations of the people who have a connection with the district. The plans will ensure each town can grow in a sustainable way, while protecting what makes them special for years to come.

The Spatial Planning process has integrated a considerable amount of thinking across a range of work-streams – offering a compelling case for change that brings the community, mana whenua, landowners, stakeholders and partners together. It will create a shared vision, setting expectations for the future of each area.

### PROJECT TEAM

To deliver the Spatial Plans a project team was built that included MDC staff, Rationale Ltd and Boffa Miskell. The project team has worked in a close partnership with representatives from Arowhenua, throughout the process, ensuring the Spatial Plans meet iwi aspirations for the area.

### SPATIAL PLAN OBJECTIVES

1. We understand what the future holds for each town.
2. Integration of existing strategies and projects ensuring the outcomes reflect Mackenzie District values.
3. The work informs/facilitates the District Plan Review.
4. Ensure the Mackenzie District Council can get ahead of growth, identify key spatial improvements, then plan for it and get on with it.
5. The community is engaged throughout the process.



## GEOGRAPHIC SCOPE

The Mackenzie District is a vast and varied area, treasured by locals and visitors alike. It has strong and distinctive communities, and a wealth of distinctive natural features - from the spectacular scenery offered in the Mackenzie Basin, through to the fertile soils of Eastern Mackenzie.

The district's boundaries stretch from The Hopkins and Ohau rivers in the South right up to the Two Thumb Range and Ōpihi River Catchment in the North. It covers an area of 7,339 km and is home to over 5,100 people.

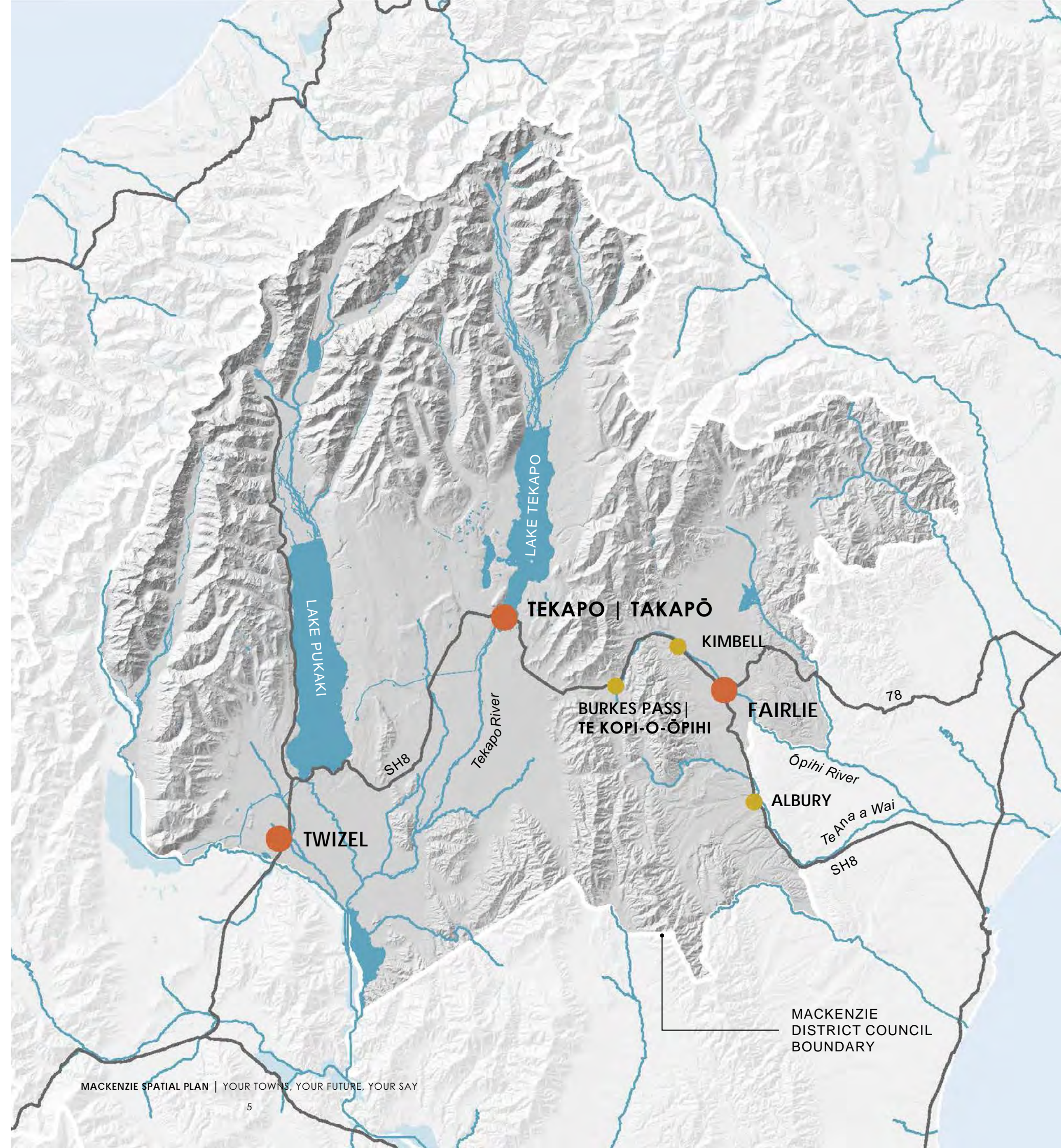
For Te Rūnanga O Ngāi Tahu and Papatipu Rūnanga the district provides a deep cultural connection with the past and future through a long line of whakapapa and history.

Residents, and those with a connection to the Mackenzie, are rightfully proud of the district and want to see the things that make it such a special place to live, work and play protected.

The three main townships that make up the Mackenzie District, Fairlie, Tekapo | Takapō and Twizel have distinctive communities of their own, with differing likes, dislikes and visions of the future. Likewise, the smaller rural settlements of Burke's Pass|Te Kopi-o-Ōpihi, Kimbell and Albury have their own distinctive features and heritage.

The Spatial Planning process has seen Spatial Plans developed for the three main townships, while rural settlement plans have been developed for the smaller settlements.

All the plans have focussed on each town or settlement and its surrounding area. This has ensured each location has been approached in a way that considers its specific issues, pressures and opportunities.





# PROCESS

The Spatial Planning process has been driven by the community...

## ESTABLISHMENT REPORT AND COMMUNITY SURVEY

1

January - May 2020

### COMMUNITY SURVEY

January - February 2020

The Mackenzie Community Survey was carried out to get a high-level understanding of how the community feels about the district. It had 759 responses and asked three main questions of residents, ratepayers and visitors:

- a) Whats one thing do you like most about the District?
- b) Whats one thing would you like to see changed?
- c) Looking ahead, what one thing would you like the Mackenzie District to be known for in the future?



The results can be viewed online at:

<https://bit.ly/2upEAFJ>

### ESTABLISHMENT REPORT

May 2020

The Establishment Report set the foundation for the delivery of the Spatial Plans. It was adopted by Council in May 2020.



## COMMUNITY WORKSHOPS

2

July 2020

Targeted community and stakeholder workshops were held across the district. Three rounds of workshops were held.

a

**Investment Logic Map workshops (8-10 July)**



b

**Issues and opportunities workshops (27 – 28 July)**

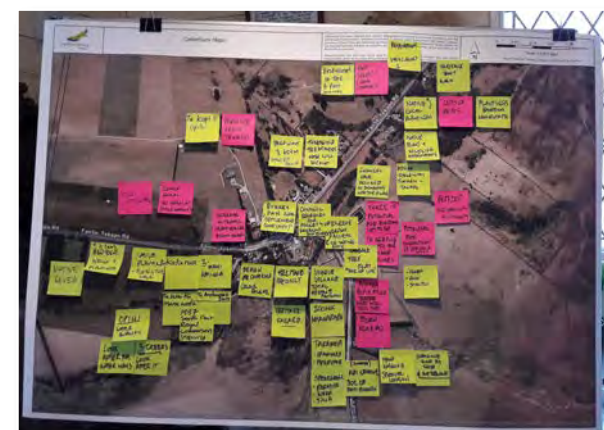


c

**Spatial optioneering workshops (29 – 31 July)**



Investment Logic Mapping is a New Zealand Treasury endorsed process that helps set the foundation of a programme of work by understanding the problems faced and the benefits that would be achieved by addressing those problems. These were carried out as facilitated workshops with a range of community stakeholders from each main township.



Workshops were held in Burkes Pass, Kimbell and Albury to understand the issues and opportunities encountered by the communities of each rural settlement.



A second round of workshops were held in the main townships to identify what each community would like to see for the future of their town. These were interactive sessions with a wide cross section of the community which were used to in the options subsequently developed.



### SHORT-LIST DEVELOPMENT

3

August - December 2020

Following the community workshops, the project team developed a short-list of three spatial plan options for each township, as well as a settlement concept plan for each rural settlement.

**a Community Engagement on Short-list (September – October 2020)**

Once the shortlist and rural settlements had been developed, they were shared with the community for feedback. These results directly informed the identification of preferred options for each town.



**b Community Meetings (December 2020)**

Following the short-list community engagement, the project came back to each community to share their findings and get further direction.

### PREFERRED OPTION DEVELOPMENT

4

December 2020 - May 2021

Using the feedback received from the community, the options were analysed against a range of measures to identify the preferred option for each town.

**a Preferred Option Engagement (April-May 2021)**

The preferred options were shared with the community for feedback.



**b Fine-tuning (May – June 2021)**

Following the community engagement on the preferred options, the Spatial plans were fine-tuned before being presented to Council for adoption.

### ADOPTION OF SPATIAL PLANS

5

June 2021

The Spatial Plans and Rural Settlement Plans were adopted by Mackenzie District Council at a full Council meeting on 29 June 2021. They will now be used to inform future investment in each town and the zoning for each area in the District Plan Review.



**a FAIRLIE**



**b TEKAPO | TAKAPŌ**



**c TWIZEL**



# AROWHENUA KORERO

*Prepared by Aoraki Environmental Consultancy on behalf of Te Runanga o Arowhenua for Mackenzie District Council.*

## AROWHENUA

Arowhenua whānui is made up by three distinct groups of people:

- Te iwi o Waitaha,
- Te iwi o Kati Mamoe, and
- Te iwi o Ngāi Tahu.

There are two other groups of people with whakapapa links to Arowhenua:

- The Hawea iwi, and
- Rapanui iwi.

Kati Huirapa is the primary hapu of the Arowhenua, named after their ancestor, Huirapa.

The heart of modern day Arowhenua / Kati Huirapa is Arowhenua Marae, located on Huirapa Road between the Te Umu Kaha and Ōpihi rivers. The whare of the marae is named Te Hapa o Nui Tireni.

This is not the original Kāinga (village) for the Kati Huirapa hapu. Te Waiateruati is the tupuna pa, centred in the Orakipaoa wetland complex. It was a fortified village and a safe haven for the hapu in times of war. With multiple kāinga in the outer wetland and surrounding area.

Having a secure place to congregate, protect and defend whanau members in times of conflict was key to their survival. Fortified pa were common practice throughout Te Ao Maori.

A prominent figure and tupuna of many families that are whakapapa to Kati Huirapa was Te Rehi. He lived at Te Waiateruati and his Kāinga was an island, Harakeke Tautoro, named after the extensive swamplands of Harakeke (flax) that surrounded it. Unless someone was familiar with the area and knew the pathways into the pa, it was very difficult to find.

A whakatauki from the area explains the wetland – ‘Te Pakihi hauroa e te Kahu.’

The plains that are soared over by the kahu (swamp harrier) were used as signals. Often birds were seen at villages. Due to the thickness of the Harakeke the only bird to be seen was the kahu circling above the pa. Orakipaoa also formed part of the numerous trails into river valleys and the alpine areas beyond. Some of these trails led into Te Manahuna (Mackenzie Basin).

Kati Huirapa have used and cared for the catchments within their takiwa for generations. This has created a strong sense of belonging and connection with the catchments. It is the same connection that any person would feel when they visit the land where their ancestors lived hundreds or thousands of years ago.

This sense of belonging and connection is described by Kati Huirapa as ‘turangawaewae’, which means ‘a place to stand’, where one belongs and has a right to stand as their ancestors stood before them.

Being a thriving community with growing needs based on seasonal gathering, tikanga protocols would have seen multiple excursions into te Manahuna for mahinga kai and other resources (harakeke, taramea (Spaniard) and rakau kāpeti (cabbage tree)) and activities throughout the seasonal calendar.

To survive and thrive in the harsh conditions of the time, the Tupuna had an intimate and vast knowledge of their surroundings. They were connected through a deep understanding and spiritual link to all things which was created and reinforced through karakia, whakapapa, moteatea, waiata, whare wāhana, haka, toi Maori, iwi, tikanga and kawa. Mātauranga (way of being and engaging in the world) was passed down through the generations.

This deep connection with South and Mid Canterbury and the Mackenzie Basin has meant Kati Huirapa have developed a deep sense of

responsibility to care for it, as it has cared for them and those who came before them. This exercising kaitiakitanga supports the philosophy of rangatiratanga over South and Mid Canterbury and the Mackenzie Basin. Rangatiratanga is discussed in greater detail below.

Modern day Te Rūnanga o Arowhenua (Arowhenua) are one of the 18 Papatipu Rūnanga (mana whenua with kaitiaki status) that make up Te Rūnanga o Ngāi Tahu. Their takiwā (district/area) has changed in size throughout their history. At present, it lies between two awa – the south bank of the Rakaia and the north bank of the Waitaki - ki uta ki tai, from the mountains to the seas.

Arowhenua share their takiwā borders with their whanau – to the north is Taumutu and Tuahuriri and to the south is Waihao and Moeraki.

The Rūnanga is set up as an incorporated society with a board of executives that oversees the day to day running of the marae and the four companies in its portfolio:

- The company board of directors that oversee investment.
- A newly formed board of directors that oversee business development.
- Arowhenua Whānau Services – a health provider.
- Aoraki Environmental Consultancy Limited (AEC) – the legal entity was established in 2017 to oversee resource consents, regional and district plan reviews, plan changes, concessions, cultural consultation with the public sector, as well as the environmental space with the private sector, particularly farming, industrial and energy sectors. AEC is unique in that it has been given the mandate by Arowhenua to make decisions within the environmental space on behalf of the rūnanga.

*Image looking across Lake Pukaki towards Aoraki / Mt Cook*



RANGATIRATANGA

The deep connection Arowhenua and Kati Huirapa have with South and Mid Canterbury and the Mackenzie Basin has meant Kati Huirapa have developed a deep sense of responsibility to care for it, as it has cared for them and those who came before them. This way of life is known as kaitiakitanga and incorporates the responsibility to ensure that the whenua and wai will continue to provide for their mokopuna – ‘for those who come after us’.

For Kati Huirapa, exercising kaitiakitanga supports the philosophy of rangatiratanga over South and Mid Canterbury and the Mackenzie Basin. Rangatiratanga is a traditional Māori philosophy, value and practice of people exercising their independence, determining their choices for governing themselves, their lands, and all their treasures. Rangatiratanga has particular prominence, as it is the basis of Article 2 of Te Tiriti o Waitangi/The Treaty of Waitangi (1840).

Rangatiratanga is often associated with sovereignty, leadership, autonomy to make decisions, and self-determination. This includes leadership within the whānau and community, as well as leadership within business activities in the private and public sectors. For Kati Huirapa, rangatiratanga in the cultural sphere relates to stewardship of others, advocating for others and the community, doing the right thing for their people, and ensuring well-being and generosity of spirit.

In relation to the environment, rangatiratanga is about caring for wāhi tapu and wāhi taonga (sacred places and objects) and ensuring co-governance and co-management of natural resources. This in turn ensures that rangatahi (the younger generations) and the community know the history of the land and reserves that surround them, and that the land is safe, appreciated and used. The values held by Kati Huirapa and Arowhenua associated with this belief are as follows:

- Practice and protect the co-governance and co-management of natural resources and be active participants in the decision-making processes that impact the takiwa.
- Establish and achieve a high standard of environmental outcomes to protect the natural landscape for future generations.
- Aim to return conservation land to a natural state where biodiversity projects can enhance the indigenous flora and fauna of the area.
- Encourage customary harvesting and practices on the whenua (land), in the awa (rivers) and the moana (lakes).
- Protect the whakapapa of Arowhenua and Kati Huirapa.

Arowhenua proclaim rangatiratanga, kaitiakitanga over their takiwā and feel this responsibility strongly. Arowhenua are greatly concerned with the ongoing degradation of awa, moana and whenua. Arowhenua want to participate and be involved in the decision-making processes and the formulation of strategies and plans that will stop the waterway and environmental degradation. This is supported and provided for in all resource management processes.

WAITAHA

Te iwi o Waitaha are recorded in Ngāi Tahu whakapapa as the first inhabitants of Te Wai Pounamu.

Whakapapa states their arrival around the 8th century AD, arriving in the great waka Uruao which was led by the Rangatira Rakāihautū and his son Rākihōuia. They first landed at Boulder Bank in Whakatū (Nelson) where their group split in two, with one led by Rakāihautū and the other led by Rākihōuia.

Rakāihautū led his group south and down through the main divide, exploring the island and eventually discovering the great lakes in Te Manahuna rohe, the lakes and wetlands in Murihiku and the coastal lakes and wetlands from Wainono up to Banks Peninsular, with the help of his ko (digging stick) Tūwhakarōria.

It is recorded as Nga puna wai karikari o Rakāihautū Takapō, Pūkaki, Ōhau, Hāwea, Wānaka, Whakatipu wai maori, Whakatipu wai tai, Te Anau, Wairau. Rakāihautū claimed the whenua (land) by way of take taunaha ahi kaa – the right of discovery and occupation.

‘Ko Rakāihautū te takata nāna i timata te ahi ki ruka ki tēnei motu ka nohoia tēnei motu e Waitaha.’ Rakāihautū was the man who lit the fires of occupation upon this island which was settled by Waitaha. Upon his return from Wairewa and Waihora he pronounced the name of ko to be Tuhiraki. His people cried out and repeated ka puna karikari a Rakāihautū – the pools dug by Rakāihautū.

The group led by Rākihōuia sailed the waka Uruao through the Cook Strait and down the east coast. Noticing the abundance of tuna (eels) from Banks Peninsular to Morvern, he set pa tuna (eel weirs) along the coast, giving effect to the name of the South Canterbury coast – ka poupou o Rākihōuia (Rākihōuia's upstanding post – in reference to the eel weirs he erected).

The two groups reunited at Waihao-Morven and it is said the waka Uruao is now a reef in the Waitaki hapua.

KATI MAMOE

Kati Mamoe descends from Hotu Māmoe / Whatua Māmoe. They merged into a tribe in the late 15th century.

Based out of the great pa in Ahuriri (Napier) Otātura and Heipipi (Gisborne), they have close whakapapa connections to the Kurahaupō people from Mahia. They are also connected to the Rangitane and Ngāi Tara people who descend from Whātonga, a very early explorer to Aotearoa from Hawaiki.

Whātonga is said to have landed a Nukutaura on the Mahia Peninsular in the late 16th-17th Century, a small migrant ropu settled at Te Rimurapa (Sinclair Head), Raukana Moana coast.

Tradition says that they received a gift of kai from the Waitaha iwi living at Wairau across the strait. The abundance of kai in the gift led them to desire the Waitaha’s plentiful resources and they migrated south and settled at Waiau, where they absorbed the Waitaha iwi into their own. They moved from Waiau and established significant settlements at Waipapa at the mouth of the Waiau-toa (Clarence River). They later moved to Kaikoura as well.

With the arrival of Kati Kuri hapu of Ngāi Tahu, they were pushed out of their homelands and migrated as far south as Murihiku (Invercargill). They had a violent relationship with the Ngāi Tahu hapu and a lot of battles were fought. There was a lot of intermarriage between Kati Mamoe and Ngāi Tahu as well, creating alliances and peace from the marriage of both tribes.

TE RŪNANGA O NGĀI TAHU

Te Rūnanga o Ngāi Tahu (Ngāi Tahu) were the last group of people to migrate south to Te Wai Pounamu and were to have the greatest impact.

They descend from the Mātaatua waka through their founding ancestress Hemo-ki-te-raki. Another line they descend from is Paikea. He settled at Whangaroa and married Huturangi around 1350. Four generations later form this unity the eponymous ancestor of Ngāi Tahu was born – Tahu Potiki.

As an adult he was to marry Hemo-ki-te-raki and their offspring are the foundations of Ngāi Tahu whanui.

From Whangaroa they started migrating south around the 1500's. Spearheaded by the hapu Kati Kuri, the migration was called Te Heke o Pūrahonui after their ariki (high chief) Pūrahonui. Kati Irakehu were another Ngāi Tahu hapu to migrate south after fighting broke out on their lands. Another prominent hapu was Kāti Tūhaitara, who were led and guided by chiefly woman whose group bear her name, later becoming Ngai Tūahuriri.

The other two main hapu are Kati Huirapa and Te Ruahikihiki.

Ngāi Tahu's migration south was one of warfare, political allegiances and intermarriage between Kati Mamoe and Waiteha.

The principal leaders of the Te Wai Pounamu around the time of the signing of Te Tiriti o Waitangi, Tuhawaiki, Iwi Kau, Taīaroa, Korako and Karetai could all claim decent from Waitaha, Kati Mamoe and Ngāi Tahu.

Modern day Ngāi Tahu is now made up by the 18 papatipu Runanga who descend from the five hapu mentioned above.

TE MANAHUNA CONNECTION

Arowhenua’s connection to Te Manahuna is one of whakapapa from Te Kauwae-rangoe (the celestial world) through to Te Kauwae-raro (the realm of man).

Arowhenua are connected through Te Waka o Aoraki whakapapa, Te waka o Arai, te uru whakapapa, Te waka o Uruao whakapapa.

Arowhenua see Te Manahuna as our tupuna held in the highest regard. This can be seen with the naming of important landmarks with the names of significant tupuna of Arowhenua / Kati Huirapa. For example:

- Ōtehīwai / Mt John – a passenger from the Arai te uru waka that capsized at Matakaea (Shag Point)
- Rakiroa / Mt Dampier – a demi-god and brother of Aoraki from the waka o Aoraki
- Takapō – one of the lakes dug by Rakāihautū and his ko (digging stick) Tūwhakarōria.
- Te Tari o Mauka Atua / Ben Ohau Range - Mauka Atua was also a passenger on Arai te uru waka.
- Manahuna was a place for Tohunga to seek enlightenment and to be close to their atua (gods) through karakia.

Arowhenua / Kati Huirapa and the wider Ngāi Tahu were a nomadic hunter gatherer people that followed a seasonal calendar. Mahinga Kai was key component to their survival and success. From the coast to the Alps, they roamed far and wide with the use of the plentiful braided river systems.

One key travel route used was the Ōpihi awa. There are many tuhituhi nehera (rock drawings) along limestone cliffs which are taonga, recording Tupuna’s time in history.

Travelling up the Ōpihi, just before it splits into the Te ana a wai and Opūaha awas there are the mahinga kai sites Te kohaka a Makaia, Ote Ao and Waitu. The Kauru (cabbage tree root) and tuna were gathered

and harvested at these sites in large numbers on seasonal gathering expeditions.

Both the Te ana a wai and Opūaha were regularly used as travel routes. Heading up the Te ana a wai, the name comes from the water in the awa originating from a series of caves in the upper catchment.

There are mahinga kai sites surrounding the town of Albury including Te awa Moko and Te Horo Motuhaka. Weka, tuna and āruhe (bracken fern root) were gathered and harvested here.

Following the Opūaha where tuna and taramea (spear grass) were gathered there are more mahinga kai sites including Te Wai a Kanekane and Kohinewahia. Tuna, āruhe and kauru were gathered here.

There are a number of mahinga kai sites around the township of Fairlie. On the Opūaha side there are the sites that include Here Wahine and Te Haka Tārewa where weka, kakapo, kereru, kaka and other forest birds were gathered and harvested.

West of Fairlie, including the township of Kimbell and Te Kopi o Ōpihi | Burkes Pass is the substantial kāinga mahinga kai site, Te Arotuaporoporo. Here weka, āruhe, taramea and kauheke (a native tree bark used to make clothing, belts and sandals) were gathered and harvested. Te Kopi o Ōpihi is recorded as being the source of the Ōpihi awa.

Tauhinu is a landmark of note for Arowhenua, known today by the European name Sterickers Mound, it is a viewpoint of the original Te Manahuna braided river system. Weka and tuna were abundant in this area, with May through to August being the main season for gathering. The fat content in weka was high and the meat was preserved in the fat so it could be stored over the winter months.

TAKAPŌ

Te Roto o Takapō (Lake Takapō) is another significant landmark for mana whenua. One of the great lakes dug by Rakāihautū, the area was another

abundant source of tuna and weka. The island in the lake bears the name Motu Ariki and is said to have been a defensive position in times of war. The adjoining two lakes – Takamana (Alexandrina) and Whakaru Kumoana (McGregor) were also abundant with tuna. Takamana was the kainga associated to Takapō and Koareare (the edible rhizome of raupō) was harvested here.

Flowing between Takapō and Pukaki is Te Wai a Kohe (Irishman Creek). A kainga mahinga kai site was situated by the awa close to O te raki kawau (Patterson’s Terrace).

PUKAKI

Te Roto o Pukaki (Lake Pukaki) is the largest of the lakes that were dug by Rakāihautū in Te Manahuna. Multiple kainga mahinga kai sites were situated around the lake and near the two awa – Te awa Whakamau (Tasman River) and Te Awaure (Jollie River). Weka, Pūtakitaki (Paradise Duck), āruhe, tuna, tikumu (common mountain daisy) were gathered and harvested here.

TWIZEL

There are multiple kainga mahinga kai sites of significance in the area surrounding Twizel. Weka were gathered at Te Waiotūtahi. Wakapōha was located on the Ōhau awa, where weka and tuna were gathered here. Kiutu Tuia was located near the outlet of Lake Ōhau and this was another place to gather weka and tuna.

ŌHAU

Te Roto O Ōhau was also dug by Rakāihautū and was a place for a tohunga (priest) to come for karakia to the atua (gods). Weka and tuna were gathered here. Te Ruataniwha (Ben Ohau) stand next to Te Roto O Ōhau. Te Ruataniwha was a passenger on the waka Arai te Uru. It capsized near Matakaea (Shag Point). The waka’s passengers came ashore explore but many were turned into the geographical features of Te Wai Pounamu when they did not return in time to the waka.



Image looking north across Takapō | Lake Tekapo to Motuariki



# SPATIAL PLANNING PRINCIPLES

A series of design principles have been developed through the Spatial Planning process. These principles drew on a range of sources, including background research, community engagement, the Investment Logic Mapping workshops, the Optioneering Workshops and community feedback.

These principles will be used to guide the development of each town and rural settlement as they grow. Each principle can be used to evaluate development proposals that come to light in future.

They are living principles, designed to be updated and amended as new opportunities come to light or the situation in each location changes.



## PROTECT AND CELEBRATE OUR VALUED LANDSCAPES

- Restore and improve the natural environment.
- Improve indigenous biodiversity and support mana whenua values.
- Improve people's access to water and the surrounding environment through better trails and views.



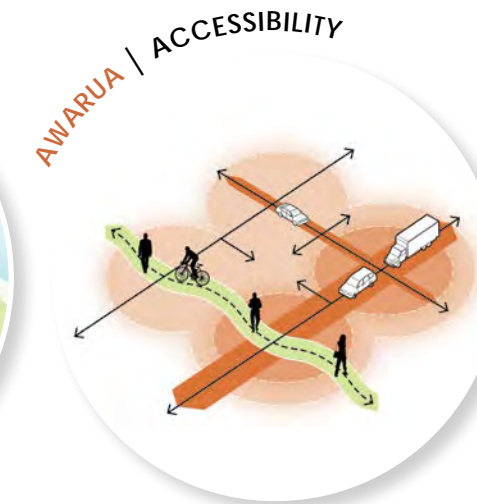
## REINFORCE AN AUTHENTIC LOCAL CHARACTER AND IDENTITY

- Recognise mana whenua and European cultural narratives and history to form a rich, visible, location-specific identity.
- Strengthen the connection to the surrounding environment and features of cultural significance.
- Improve the sense of arrival at gateways along key roading corridors at all locations
- Develop design guidance that builds on the distinctive local identity and character of each location.



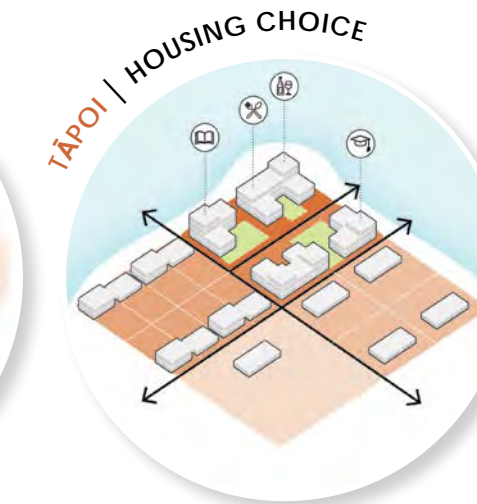
## MANAGE URBAN FORM TO ACHIEVE AN EFFECTIVE AND EFFICIENT PATTERN OF DEVELOPMENT

- Protect landscapes and productive land by defining where growth can and can't occur. Ensure there is a mix of activities and spaces within town centres to encourage their use and increase vibrancy.
- Locate the highest densities of housing within walking distance to town centres and community infrastructure.
- Better environmental management and conservation will lead to the return of mana whenua cultural practices and traditions.



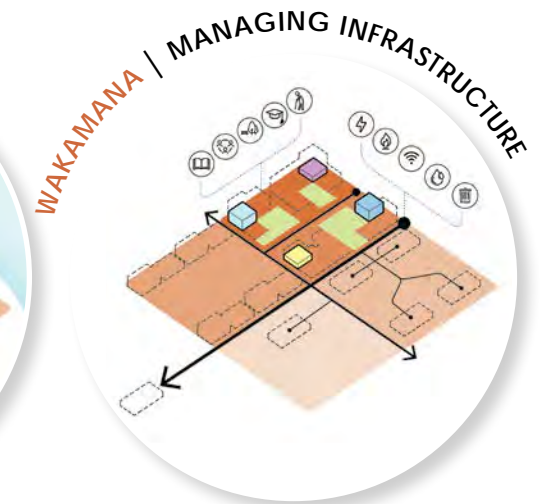
## CREATE CONVENIENT, LEGIBLE AND ACCESSIBLE MOVEMENT NETWORKS

- Link residents to key areas using a network of enjoyable and safe walking and cycling options, reducing car use and improving well-being.
- Integrate trail networks with natural features such as waterways and the surrounding environment.
- Support and grow the regional cycle trail network, ensuring towns and settlements can benefit from increasing trail users.



## MANAGE URBAN FORM TO ACHIEVE AN EFFECTIVE AND EFFICIENT PATTERN OF DEVELOPMENT.

- Provide enough residential capacity to meet the projected population growth and visitor numbers.
- Promote a wider mix of housing types ensuring housing options are available for a larger cross section of the community.
- Ensure specialised accommodation such as retirement homes and workers accommodation is provided for and enabled through planning provisions.
- Ensure the relationship between visitor accommodation and residential homes is managed in a way that doesn't impact community cohesion.



## INVEST IN INFRASTRUCTURE THAT IS SUSTAINABLE AND RESILIENT.

- Encourage building design and urban form that improves sustainability, both in terms of environmental footprint and impact on infrastructure.
- Make sure the right type of development happens in the right place, reducing negative impacts on the landscape and reverse sensitivity.
- Ensure new infrastructure is developed in a way that safeguards movement, communication and resilience for our communities.



# ACCOMMODATION AND HOUSING TYPES

Ensuring a good mix of housing types can be developed in the right areas is important to ensuring our communities can grow in a way that improves the places we call home.

The provision of different types of densities have been informed by growth projections that look out thirty years (and beyond). By doing this the Spatial Plans ensure that there will be enough housing capacity to meet the needs of our growing populations.

The Spatial Plans outline the zoning that will be provided for through the District Plan Review, which will begin in early 2022. This enables different types of housing to be developed to meet the changing needs of the community, such as catering for different lifestyles, more choice, greater affordability and increased availability.

## DESIGN GUIDELINES

As each township has its own specific environment and built character, it is expected that township specific design guidelines will be developed alongside the District Plan Review. Design Guidelines will support the new District Plan and will inform how housing should be developed, ensuring it complements the landscape and fits the look and feel of the town.

This will be particularly important for the higher residential densities that have been proposed, such as High-Density / Mixed Use and Medium Density Residential. Design guidelines can cover things such as building forms, façade treatments, material palettes, open space, car parking, lighting and a range of other design elements.

## SPECIALIST ACCOMMODATION

The community has made it clear they want to see provision for specialised accommodation such as retirement homes and workers accommodation etc. While specific areas haven't been identified for these types of development, the expectation is that provisions will be included in the District Plan to better enable these. MDC will also be looking at how they can encourage and incentivise these kinds of developments, where appropriate.

## VISITOR ACCOMMODATION

Areas for higher density visitor accommodation, such as hotels and motels, have been identified in the plans. These have been developed to cater for the projected numbers of visitors in the next 30 years.

It is also likely that controls will be developed to address the issue of an oversupply of residential Airbnb type holiday homes, which are having an impact on existing residential communities and infrastructure. These controls will be developed in consultation with the community and included in the District Plan Review.

## HIGH DENSITY/MIXED USE RESIDENTIAL



DENSITY	50-70 Dwellings / Ha
TYPICAL SECTIONS	150 - 200 sqm
TYPICAL HOUSING TYPES	Low - medium rise apartments

High density / mixed use development offers opportunities for a combination of residential living and complementary commercial and/or visitor accommodation activities. It is best used where there is high demand but little space and where the visual impacts can be well managed. It has only been proposed in Tekapo |Takapō.

- Ensures residential living in close proximity to town centre and community facilities.
- Increased densities create a vibrant town centre environment with a mix of residential and commercial opportunities supporting each other.
- Reduces the reliance on private cars, with the ability to walk and cycle to most locations within town.
- Lowest maintenance 'lock and leave' options with less impact on residential areas if they are also used as holiday homes. This is equally applicable for local residents.

## MEDIUM DENSITY RESIDENTIAL



DENSITY	30 - 40 Dwellings / Ha
TYPICAL SECTIONS	250 - 300 sqm
TYPICAL HOUSING TYPES	Semi attached terrace houses, attached terrace houses, low rise apartments

Medium density residential housing offers higher density housing such as two storey town house style development. It has been identified in areas closest to town centres in the three main townships.

- Offers a wider range of housing opportunities, particularly for those looking for smaller houses and lower maintenance properties.
- Improves affordability of housing by offering economies of scale and efficient use of land.
- Offers higher densities of residential populations close to town centres, encouraging walking and cycling over car use.
- Provides for a mix of residential and visitor accommodation options without impacting traditional residential communities.



LOW DENSITY RESIDENTIAL



DENSITY	10 - 20 Dwellings / Ha
TYPICAL SECTIONS	400 - 600 sqm
TYPICAL HOUSING TYPES	Detached house

Low density residential offers the ‘traditional’ residential offering with standalone houses on sections between 400-600 sqm. It creates neighborhoods with regular contact between neighbours and larger spaces for indoor and outdoor recreation activities.

- Generally within convenient walking or cycling distances to town centre and community facilities
- Typically offered through large-scale subdivisions, creating affordability through volume.
- Allows a balance of privacy and space, with a lower level of maintenance required.
- Accommodates small to large household sizes, with space for children to play, vegetable gardens, recreation etc.

LARGE LOT RESIDENTIAL



DENSITY	2 - 4 Dwellings / Ha
TYPICAL SECTIONS	2,000 - 4,000 sqm
TYPICAL HOUSING TYPES	Detached houses on a large section

Large lot residential housing offers larger sections and a more rural feel. They are located further away from town centres and community facilities than higher density housing.

- Detached housing on a larger section which can accommodate larger household sizes.
- More privacy and space for a range of recreational activities, increased ability to be self-reliant.
- More reliance on the use of vehicles to access most destinations.
- Higher property maintenance requirements due to larger section sizes.
- Less affordable due to larger property size and higher infrastructure costs.

RURAL RESIDENTIAL



DENSITY	0.5 - 2 Dwellings / Ha
TYPICAL SECTIONS	1 - 2 ha
TYPICAL HOUSING TYPES	Detached houses on a rural section

Rural residential living offers a rural feel and often borders traditional rural areas, marking the boundary between the urban and rural town peripheries.

- Offers large spaces and rural outlooks, with the ability to raise small numbers of livestock.
- Reliant on vehicles to access goods and services.
- Provides space for on-site garaging and workshops spaces.
- Significantly increased property maintenance requirements due to large property size
- Increased costs due to the need to provide some infrastructure services on site.





# FAIRLIE SPATIAL PLAN

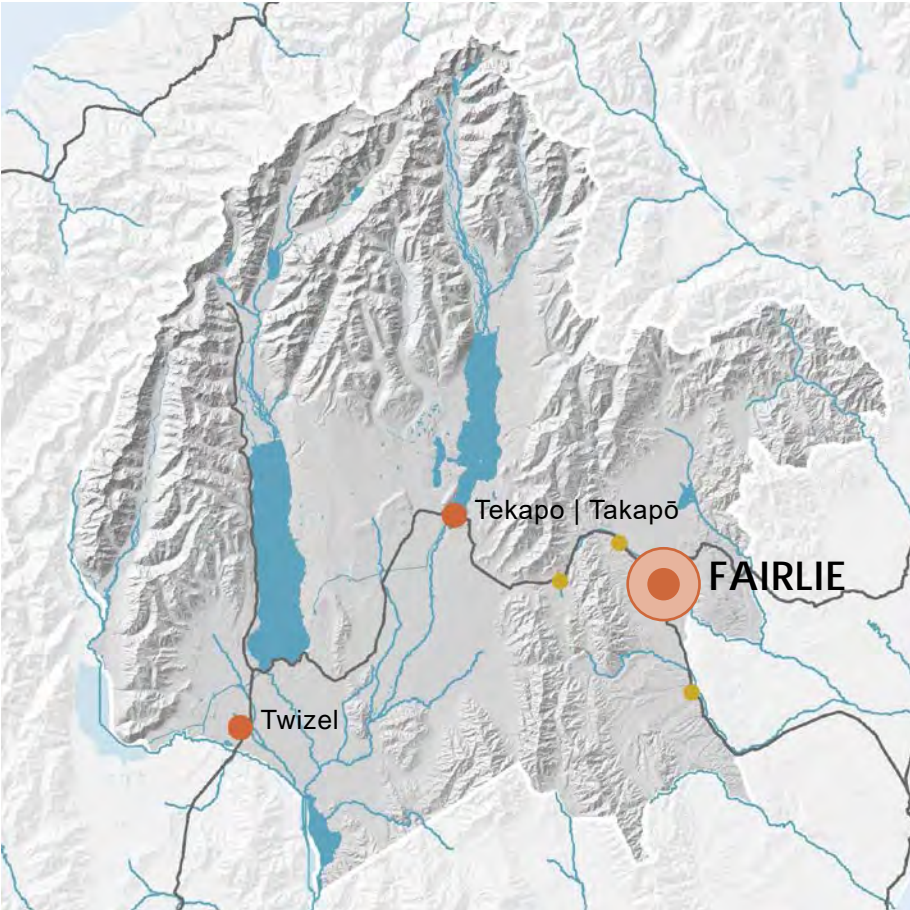
## INTRODUCTION

Located on the upper Ōpihi River at the junction of State Highway 79 and State Highway 8, Fairlie is regarded by many as the gateway to the Mackenzie District from the north. Fairlie is the last large township encountered on the drive south into the Mackenzie Basin and is a popular stop on the route.

In 1865 an accommodation house opened at Fairlie Creek (as it was known until 1892). The Fairlie Branch Railway reached the town in 1884, servicing the town until 1968 and a regular coach service to Aoraki/Mt Cook began in 1886 servicing the burgeoning visitor industry.

Fairlie has been a rural hub for the Mackenzie District for generations, providing services, facilities and the main council offices. In recent years it has seen increasing tourism due to its location on the main route into the Mackenzie Basin, and this has seen a shift in the economy of the town.

While there has been a relatively stable population for a number of years, the number of houses has increased – this demonstrates the changing demographics and aging population of the town. Due to capacity constraints, housing quality and the availability of sections, many people have been choosing to live and build in the rural areas surrounding Fairlie.



TOWN CENTRE



CIVIC PRECINCT AND VILLAGE GREEN



SPORTS HUB



# CONTEXT ANALYSIS

Fairlie is situated alongside the Ōpihi River and at the junction of State Highways 79 and 8. It is surrounded by fertile farmland and has few significant landscape constraints other than those related to flooding – both from the river and overland flows.

Ensuring Fairlie could continue to grow, without impacting its surrounding rural amenity and productive capacity, was a key consideration in the Spatial Planning process.

## LAND USE AND CAPABILITY

The town centre is located centrally within the town, with residential areas radiating out to the north, west and south. Industrial land is situated directly across the river to the east. Another large industrial area remains undeveloped to the south. Larger recreational areas define the edge of the town. Land use capabilities surrounding the town are generally of moderate productive value, largely suitable for pastoral grazing.

## LOT SIZE AND OWNERSHIP

Smaller lots (warmer colours) tend to be in the more established parts of Fairlie. They have already been split into a diverse range of ownerships and this is where infill growth and intensification could occur. Some larger tracts of land (cooler colours) remain close to the town, making comprehensive development more manageable. An informal settlement area exists to the north of the town, with incremental rural residential lots evident along both Nixon and Clayton Roads.

## MOVEMENT

Access to Fairlie is predominately via State Highways 8 and 79, the latter providing one of the few bridge crossings over the Ōpihi River. The street grid forms the block structure of the town, with local roads radiating out in all directions. Walking and cycling trails follow the Ōpihi River corridor and along Nixons and School Roads.

## LANDSCAPE CONSTRAINTS

The town is located on predominately flat land. The Ōpihi River frames the town to the immediate east with more distant foothills to the west and east.



**LEGEND**

- Village Centre
- Residential 1 Zone
- Residential 2 Zone
- Rural
- Tourist Zone
- Industrial Zone
- Recreation

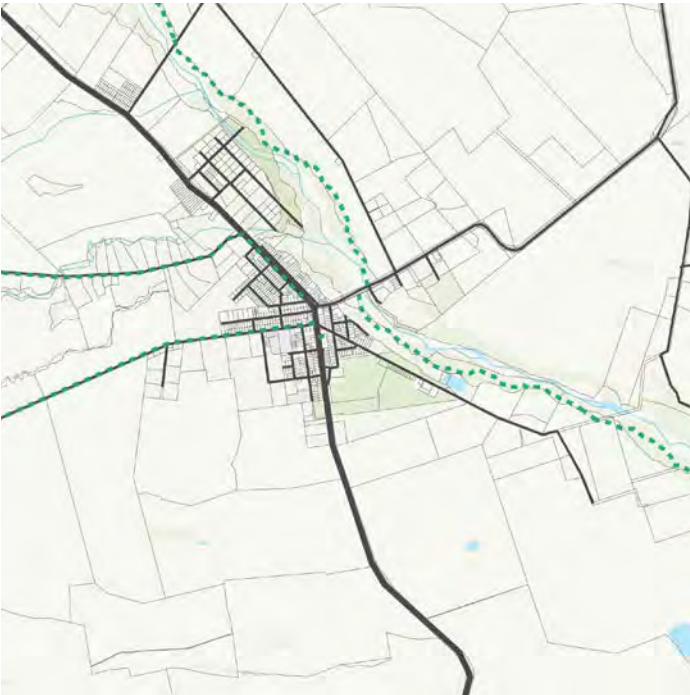
- Moderate limitations for cropping and horticulture
- Significant limitations for cropping and horticulture
- Not suited to cropping but good for pastoral and forestry



**LEGEND**

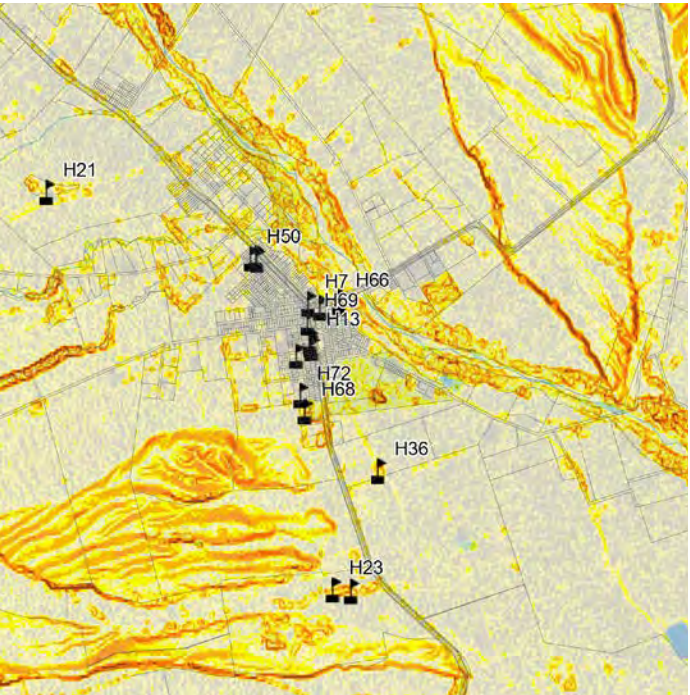
- <2000m2
- 2000-5000m2
- 5000-1 ha
- 1ha - 2ha
- 2ha - 4ha
- 4ha - 8ha
- 8ha - 12ha
- 12ha - 20ha

- 20ha - 40ha
- >40ha
- MDC owned land



**LEGEND**

- State Highway
- Roads
- Walking / Cycling Tracks



**LEGEND**

- Heritage items

**Slope**

- Flat
- Very Steep



# COMMUNITY ANALYSIS

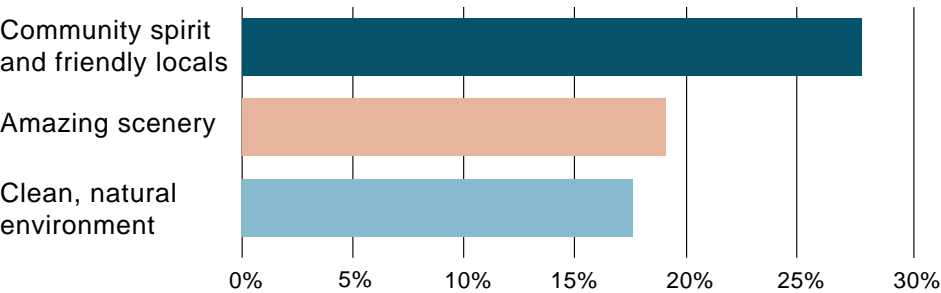
## COMMUNITY SURVEY

A community survey undertaken in early 2020 showed that Fairlie has a strong sense of community and people are proud to call Fairlie home.

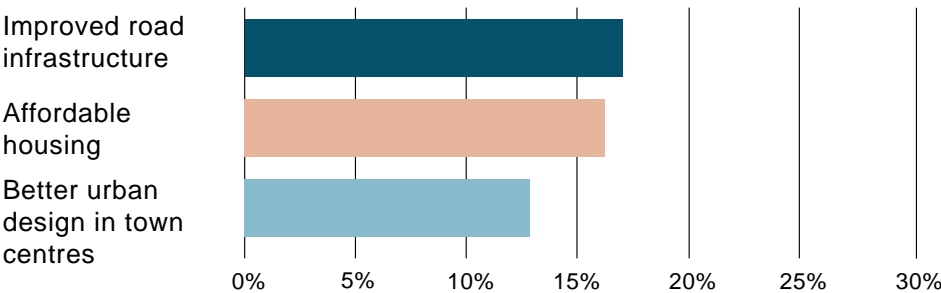
Fairlie has been less impacted by the rapid growth in tourism when compared to Tekapo|Takapō and Twizel, and this was apparent in responses to the survey.

Looking ahead, people in Fairlie wanted the town to be known for having a friendly, safe and inviting community and were interested in the provision of affordable housing.

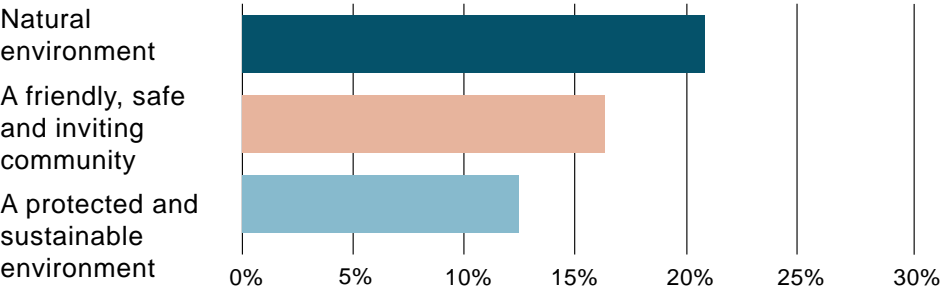
### WHAT DO YOU LIKE THE MOST ABOUT THE MACKENZIE DISTRICT?



### WHAT IS THE ONE THING YOU WOULD LIKE TO SEE CHANGED?



### WHAT IS THE ONE THING YOU WOULD LIKE MACKENZIE DISTRICT TO BE KNOWN FOR?



## HOUSING AND POPULATION

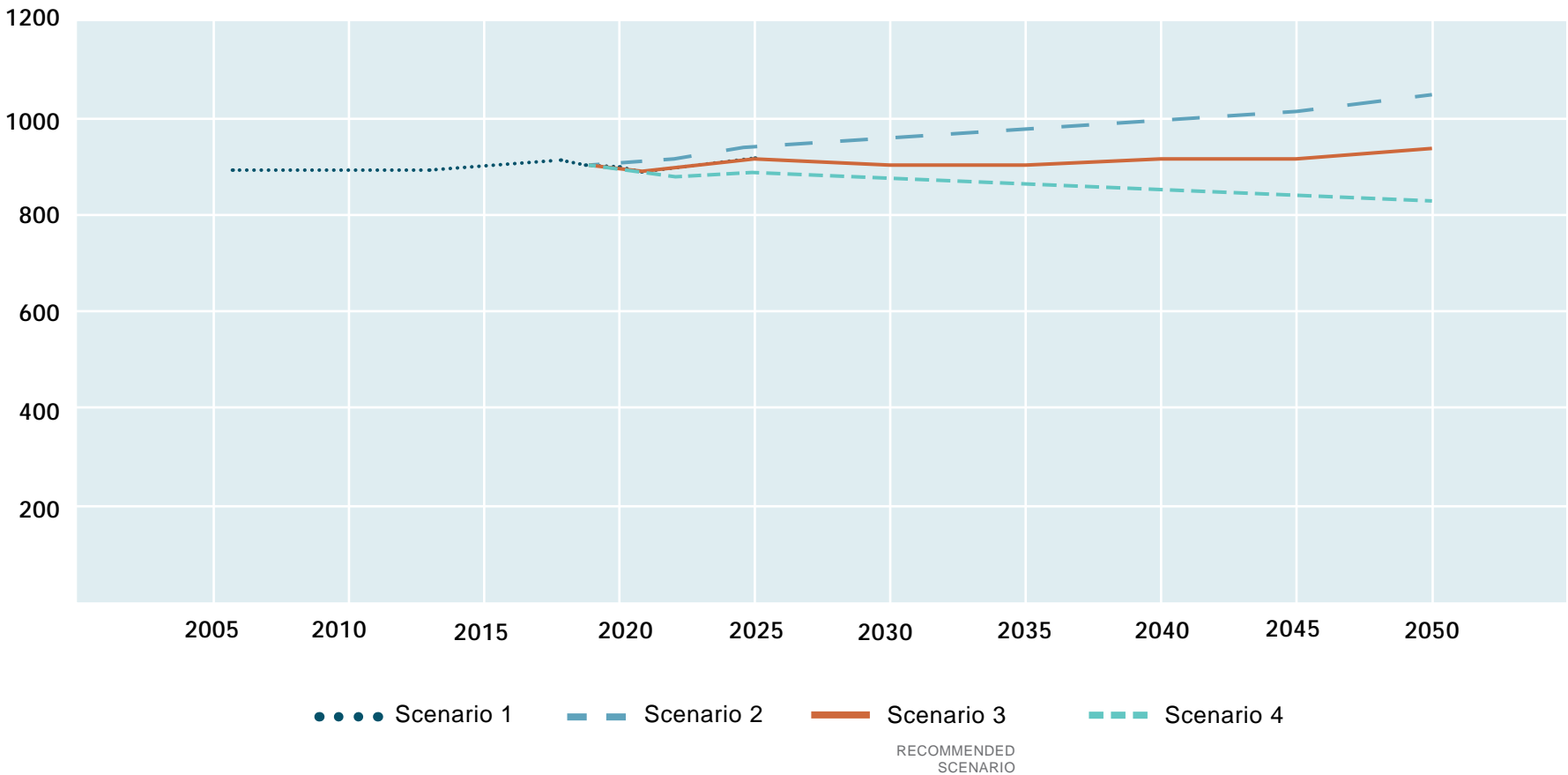
Fairlie has an aging population, with a higher proportion of elderly or those who will be elderly within the next decade.

The population structure has not changed significantly over time, nor has it experienced any marked growth, increasing just 2% from 2013 – 2018.

Fairlie has a mixed housing stock, largely made up by residential dwellings and lifestyle properties. In the last ten years the number of dwellings has increased by 10%, this been caused by a decreasing average household occupancy (less people are living in each house so more houses are required to house the same population). This is a result of changing demographics. The majority of this housing growth is through the development of lifestyle properties on the town's edges.

In the last few years, there has been anecdotal evidence to suggest that people are moving to Fairlie and working in Takapō, as house prices and rents are more affordable.

### RESIDENTIAL POPULATION PROJECTIONS - FAIRLIE



## GROWTH

The population in Fairlie is expected to grow slowly over the next 30 years, from a current day population of 895 to a total of 935 in 2050 – a rate of 0.1% per annum.

The number of jobs in the township is expected to increase at a higher rate of 0.8% per annum on average, from 383 in 2020 to a total of 520 jobs in 2050.

Dwelling growth is also expected to exceed the rate of population increase, moving from 492 to 583, at a rate of 0.5% per annum.



UNDERSTANDING THE PROBLEMS

INVESTMENT LOGIC MAPPING

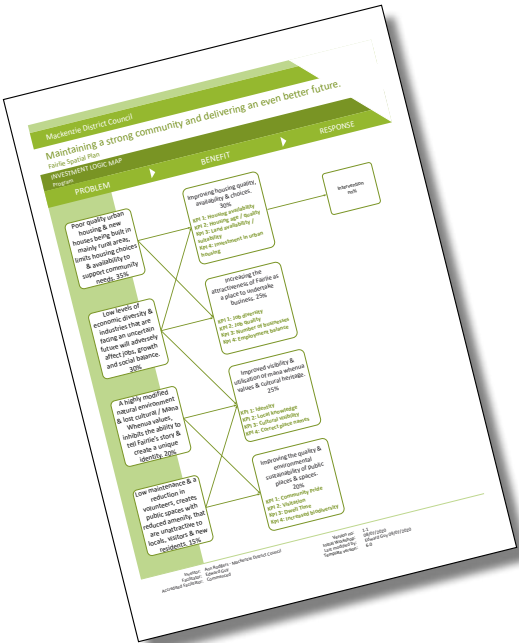
To help understand the problems faced in Fairlie, and the benefits that could be achieved by addressing the problems identified, the Spatial Planning team used a process called Investment Logic Mapping (ILM).

This ensured the Spatial Plans were focused on addressing the issues faced by the community, and created four investment objectives (or ILM benefits) that were used to measure the options developed through the process.

An ILM workshop was held in Fairlie on 8 July 2020 at the Mackenzie Council Chambers, this involved a cross section of community members to ensure a representative view was heard and understood.

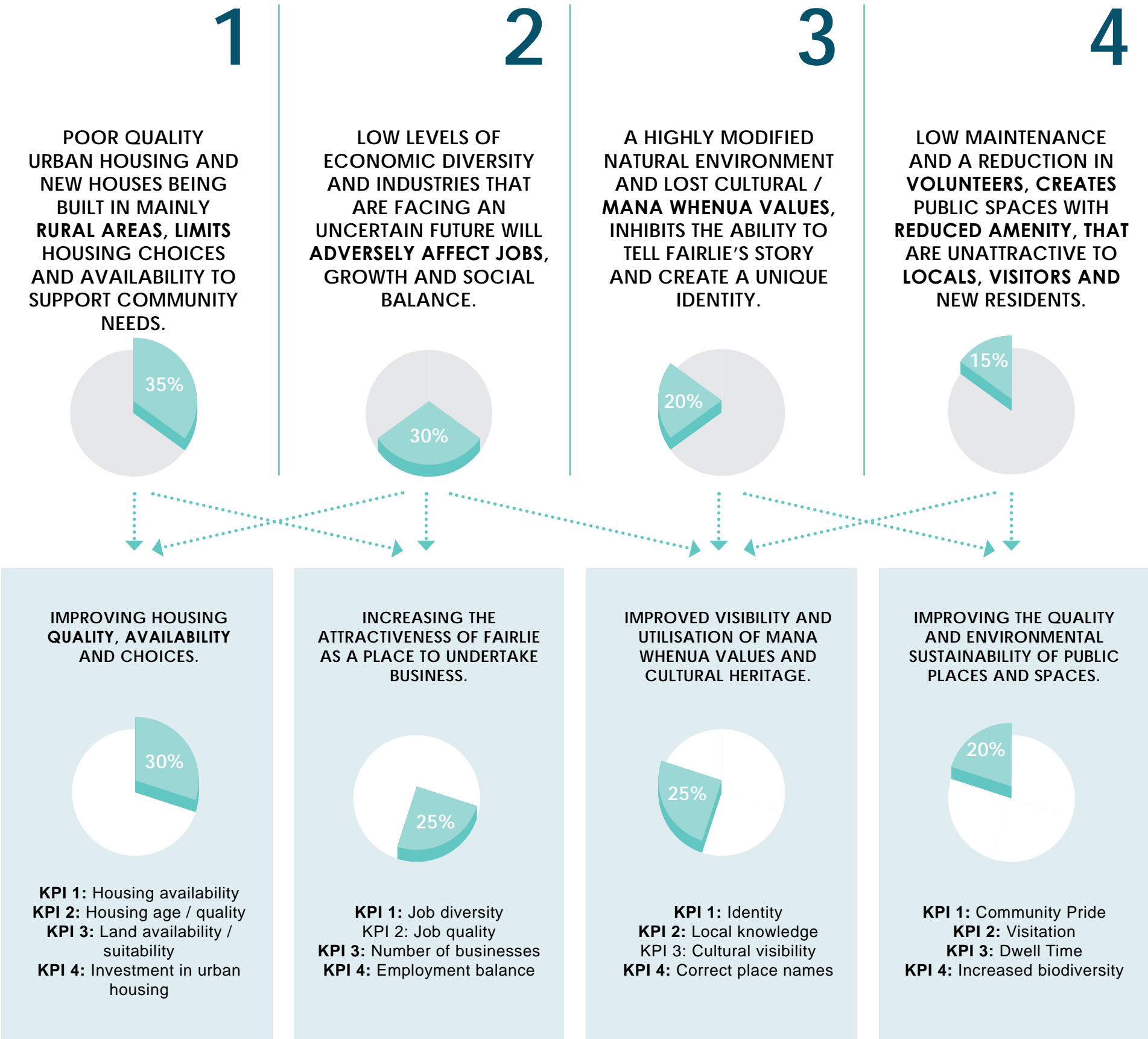
INVESTMENT OBJECTIVES

- Improving housing quality, availability and choices (30%)
- Increasing the attractiveness of Fairlie as a place to undertake business (25%)
- Improved visibility and utilisation of mana whenua values and cultural heritage (25%)
- Improving the quality and environmental sustainability of public places and spaces (20%)



PROBLEMS

BENEFITS





# DEVELOPING THE OPTIONS

A community workshop was held in Fairlie on 29 July 2020 to help develop the options for the town.

This facilitated workshop was held with a cross section of the Fairlie community, with the aim to understand the following:

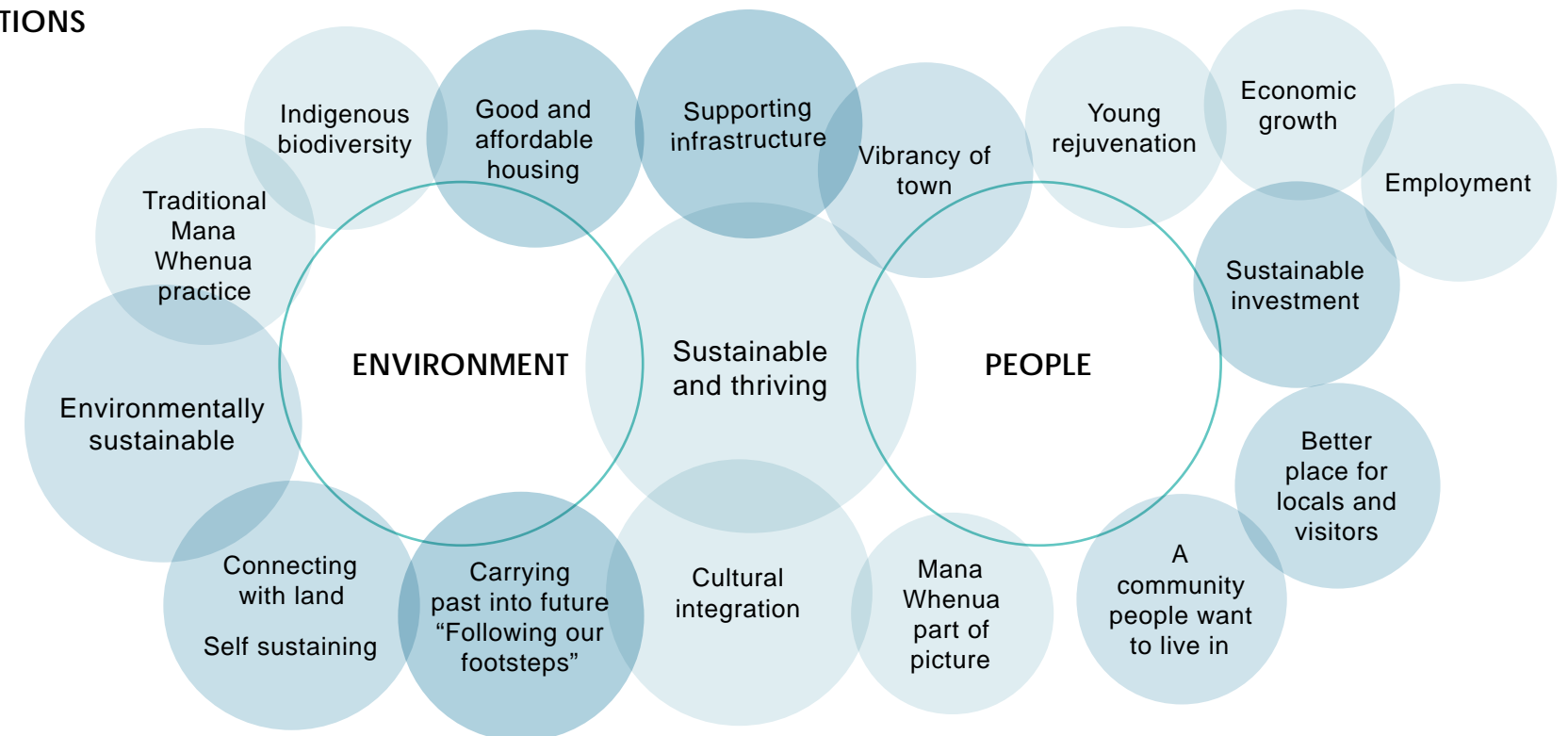
- Understand the existing positive qualities of the town and future hopes of the community for the next 30 years.
- Explore a range of approaches to managing the future growth of the town and apply those to developing a short-list of spatial plan options to consult the wider community on.
- Identify issues and opportunities that will inform future town centre plans. The workshop broke attendees into four groups who independently developed four different approaches to growth in Fairlie.

Using the results of these workshops, the Spatial Planning team developed a range of growth options for the town. These were then scored against the investment objectives identified in the ILM and a range of other measures to help develop a short-list of options for engagement with the community.

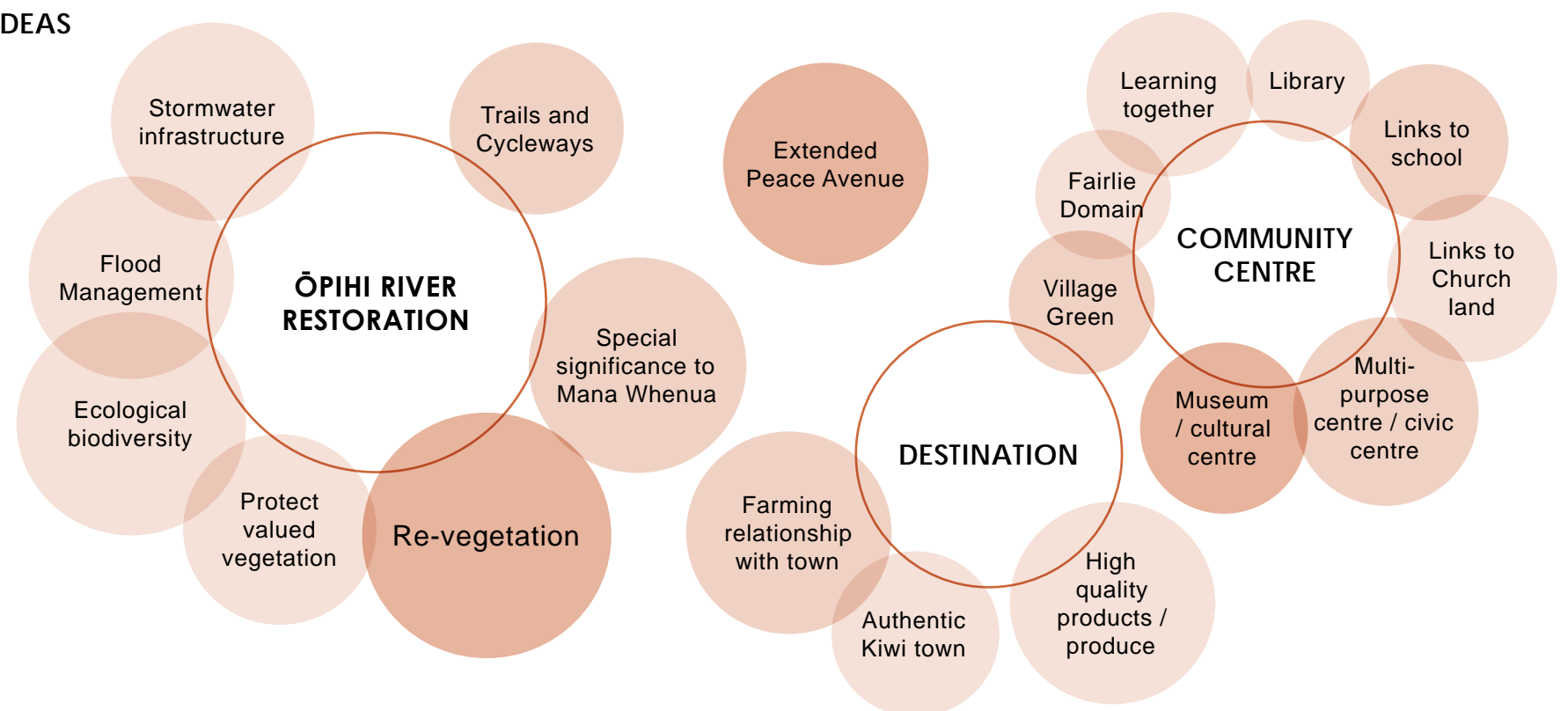
It also identified a range of aspirations and big ideas for Fairlie.



## ASPIRATIONS



## BIG IDEAS





APPROACHES TO GROWTH

The below approaches to growth were developed by the participants in the options workshop. They were used to develop the options that were shared with the community for feedback.

GROUP 1

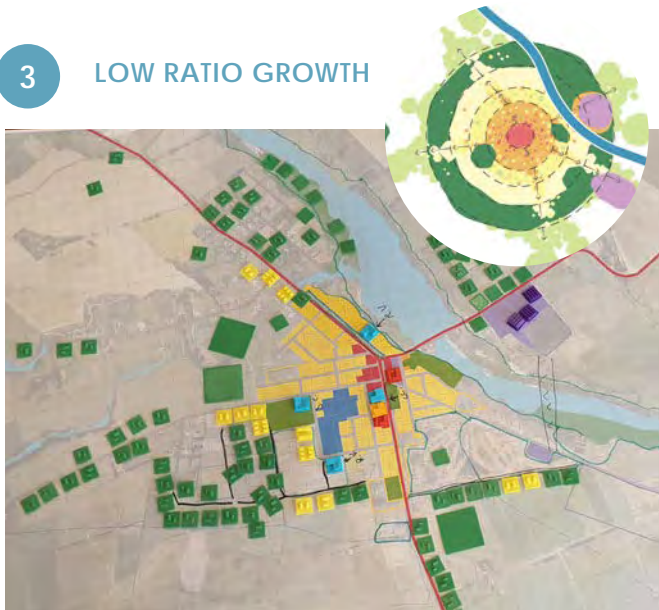
4 BALANCED GROWTH



- Connect and centralise community facilities to increase their presence and utilisation.
- Encourage residential subdivision to the west of the town.
- Develop some of the community village green space as a commercial area to link with existing retail activity and support the activity in the green space.

GROUP 2

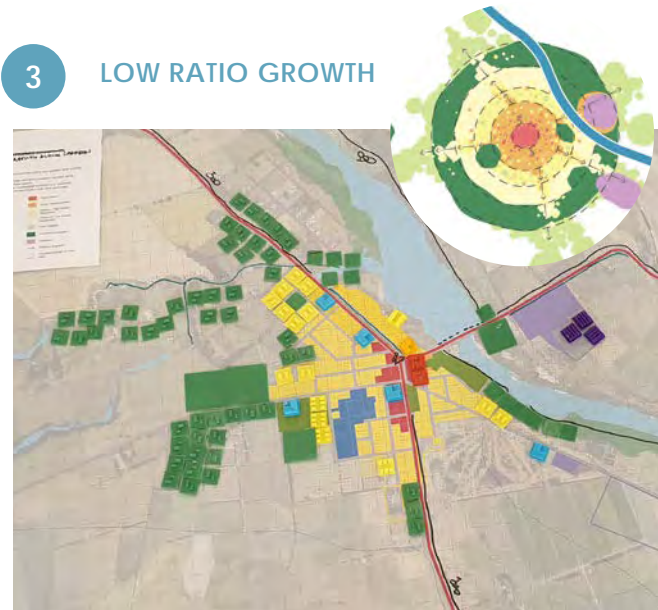
3 LOW RATIO GROWTH



- Better utilise the wetland areas along the Ōpihi River as community spaces while improving and protecting them.
- Development of a new bypass road due to concerns about heavy traffic through the centre of town.
- Spread residential development to the west of town due to terrain and the protection of rural outlook.

GROUP 3

3 LOW RATIO GROWTH



- Develop and intensify the commercial centre of town.
- Develop rural residential options to the north-west, west and south of the town.
- Invest and develop cycleways from Timaru, Kimbell and along the Ōpihi River.

GROUP 4

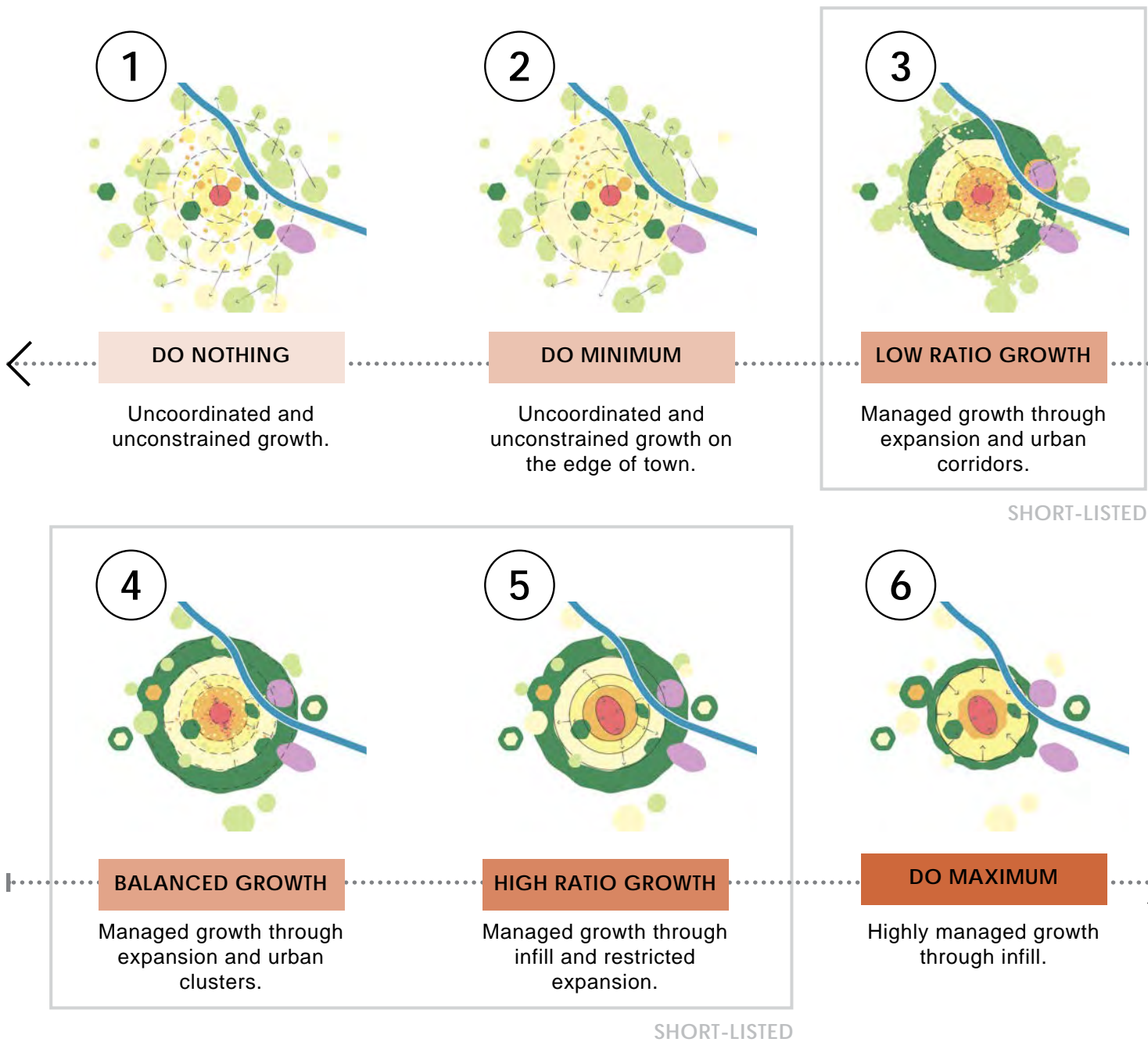
5 HIGH RATIO GROWTH



- Intensify the commercial centre of town and develop a system of laneways.
- Develop industrial land away from the Ōpihi River.
- Relocate the A&P Showgrounds and develop the land for residential housing.
- Redevelop the golf course into a shared community green space.

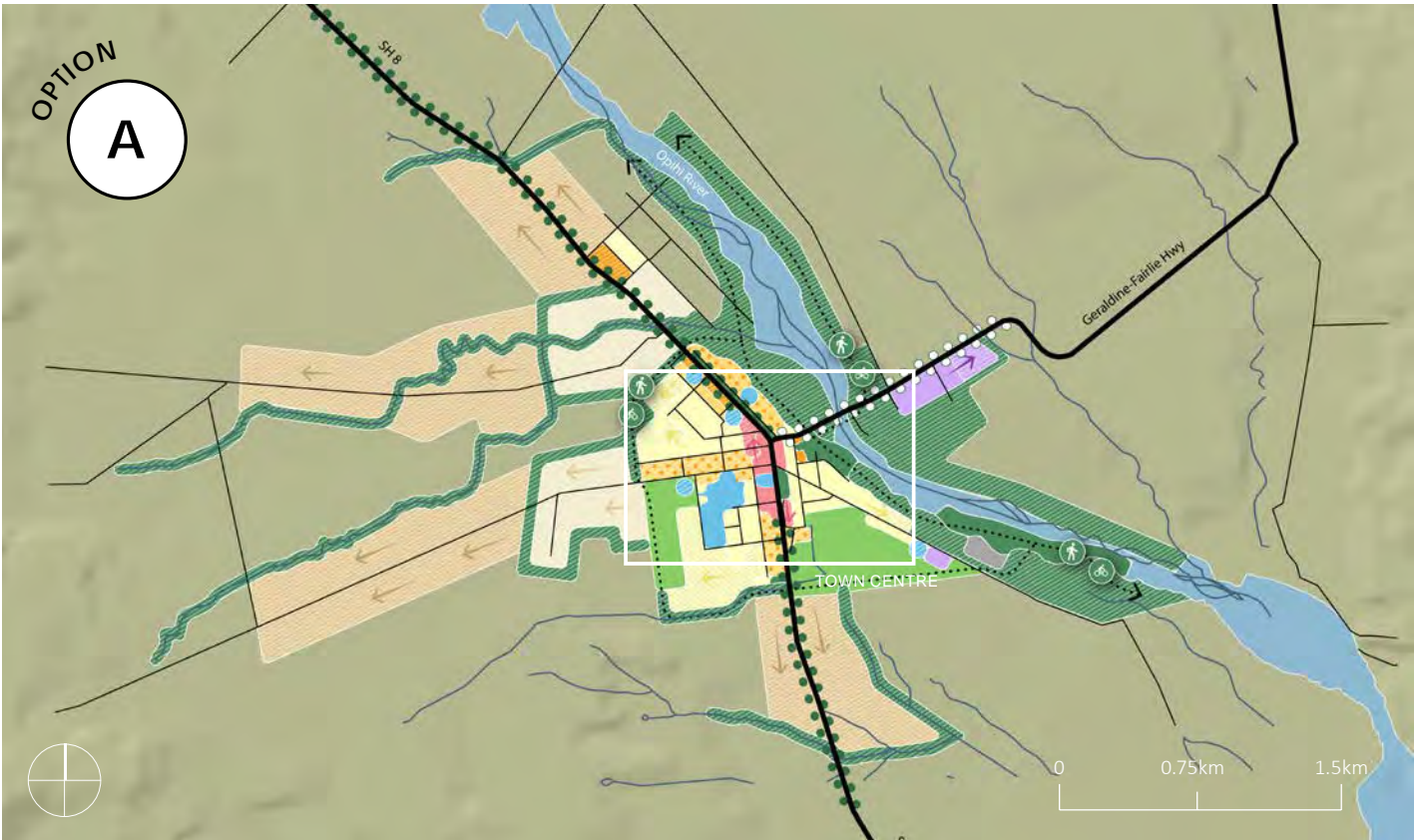


# THE OPTIONS



## LEGEND

	Retail		Community Facilities		Walking Trail
	Visitors Accommodation		Industrial		Direction of Growth
	Holiday Homes		Utilities		Airport
	Medium Density Residential		Open Space		Existing Tree Lined Streets
	Low Density		Natural Open Space		Future Tree Lined Streets
	Low Density		Rural Land		Hatched areas represents land use changes
	Large Lot Residential		Cycling Trail		



## CORRIDOR GROWTH

Option A – Corridor Growth proposed growth in Fairlie through the consolidation of available land within the town and the expansion of large lot and rural residential along the main road corridors.

- Growth contained by landscape features and along road corridors radiating out from the town. This helps establish an open space network, which brings together existing open spaces, waterways and trails to link with the Opahi River.
- Housing growth achieved through some medium density infill and a mix of low density, large lot and rural residential expansion of the town edges and along urban corridors.
- Proposal to develop the frontage of the A&P Showgrounds site for residential use along Gillingham Street.
- Visitor accommodation continues to consolidate in a corridor along Mt Cook Road (SH8) with opportunities for holiday homes within the urban blocks leading out of town.
- Industrial activities grow away from the town along Geraldine-Fairlie Highway (SH79).

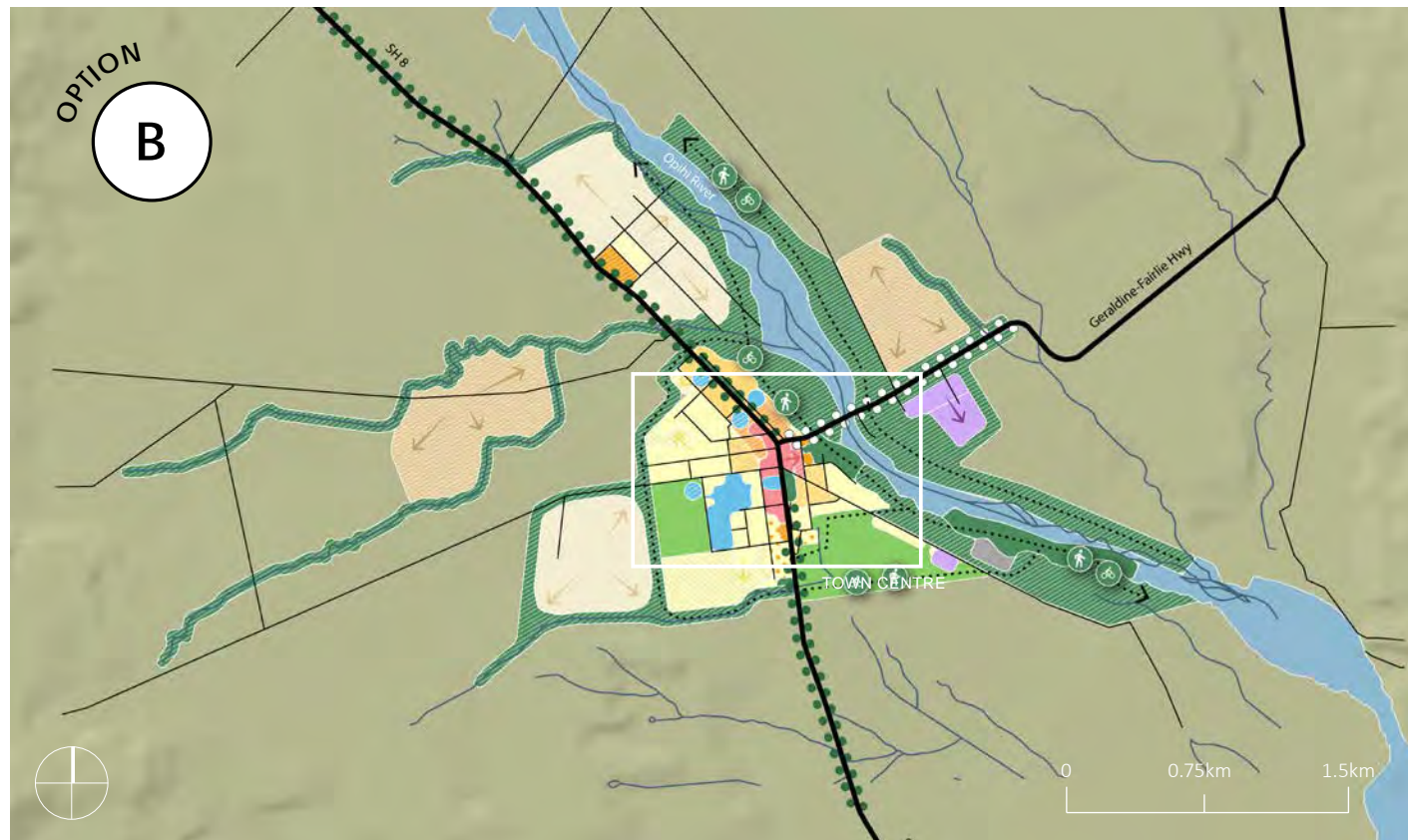


## TOWN CENTRE

Fairlie town centre retained in its current location and grows north along Mt Cook Road and south along the Main Street (SH8) corridor on the southern end of the reserve.

The southern end of the reserve is developed for new town centre retail. The remaining northern end of the reserve is improved to link with the existing town centre and an enhanced civic precinct.

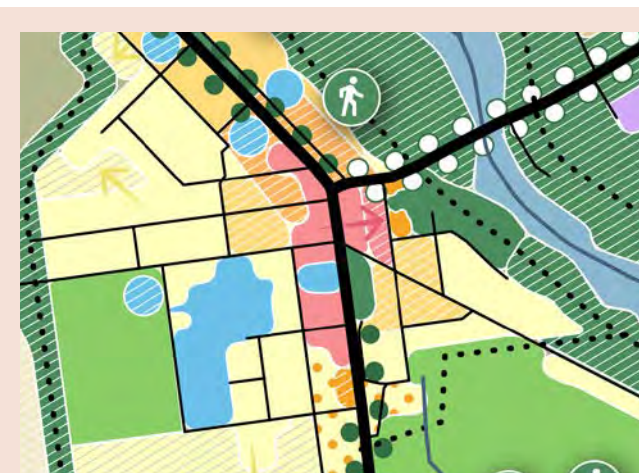




## CLUSTERED GROWTH

Option B- Clustered Growth proposed growth in Fairlie through the consolidation of available land within the town and expansion through well-defined large lot and rural residential clusters close to town.

- Growth contained by landscape features and open spaces that define town edges and urban clusters. This helps establish an open space network, which brings together existing open spaces, waterways and trails to link with the Ōpihi River .
- Housing growth achieved through some medium density infill clustered around the town centre. A mix of low density, large lot and rural residential expands on the town edges and within urban clusters.
- Proposal to develop the southern part of the A&P Show ground Site for residential use.
- Visitor Accommodation is clustered to the north of the town centre, either side of Mt Cook Road (SH8) and Denmark Street, with opportunities for holiday homes along the Main Street blocks.
- Industrial activities continue to grow away from the town and are clustered within existing zoned land east of the Ōpihi River.

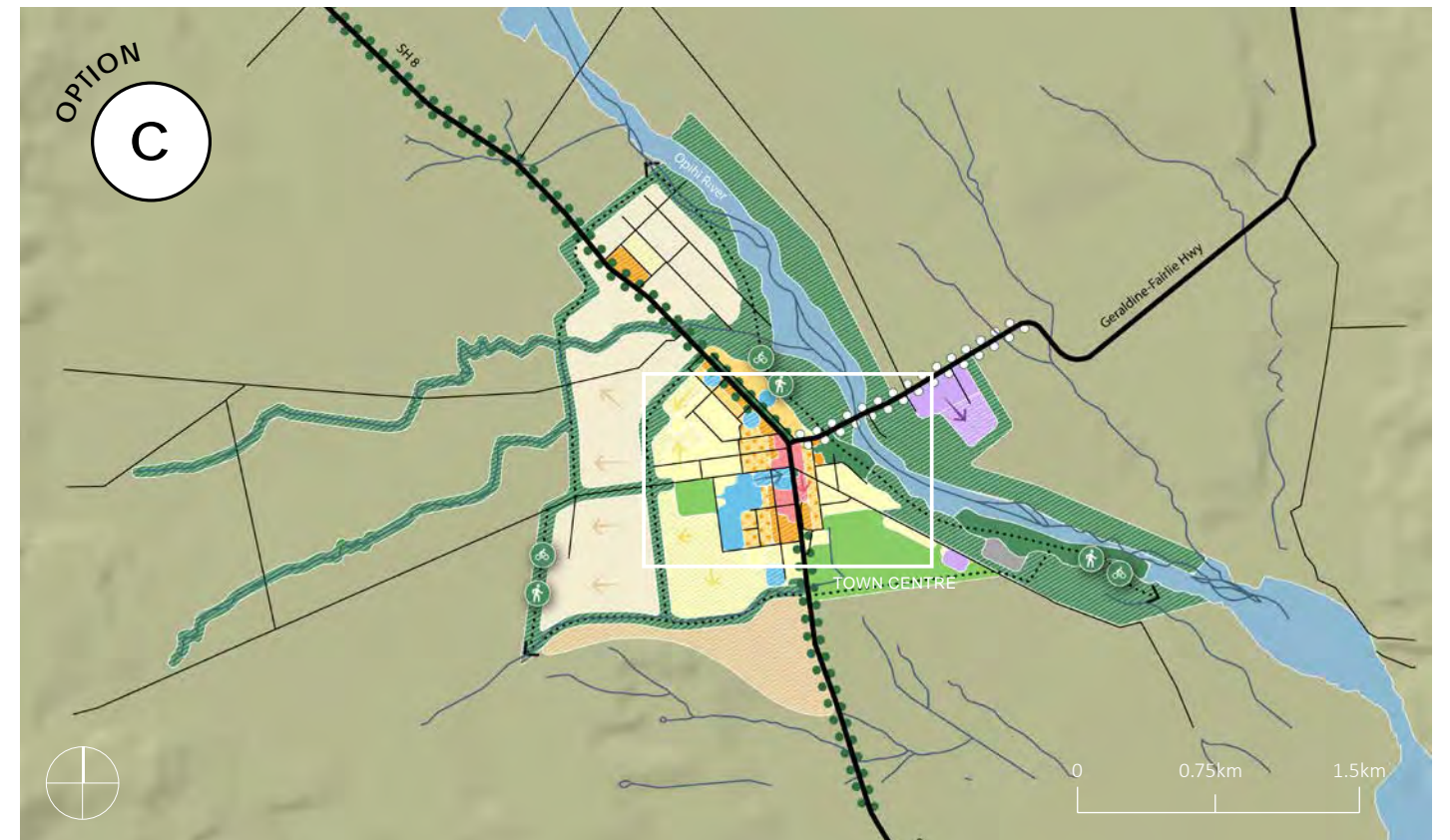


### TOWN CENTRE

Fairlie town centre retained in its current location and grows eastwards through to Grey Street to complete the urban block.

A laneway and courtyard network established within an expanded town centre block that is defined by Main Street, Allendale Road, Grey Street and Talbot Road.

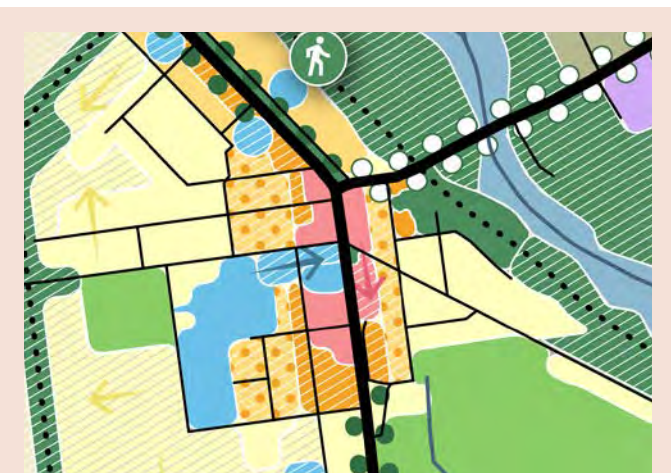
Closer links are made between the town centre, holiday park and enhanced Ōpihi River environment.



## CONSTRAINED GROWTH

Option C – Contained Growth proposed growth in Fairlie through consolidation of available land within the town, along with well-defined areas of expansion of large lot and rural Residential housing options on the edge of town.

- Growth contained by landscape features and open spaces that clearly define the town edges. This helps establish a network which brings together existing open spaces, waterways and trails to link with the Ōpihi River.
- Housing growth achieved through medium density infill in blocks close to the town centre. A mix of low density and large lot residential expands on the town edges with rural residential minimised.
- Proposal to develop the whole A&P Showgrounds site for residential use.
- Visitor accommodation wraps around the town centre with opportunities for holiday homes within the surrounding blocks.
- Industrial activities continue to grow away from the town and are consolidated within existing zoned land east of the Ōpihi River.



### TOWN CENTRE

Fairlie town centre is retained in its current location and grows southwards towards the civic offices and other commercial activities on the western side of Main Street

The northern end of the reserve becomes a high-quality civic space with town centre retail fronting onto it, as an extension of the Riddle Street shops.

A consolidated community precinct is established that incorporates the school, community hall, church and civic offices, linked to the town centre.



# COMMUNITY ENGAGEMENT

## WHAT THE COMMUNITY THOUGHT

The Fairlie community indicated they wanted to go for a more contained form of growth, with increasing densities and infill in town as opposed to increasing rural residential development on the outskirts. At the same time, people acknowledged the lifestyle living that has developed on the outer edges of Fairlie is an attractive offering and this has brought a number of new people into the community.

To cater for both, the preferred Spatial Plan formalised some of the emerging areas of rural residential development that are already occurring with some provision for further growth, and then increased the allowable density in the town itself - ideally giving a best of both worlds.

The current design of the commercial area in the town centre has been extended to the east and west of the main road. The aim being to give some depth to the town centre, better connect it to the Ōpihi River and offer an alternative to using the main road for access and car parking. This will also offer an opportunity for more and different businesses to set up shop in Fairlie, including those in lanes and courtyards, increasing the vibrancy of the town.

" I would like to see more walking and biking tracks developed in and around Fairlie, so that Fairlie becomes a destination, not just a short stop of the way past! "

" Contained growth preserves the rural values which characterise Fairlie. Open Spaces beyond the town boundary benefit all residents. "

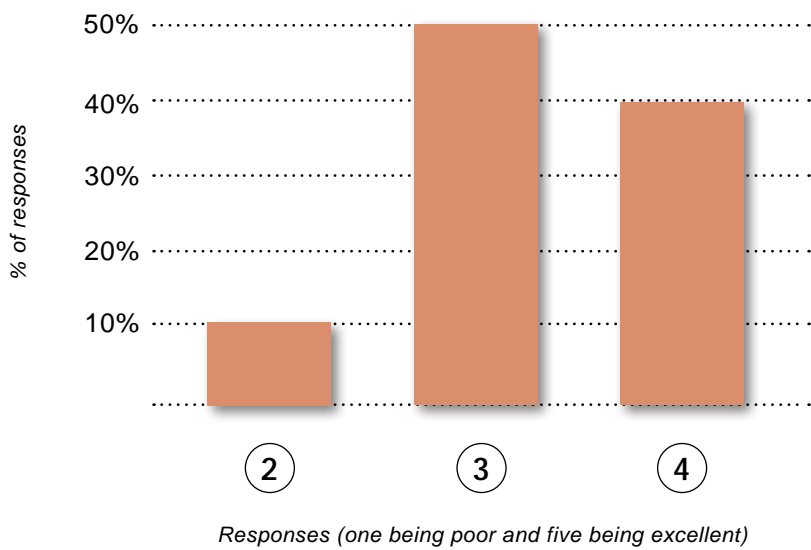
" I like the integration of green spaces between various densities of residential housing. Allows the town to 'breathe'. "

" This makes the best use of the land already available in the town limits, it will make the town feel more alive and cohesive. I think Fairlie should have the option of central, affordable family rentals/homes to own. "

## 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 Fairlie community preferred option received an average rating of 3.3 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](http://bit.ly/MDC_PREFERRED_OPTION_Spatial_Plan)

# SPATIAL PLAN

THE PREFERRED OPTION WILL SEE GROWTH IN FAIRLIE MANAGED THROUGH THE CONSOLIDATION OF LAND AVAILABLE WITHIN THE TOWN BOUNDARY, ALONG WITH WELL-DEFINED AREAS OF LOW-DENSITY EXPANSION ON THE EDGE OF TOWN. LARGE LOT AND RURAL RESIDENTIAL HOUSING THAT ALREADY EXISTS HAS BEEN FORMALISED IN CORRIDORS AND CLUSTERS TO THE EAST AND WEST OF TOWN.

- Growth within the town is largely contained by landscape features and open spaces that define the town's edges. This helps establish an open space network, which brings together existing open spaces, waterways and trails that link with the Ōpihi River.
- Fairlie's town centre is retained in its current location, while growing east and west to complete several urban blocks. An opportunity exists for a laneway and courtyard network to be established within the expanded town centre. Closer links are made between the town centre, holiday park and Ōpihi River environment.
- A community precinct is established that incorporates the school, community hall, church and civic offices, linked to the town centre.
- Housing growth is achieved by providing the opportunity for medium-density infill in the blocks close to the town centre and low-density residential expansion along the town's edges.
- Some large lot residential zoning is provided in a corridor along Nixons Road and to the south of the golf course. Existing clusters of rural residential development are consolidated and formalised past the town's boundaries on Nixons Road, School Road and the Geraldine-Fairlie Highway (SH79).
- Commercial visitor accommodation consolidates in a corridor along Mt Cook Road (SH8).
- Industrial activities grow away from the town along Geraldine-Fairlie Highway (SH79).



# FAIRLIE SPATIAL PLAN

## KEY FEATURES:

- ① Holiday Park
- ② Town Centre Expansion
- ③ Civic Precinct Expansion
- ④ Village Green
- ⑤ Mackenzie College and Fairlie Primary School
- ⑥ Fairlie Golf Club
- ⑦ Sports Hub
- ⑧ A&P Showgrounds
- ⑨ Cemetery

## LEGEND

- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- LARGE LOT RESIDENTIAL
- RURAL RESIDENTIAL
- RETAIL
- LARGE FORMAT RETAIL
- VISITOR ACCOMMODATION
- COMMUNITY FACILITIES
- INDUSTRIAL
- UTILITIES
- OPEN SPACE
- NATURAL OPEN SPACE
- RURAL LAND
- WATERWAYS
- STATE HIGHWAY
- EXISTING ROADS
- PROPOSED ROADS
- TRAILS
- HATCHED AREAS REPRESENT ZONE CHANGES





# TEKAPO | TAKAPŌ SPATIAL PLAN

## 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.

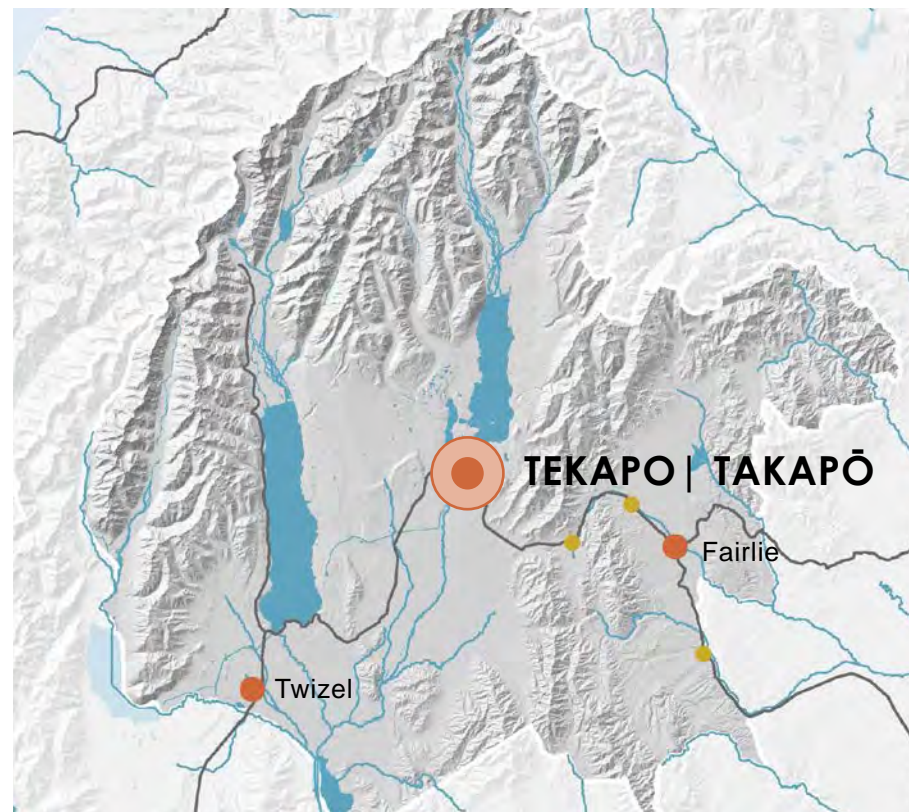
Takapō is the traditional Ngai Tahu name for Lake Tekapo, meaning 'to leave in haste at night'. In 2021, MDC announced that it will start using the dual names of Tekapo and Takapō when referring to Lake Tekapo.

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



# 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.



**LEGEND**

- Village Centre
- Residential 1 Zone
- Residential 2 Zone
- Rural
- Tourist Zone
- Industrial Zone
- Airport Zone
- Open Space (Heritage)
- Recreation

Significant limitations for cropping and horticulture

Not suited to cropping but good for pastoral and forestry

Marginal for pastoral and forestry

## 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.

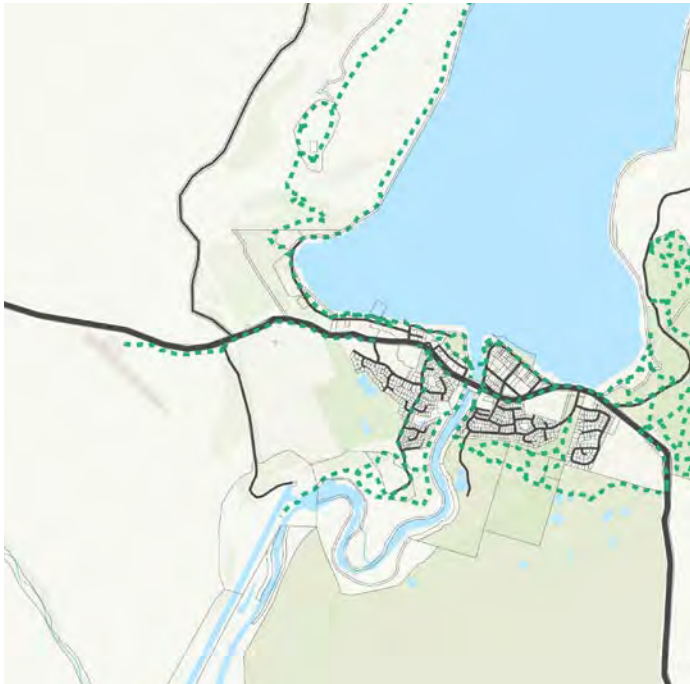


**LEGEND**

- <2000m2
- 2000-5000m2
- 5000-1 ha
- 1ha - 2ha
- 2ha - 4ha
- 4ha - 8ha
- 8ha - 12ha
- 12ha - 20ha
- 20ha - 40ha
- >40ha
- MDC owned land

## 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.



**LEGEND**

- State Highway
- Roads
- Walking / Cycling Tracks

## 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.



**LEGEND**

- Heritage items
- Geopreservation sites
- Outstanding Natural Landscapes
- Scenic Grassland
- Scenic Viewing
- Sites of Natural Significance

Slope

Flat

Very Steep



# COMMUNITY ANALYSIS

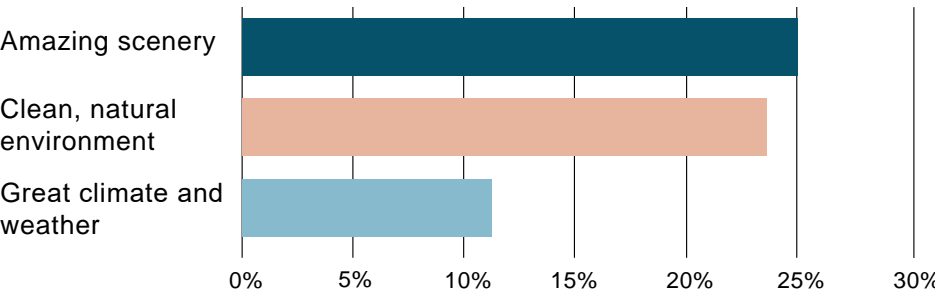
## COMMUNITY SURVEY

A community survey undertaken in early 2020 showed that Tekapo|Takapō residents highly valued the scenery and natural environment, for obvious reasons.

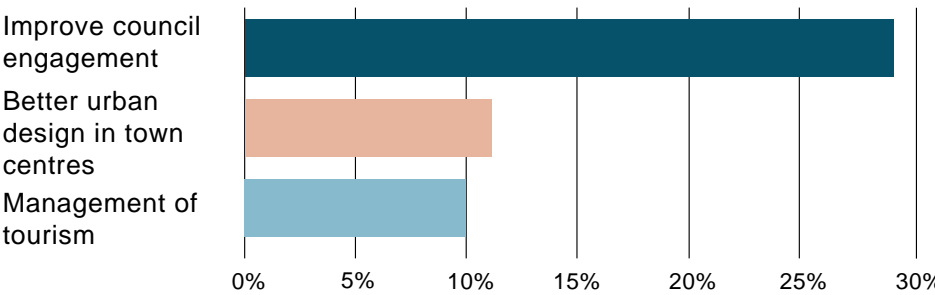
Those who responded to the survey wanted to see improved council engagement and were also concerned about the impacts of growth and tourism on the town.

Looking ahead, people from Tekapo|Takapō wanted to see better managed tourism and the infrastructure required to support it.

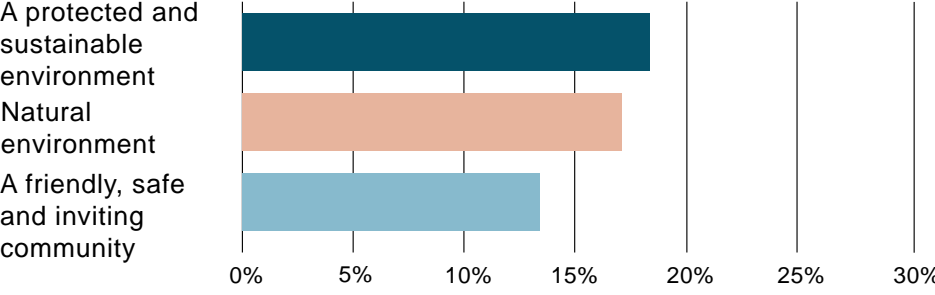
### WHAT DO YOU LIKE THE MOST ABOUT THE MACKENZIE DISTRICT?



### WHAT IS THE ONE THING YOU WOULD LIKE TO SEE CHANGED?



### WHAT IS THE ONE THING YOU WOULD LIKE MACKENZIE DISTRICT TO BE KNOWN FOR?



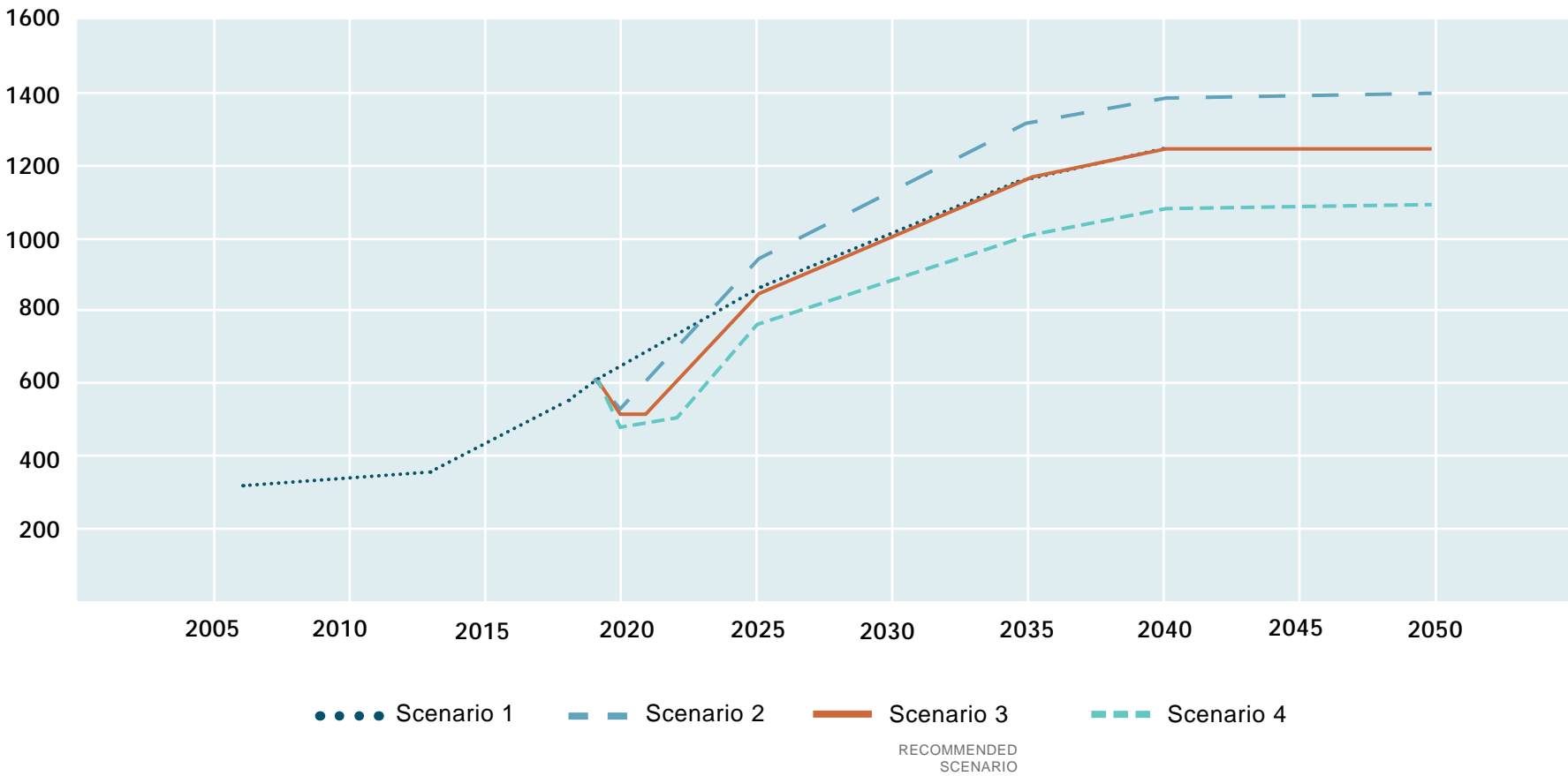
## HOUSING AND POPULATION

Tekapo|Takapō has a much younger population than the rest of the District, with a very large proportion of residents aged between 20 and 35. This significant demographic group call the town home due to the job opportunities offered up through tourism.

There is a very high number of unoccupied residential homes in the town, with 50% of homes classified as ‘unoccupied’ in 2020. This is due to the high number of short stay holiday home rental properties that are listed on Airbnb and other similar rental platforms.

The average sale price in Lake Tekapo increased by 141% between 2015 and 2019, clearly this is significant, and has reduced the ability of residents to be able to afford to live in the town. This has knock on effects to the makeup of the community and availability of worker accommodation.

### RESIDENTIAL POPULATION PROJECTIONS - TEKAPO|TAKAPŌ



## GROWTH

In recent years the town has experienced unprecedented growth due to an increase in domestic and international tourism. This has led to an increase in dwellings (both occupied and unoccupied) and significant growth in the usually resident population.

Population growth is expected to continue to increase from 504 today to 1240 in 2050, growing at an annual average rate of 2.3%. This growth would likely be higher, but capacity constraints based on the current zoning in the District Plan will see the town reach dwelling capacity by 2030, at 820 dwellings.

Following 2030, it is expected that the household size and percentage of occupied dwellings will continue to increase until approximately 2040 when the population capacity is reached. The changes outlined in the Spatial Plan will aim to address these capacity issues.



UNDERSTANDING THE PROBLEMS

INVESTMENT LOGIC MAPPING

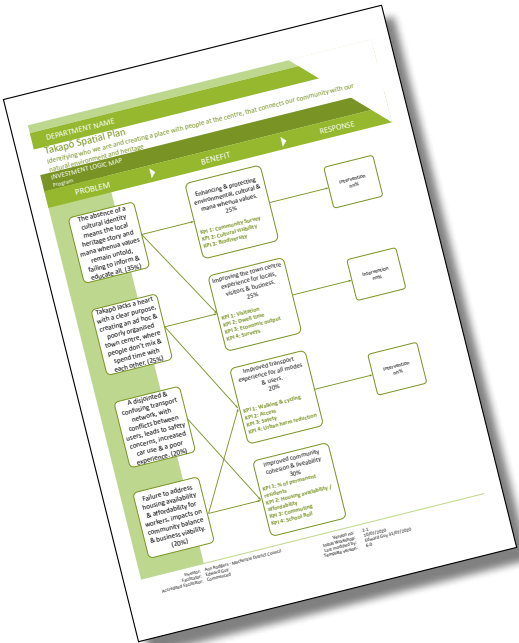
To help understand the problems faced in Tekapo|Takapō and the benefits that could be achieved by addressing them, the Spatial Planning team used a process called Investment Logic Mapping (ILM).

This ensured the Spatial Plans were focused on addressing the issues faced by the community, and created four investment objectives (or ILM benefits) that were used to measure the options developed through the process.

An ILM workshop was held in Tekapo|Takapō on 10 July 2020 at the Tekapo Community Centre, this involved a cross section of community members to ensure a representative view was heard and understood.

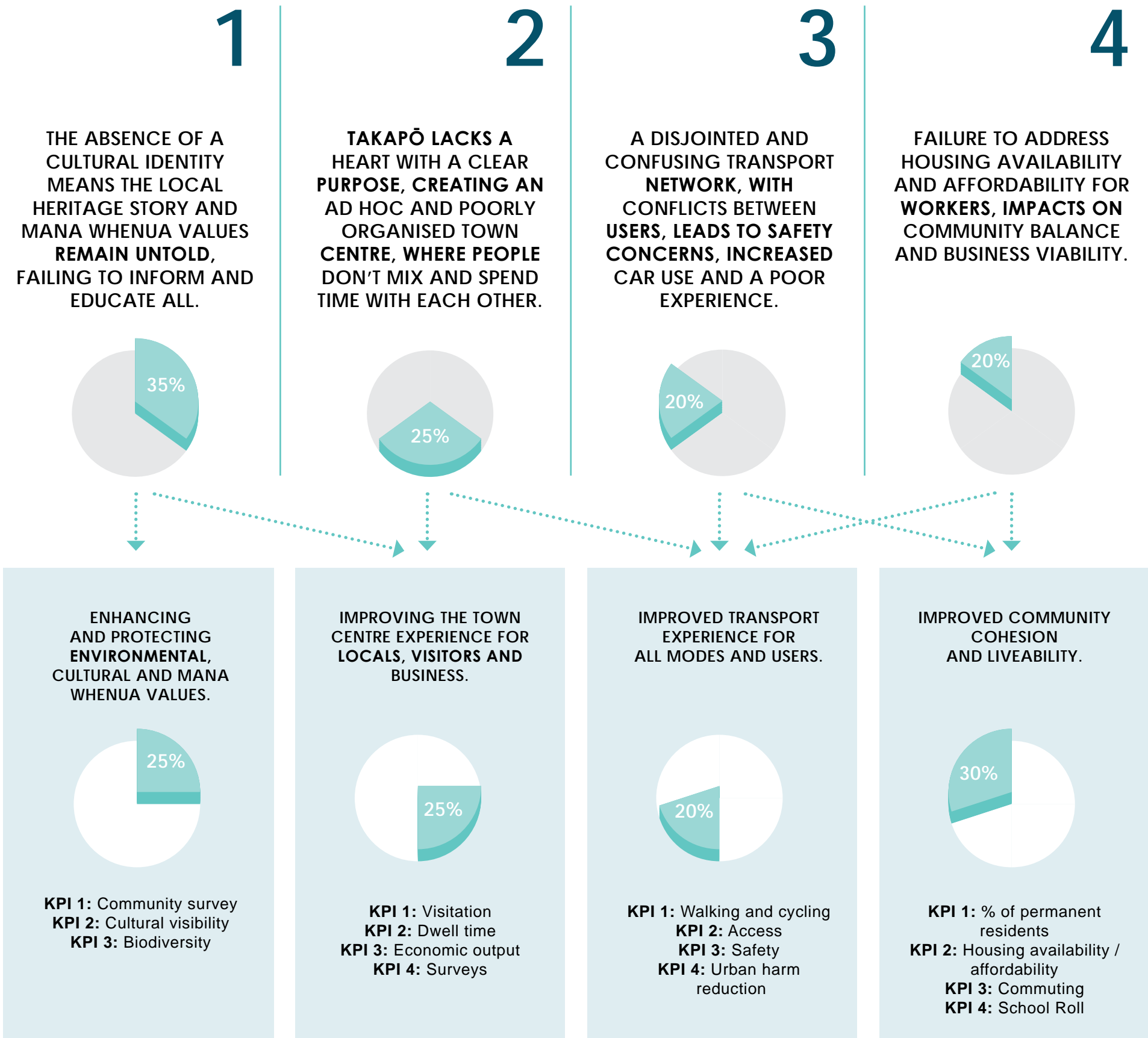
INVESTMENT OBJECTIVES

- Enhancing and protecting environmental, cultural and mana whenua values (25%)
- Improving the town centre experience for locals, visitors and business (25%)
- Improved transport experience for all modes and users (20%)
- Improved community cohesion and liveability (30%)



PROBLEMS

BENEFITS





# DEVELOPING THE OPTIONS

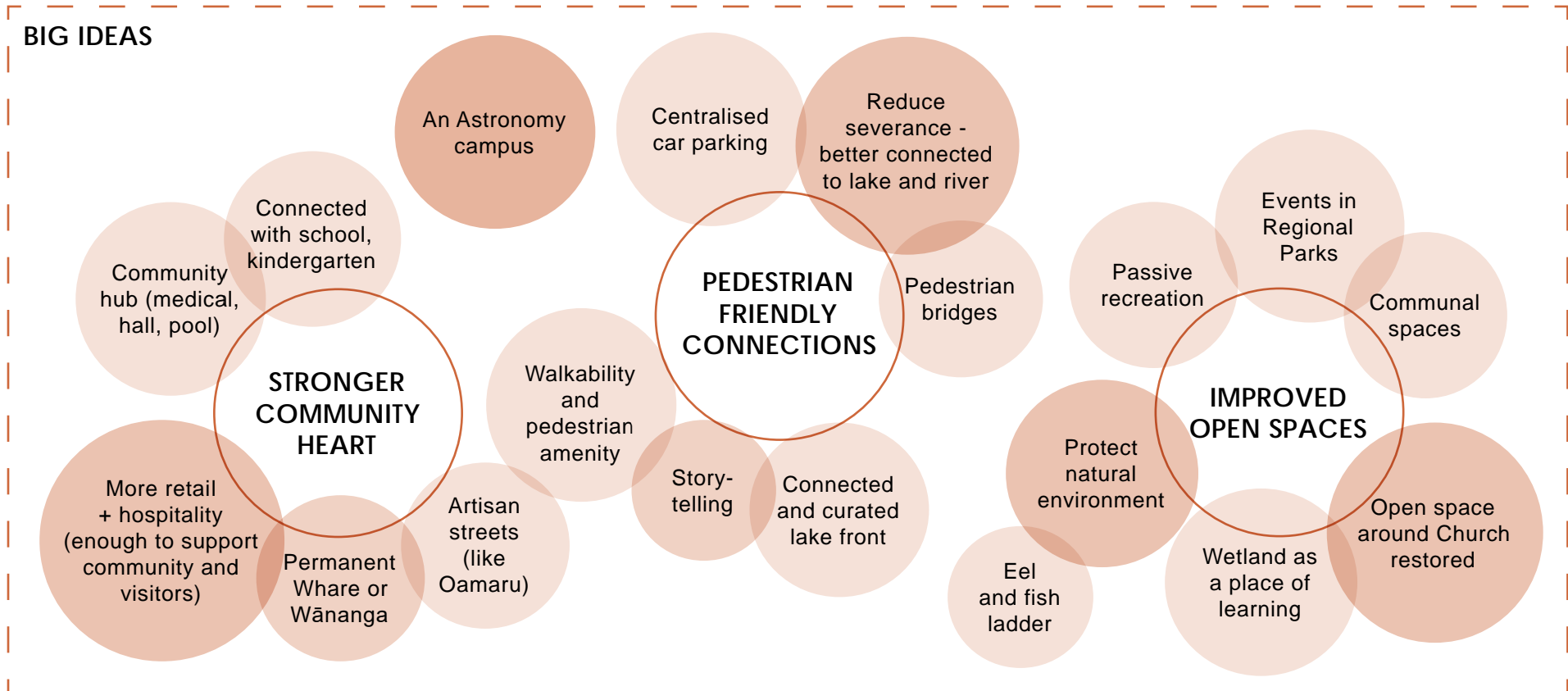
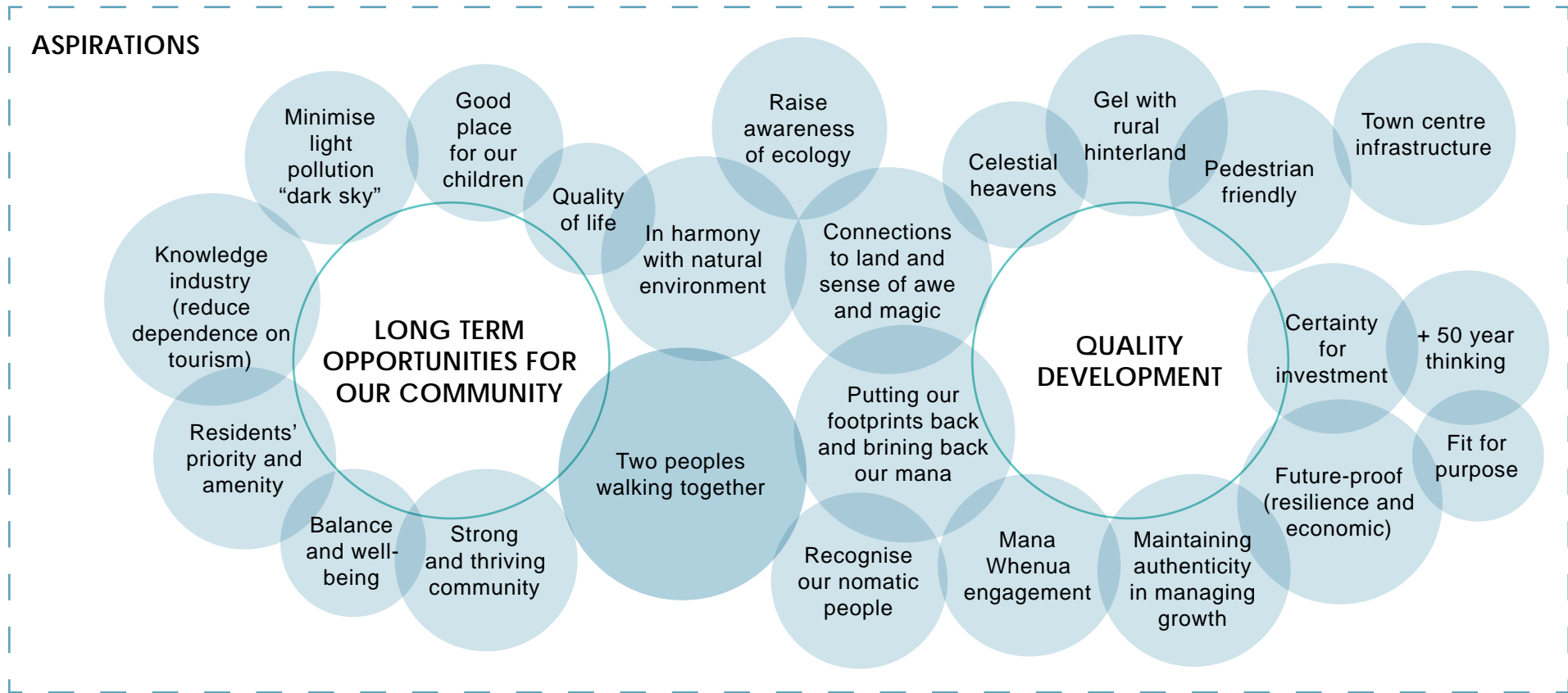
A community workshop was held in Tekapo|Takapō on 31 July 2020 to help develop the options for the town.

This facilitated workshop was held with a cross section of the community, with the aim to understand the following:

- Understand the existing positive qualities of the town and future hopes of the community for the next 30 years.
- Explore a range of approaches to managing the future growth of the town and apply those to developing a short-list of spatial plan options to consult the wider community on.
- Identify issues and opportunities that will inform the Town Centre Concept Plan.

The workshop broke attendees into four groups who independently developed four different approaches to Growth in Tekapo|Takapō.

Using the results of these workshops, the Spatial Planning team developed a range of growth options for the town. These were then scored against the investment objectives identified in the ILM and a range of other measures to help develop a short-list of options for engagement with the community.





APPROACHES TO GROWTH

The below approaches to growth in Tekapo | Takapō were developed in the options workshop. They were used to develop the options that were shared with the community for feedback.

GROUP 1

5 HIGH RATIO GROWTH



- Keep the lake front as a consistent, protected recreational area.
- Ensure any dense development happens where it is most suitable and away from traditional residential areas.
- Highest densities should be on the lake side of the State Highway corridor.
- Development of a big box retail / industrial area to the west.

GROUP 2

4 BALANCED GROWTH



- Less stand alone holiday homes and more purpose-built hotels to free up space in the residential areas for residents.
- Develop a walkway over the State Highway.
- Investigate an events centre out by the Regional Park to the east
- Intensify retail and commercial along the lake front.

GROUP 3

3 LOW RATIO GROWTH



- Develop Mt John Hill as an active recreational reserve
- Use the Saleyards as a mixed use residential / commercial / community space.
- Provide for worker accommodation and high density living to the west of the river.
- Main visitor accommodation to be provided on the lake side of the State Highway.

GROUP 4

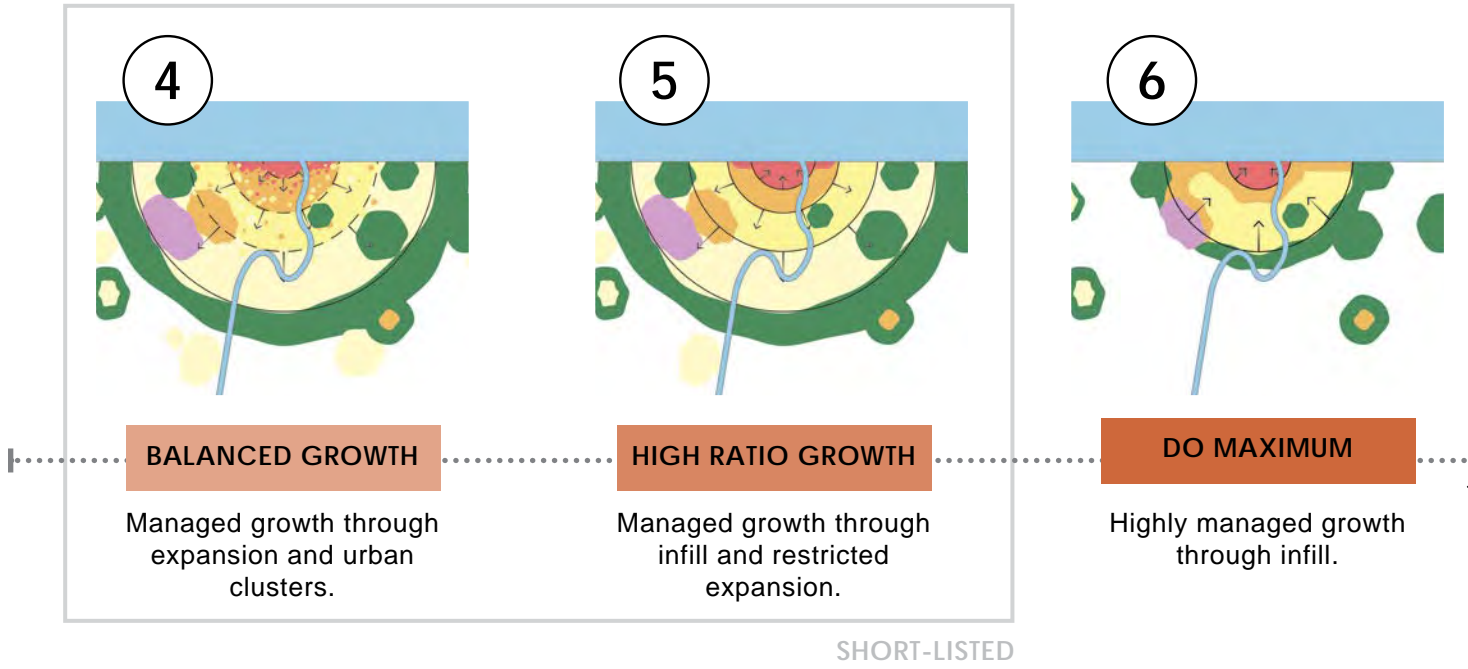
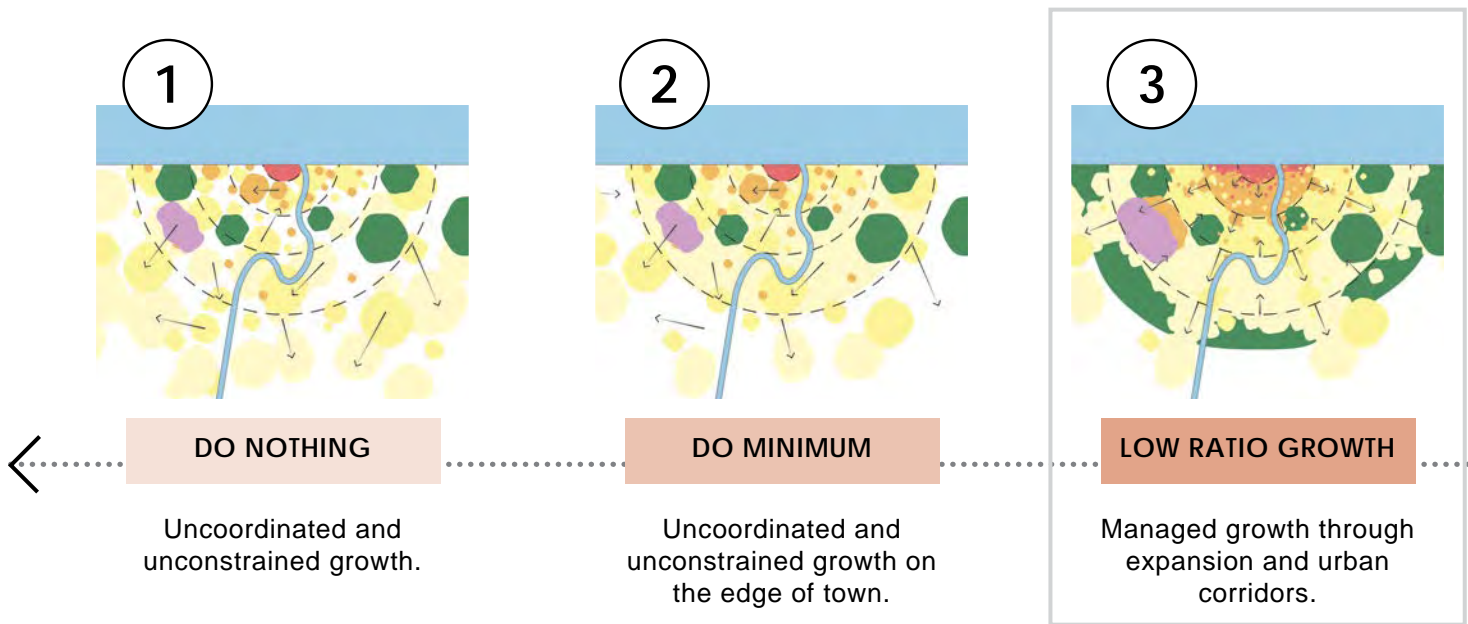
4 BALANCED GROWTH



- Restore the wetlands and lake front through indigenous planting and landscaping.
- Protect the area around the Church of the Good Shepherd as a heritage area.
- Expand the town boundaries to allow for more low-density holiday homes.
- Increase densities along the lake side of the State Highway.



# THE OPTIONS



## LEGEND

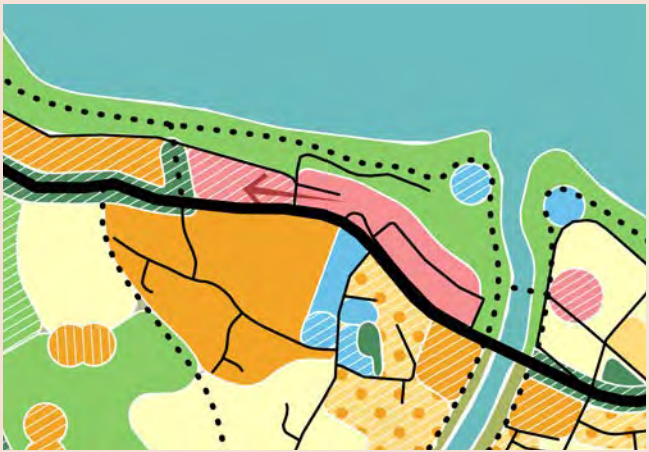
	Retail		Utilities		Direction of Growth
	Visitors Accommodation		Open Space		Airport
	Holiday Homes		Natural Open Space		Hatched areas represents land use changes
	Medium Density Residential		Rural Land		
	Low Density		Cycling Trail		
	Community Facilities		Walking Trail		
	Industrial				



## CORRIDOR GROWTH

Corridor Growth proposed growth through more intensive infill and consolidation of available land within the town, alongside an expansion of residential housing along key road and river corridors.

- Growth contained by landscape features and natural topography to establish an open space network. This brings together existing open spaces, waterways and trails to link with Lake Tekapo, Mount John and the Regional Park.
- Housing growth balanced between infill and expansion, including medium density infill extending out from the town centre and along the State Highway, with the expansion of low density residential into outer urban corridors.
- Visitor accommodation continues to grow along SH8 and the lake front corridors, further opportunities for visitor accommodation located at the Saleyards site and The Cairns Golf Course.
- Holiday homes are located in corridors along the Lake Tekapo and river.
- Industrial activities establish away from the town along Tekapo-Canal Road corridor with opportunities for some big box retail (e.g. supermarket, hardware store, etc.)



## TOWN CENTRE

The town is retained in its current location and grows both west and east along the lake front. To the west it extends into the Simpson Lane urban block and one side of Lakeside Drive. A smaller retail centre is included across the eastern side of the river on Pioneer Drive.

A corridor of community facilities continues along Aorangi Crescent with an opportunity for a whare wānanga (place of learning) adjacent to the lake.

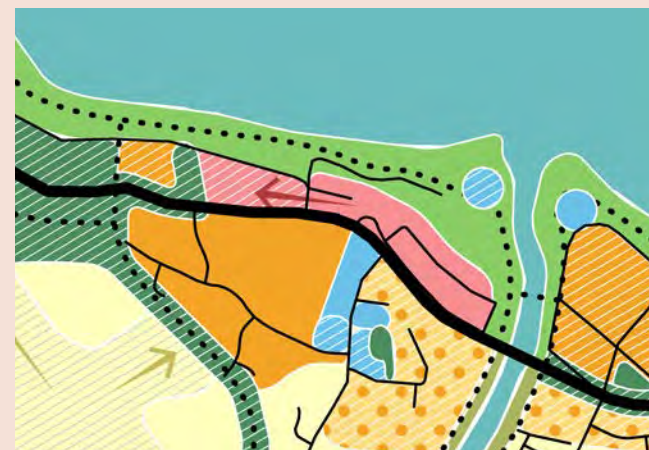




## CLUSTERED GROWTH

Clustered Growth proposed growth through more intensive infill and the consolidation of available land within the town, alongside expansion through well-defined neighbourhood clusters.

- Growth contained by landscape features and natural topography to help establish an open space network. This will bring together existing open spaces, waterways, and trails to link with the lake, Mt John and the Regional Park.
- Housing growth balanced between infill and expansion, including clusters of medium density infill near the town centre (south of SH8) with the expansion of residential or special use neighbourhood clusters established within protected landscapes on the edge of town.
- Potential opportunity to develop the Saleyards site for a more intensive mix of land uses.
- Visitor accommodation clusters are located around the town centre, including consolidating areas associated with Peppers Hotel, Lake Tekapo Holiday Park and cottages / lodges along Pioneer Drive. Opportunities for holiday homes are in adjacent industrial clusters.
- Industrial activities are located away from the town along Tekapo-Canal Road with an opportunity for a cluster of larger format retail.



### TOWN CENTRE

The town centre is retained in its current location and grows west along the town centre, extending into the Simpson Lane urban block and one side of Lakeside Drive.

Smaller neighbourhood retail centres are clustered together with other areas of intensification.

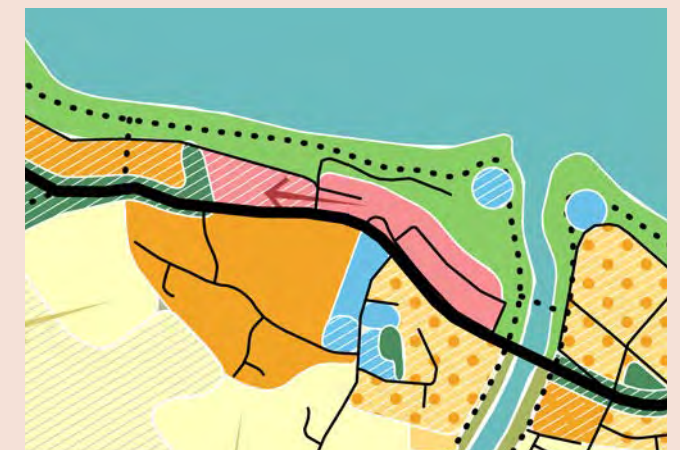
A growth corridor of community facilities continues along Aorangi Crescent with an opportunity for a whare wānanga (place of learning) adjacent to the lake.



## CONTAINED GROWTH

Contained Growth proposed growth through more intensive infill, consolidation of available land within the town and well-defined areas of residential expansion on the edge of town.

- Growth constrained by landscape features and natural topography that helps establish an open space network, which brings together existing open spaces, waterways and trails to link with the lake, Mt John and the Regional Park.
- Housing growth balanced between infill and expansion, including medium density infill around the town centre and along the lake, and low density expansion replacing The Cairns Golf Course.
- Potential opportunity to develop the Saleyards as medium density residential.
- Visitor accommodation more intensively wraps around and above the town centre retail in areas where additional height can be absorbed (e.g. Lakeside Drive). Opportunities for holiday homes are within the infill blocks surrounding the town centre.
- Industrial activities establish away from the town along Tekapo-Canal Road.



### TOWN CENTRE

The town centre is retained in its current location and grows west along the lake front to establish a larger, consolidated centre.

The town centre extends along the lake esplanade into the Simpson Lane urban block and one side of Lakeside Drive through to the hydro control gates.

A growth corridor of community facilities continues along Aorangi Crescent with an opportunity for a whare wānanga (place of learning) adjacent to the lake.



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. ”

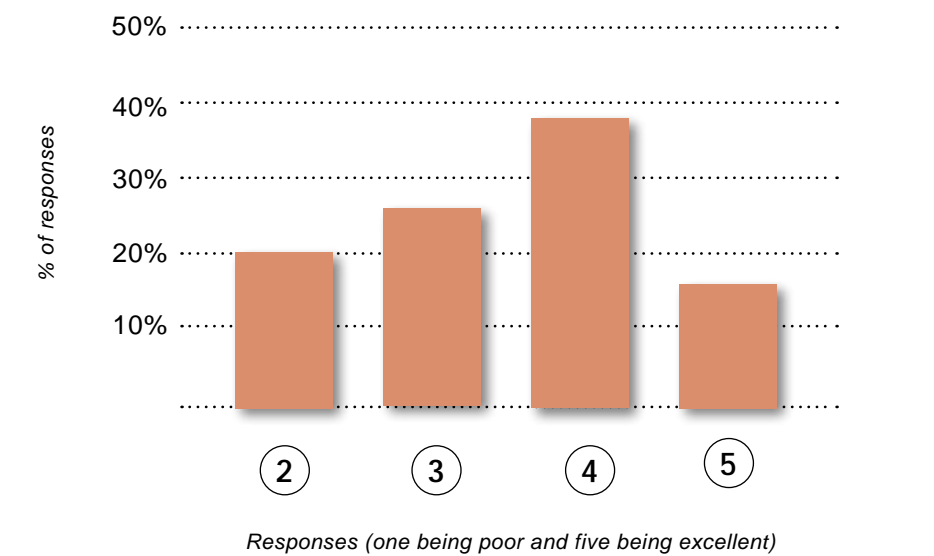
“ Please consider the Pioneer Drive and Church area as a heritage area and protect it accordingly. ”


“ 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](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.



TEKAPO | TAKAPŌ  
SPATIAL PLAN

ŌTEHĪWAI |  
MT JOHN

TAKAPŌ | LAKE  
TEKAPO

KEY FEATURES:

- 1 Current Sales Yard Site
- 2 Town Centre
- 3 Domain
- 4 Church of the Good Shepherd
- 5 Whare Wānanga (proposed)
- 6 The Cairns Golf Course
- 7 Holiday Park
- 8 Tekapo Springs
- 9 Proposed Mountain Bike Park
- 10 Lake Tekapo Airport

LEGEND

- HIGH DENSITY RESIDENTIAL / MIXED USE
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- LARGE LOT RESIDENTIAL
- RURAL RESIDENTIAL
- RETAIL
- LARGE FORMAT RETAIL
- VISITOR ACCOMMODATION
- COMMUNITY FACILITIES
- INDUSTRIAL
- UTILITIES
- OPEN SPACE
- NATURAL OPEN SPACE
- RURAL LAND
- HERITAGE AREA
- BUSINESS PARK
- SPECIAL AMENITY AREA
- WATERWAYS
- STATE HIGHWAY
- EXISTING ROADS
- PROPOSED ROADS
- TRAILS
- HATCHED AREAS REPRESENT ZONE CHANGES



LAKE GEORGE  
SCOTT

TAKAPŌ | TEKAPO RIVER

LILY BANK ROAD

TEKAPO-TWIZEL ROAD SH8

0 750m  
1:25,000 @ A3







# TWIZEL SPATIAL PLAN

## INTRODUCTION

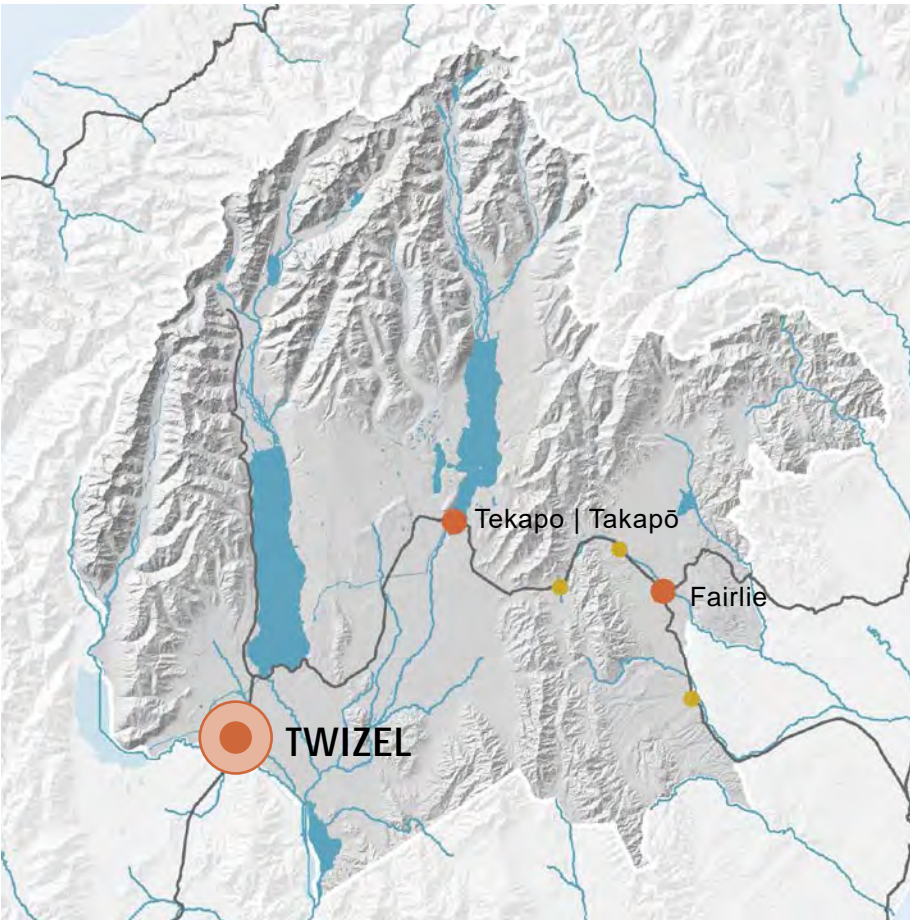
Founded in 1968, Twizel began as a temporary hydro construction town when the Ministry of Works laid out 1,200 sections and 23 km of road, on 260 hectares of former Ruataniwha Station land. Schools, and shopping and community centres were built and Twizel had between 5,000 and 6,000 inhabitants by 1975. The town was modelled on Mangakino in the North Island and Ōtemātātā in North Otago.

Following the conclusion of the hydroelectric programme, the population declined significantly, and it was through the lobbying of residents that the town was saved from removal in 1983.

Today it is the largest town in the Mackenzie District with a strong community and rich offering of retail and hospitality to serve the community and increasing number of visitors.

It is a popular tourist destination, with the population often tripling during the summer holiday period.

Twizel's population has grown significantly over the past decade and this is expected to continue over the next 30 years. Much the same as Tekapo|Takapō, this is due to a projected increase in jobs and the desirability of the town due to lifestyle reasons.



TOWN CENTRE



RUANTANIWHA ROWING CLUB



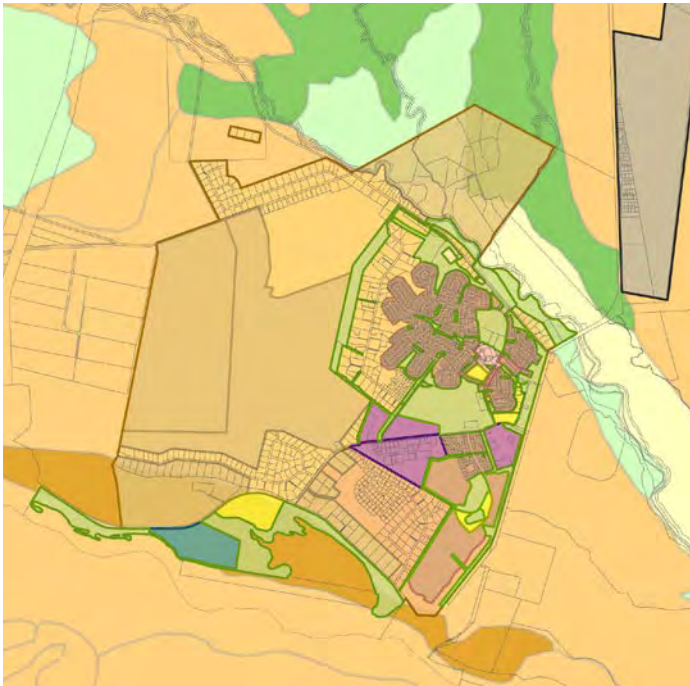
TOWN CENTRE



# CONTEXT ANALYSIS

## LAND USE AND CAPABILITY

Twizel’s town centre is located close to State Highway 8, alongside visitor accommodation. Suburban residential areas extend west, linked by recreation corridors with a typical of hydro town character. More recent and larger residential lots wrap around the original town and extend further westwards along two urban corridors. Recreational land uses are clustered around Lake Ruataniwha. Rural land use capabilities surrounding the town are generally of low productivity value and sit within the broader context of the Mackenzie Basin sub zone.



**LEGEND**

- Village Centre
- Residential 1 Zone
- Residential 2 Zone
- Rural Residential
- Rural
- Tourist Zone
- Industrial Zone
- Airport Zone
- Recreation

Moderate limitations for cropping and horticulture

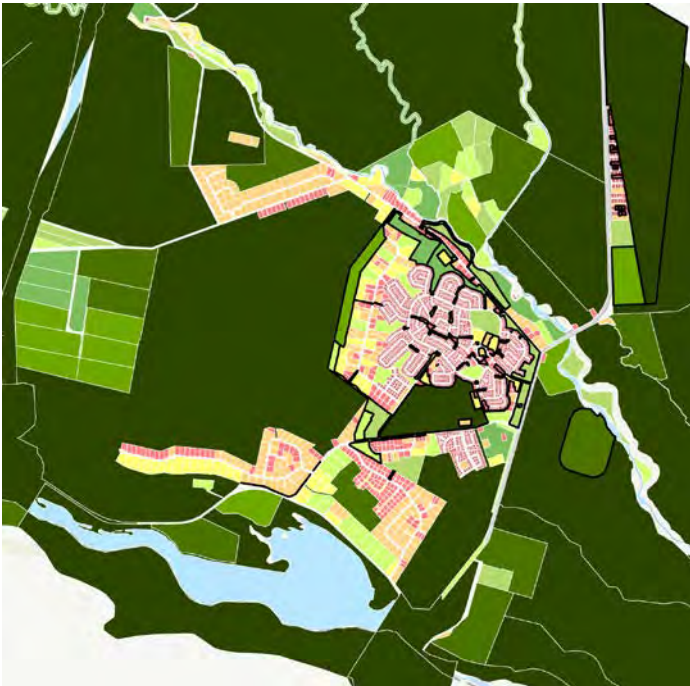
Significant limitations for cropping and horticulture

Not suited to cropping but good for pastoral and forestry

Marginal for pastoral and forestry

## 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 close to the town, (especially to the west of the town) making future comprehensive development more manageable.



**LEGEND**

- <2000m2
- 2000-5000m2
- 5000-1 ha
- 1ha - 2ha
- 2ha - 4ha
- 4ha - 8ha
- 8ha - 12ha
- 12ha - 20ha
- 20ha - 40ha

>40ha

MDC owned land

## MOVEMENT

Twizel is located to the west of State Highway 8, which runs north-south adjacent to the town. A series of crescents service the older parts of town, framed by Northwest Arch. There are a series of walking and cycling trails around the edge of the town, linking destinations along the Twizel River corridor, Lake Ruantaniwha and Manmade Hill. A network of green ways radiate from the town centre. Pukaki Airport sits to the north of town.



**LEGEND**

- State Highway
- Roads
- Walking / Cycling Tracks

## LANDSCAPE CONSTRAINTS

Twizel is located on a predominately flat alluvial plain framed by the Twizel River and Lake Ruataniwha, which is identified as a site of Natural Significance. It sits within the broader context of the Mackenzie Basin, an Outstanding Natural Landscape. A view shaft extends from the town centre, across the recreation ground, to the distant Aoraki / Mt Cook.



**LEGEND**

- Heritage items
- Outstanding Natural Landscapes
- Scenic Viewing
- Sites of Natural Significance

Slope

Flat

Very Steep



# COMMUNITY ANALYSIS

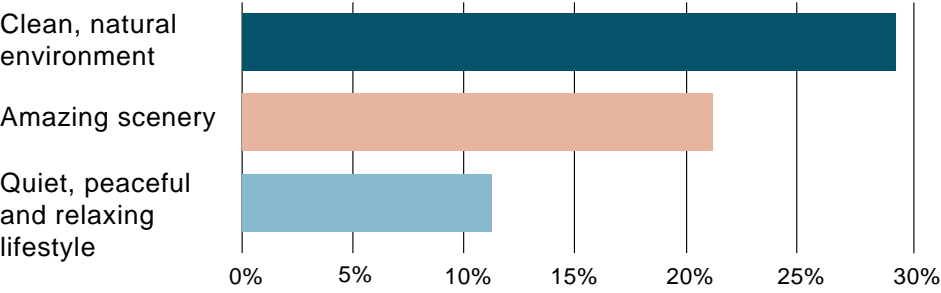
## COMMUNITY SURVEY

In the community survey carried out in early 2020, the people of Twizel made it clear that they highly valued their natural environment, amazing scenery and relaxing lifestyle.

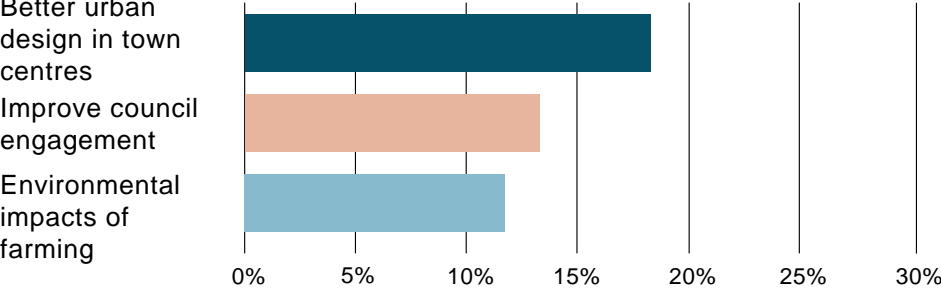
In terms of what they would like to see changed, the most popular response was better urban design and maintenance, potentially reflecting the layout of the town, a legacy of the Ministry of Works town planning. Also mentioned was the need for more affordable housing – this is likely due to the effects of the tourism growth and Airbnb market pushing house prices up.

Looking to the future, people in Twizel wanted the town to be known for its natural environment and beauty, and to see the environment protected in a sustainable way.

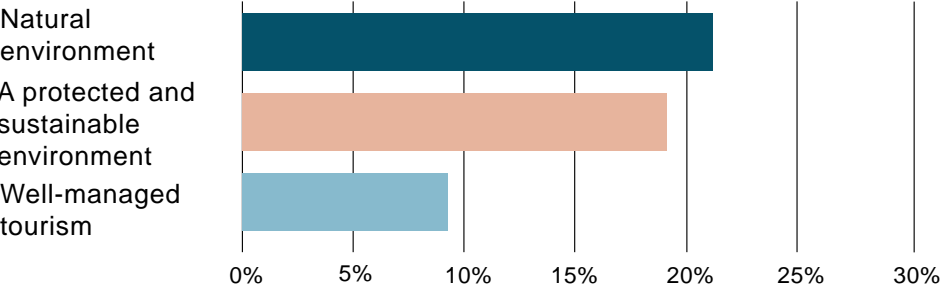
### WHAT DO YOU LIKE THE MOST ABOUT THE MACKENZIE DISTRICT?



### WHAT IS THE ONE THING YOU WOULD LIKE TO SEE CHANGED?



### WHAT IS THE ONE THING YOU WOULD LIKE MACKENZIE DISTRICT TO BE KNOWN FOR?



## HOUSING AND POPULATION

Twizel has experienced significant growth since 2013, with its population growing by 26%. This growth has been largely driven by people in their late working lives and early retirement years moving to town, with a smaller proportion of international migrants.

Multiple homeowners are also the most prevalent buyer type in Twizel, and the town also has a high rate of unoccupied homes, at 53% of the housing stock.

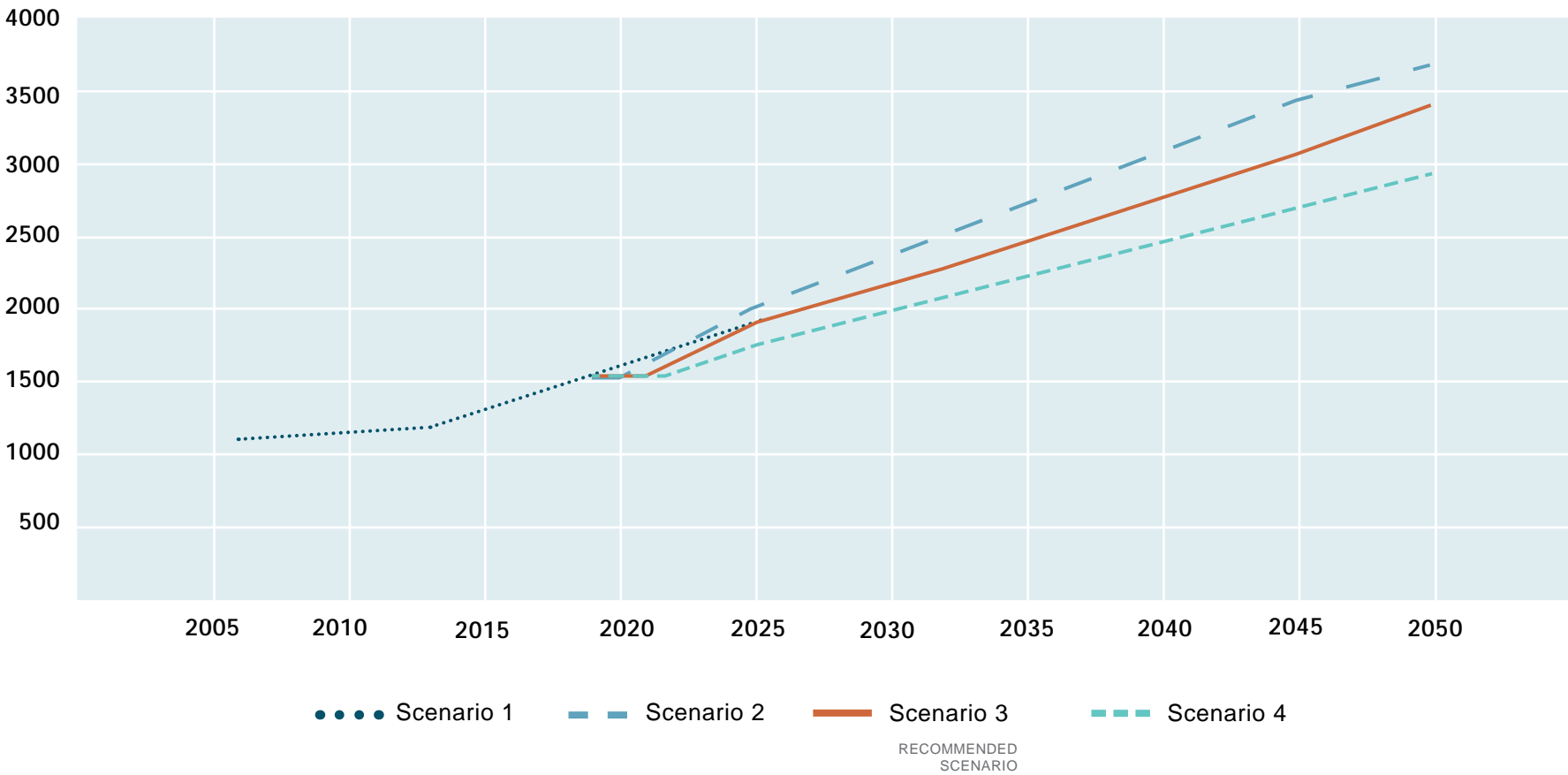
The housing stock in Twizel is older and smaller than the rest of the district, and stems from the town's inception in 1968 for hydro-power generation. Over the last decade 390 houses have been constructed, growing the number of dwellings by 19%, with the majority of these new builds being lifestyle properties.

## GROWTH

The population in Twizel is expected to increase significantly over the next 30 years. Much the same as Tekapo|Takapō, this is due to an increase in jobs and the desirability of the place due to lifestyle reasons. Twizel already has the largest population in the Mackenzie District at 1650, and this is expected to continue to increase to 3395 by 2050. Employment is expected to increase from 550 today to 1600 in 2050, increasing at a rate of 2.7% a year.

If there are no changes to the present day zoning under the District Plan, Twizel is expected to reach dwelling capacity in 2040 at a total of 2500 dwellings, a total increase of 61.7%. This is based on the assumption that development continues in the same manner as today.

USUAL RESIDENT POPULATION - TWIZEL





UNDERSTANDING THE PROBLEMS

INVESTMENT LOGIC MAPPING

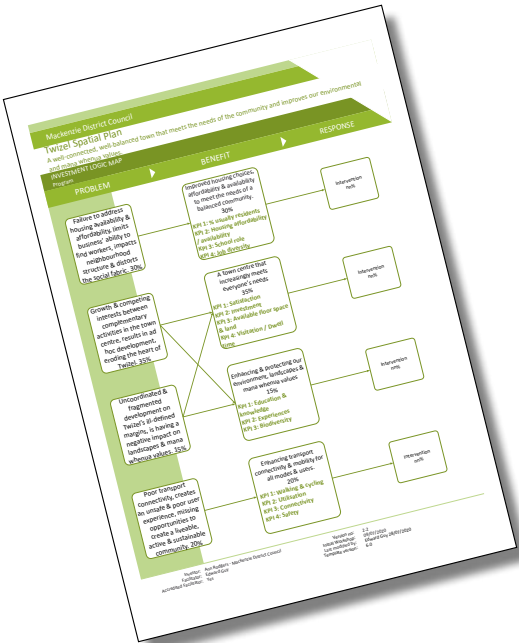
To help understand the problems faced in Twizel and the benefits that could be achieved by addressing them, the Spatial Planning team used a process called Investment Logic Mapping (ILM).

This ensured the Spatial Plans were focused on addressing the issues faced by the community, and created four investment objectives (or ILM benefits) that were used to measure the options developed through the process.

An ILM workshop was held in Twizel on 9 July 2020 at the Twizel Community Hall, this involved a cross section of community members to ensure a representative view was heard and understood.

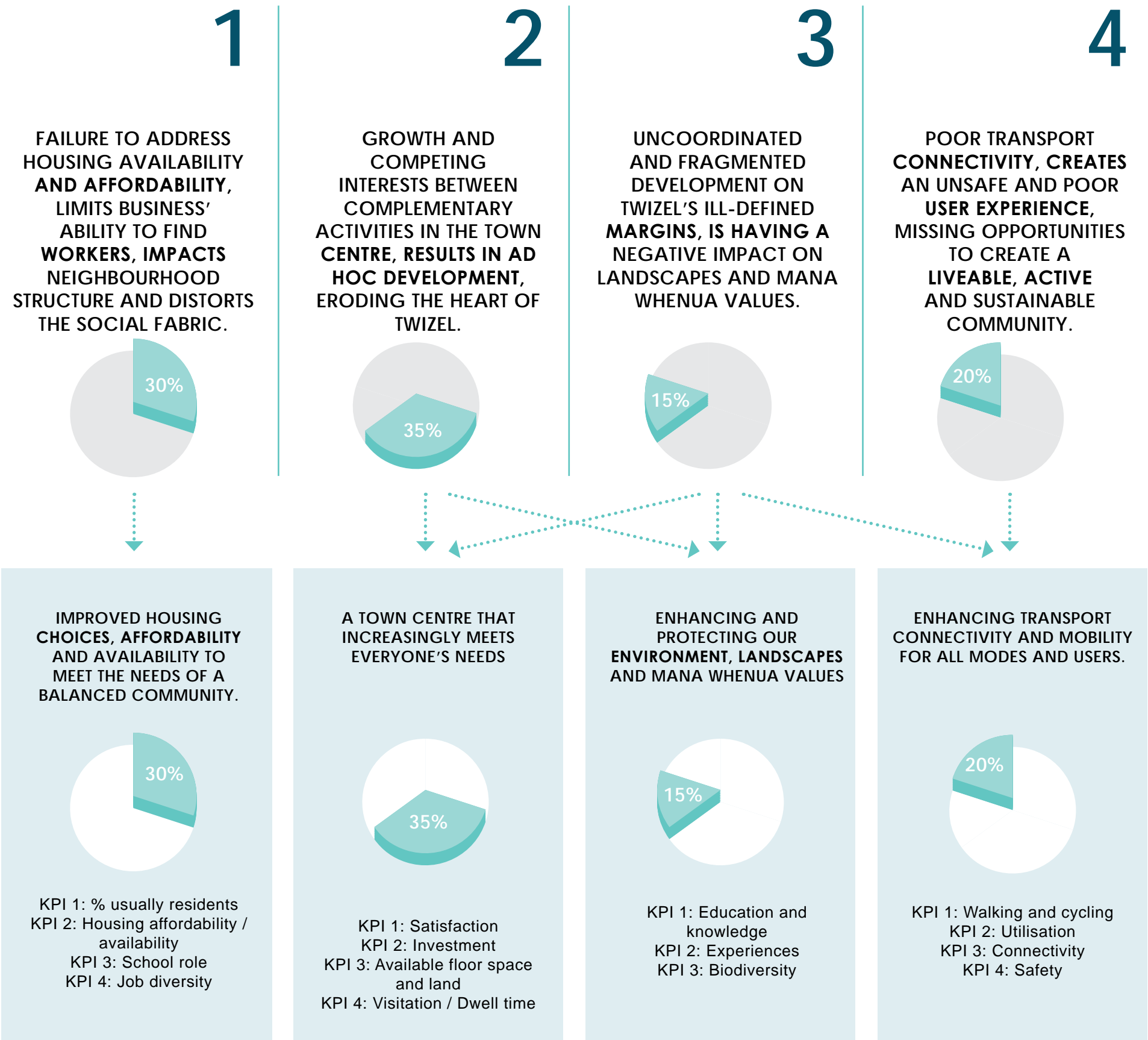
INVESTMENT OBJECTIVES

- Improved housing choices, affordability and availability to meet the needs of a balanced community (30%)
- A town centre that increasingly meets everyone's needs (35%)
- Enhancing and protecting our environment, landscapes and mana whenua values (15%)
- Enhancing transport connectivity and mobility for all modes and users (20%)



PROBLEMS

BENEFITS





# DEVELOPING THE OPTIONS

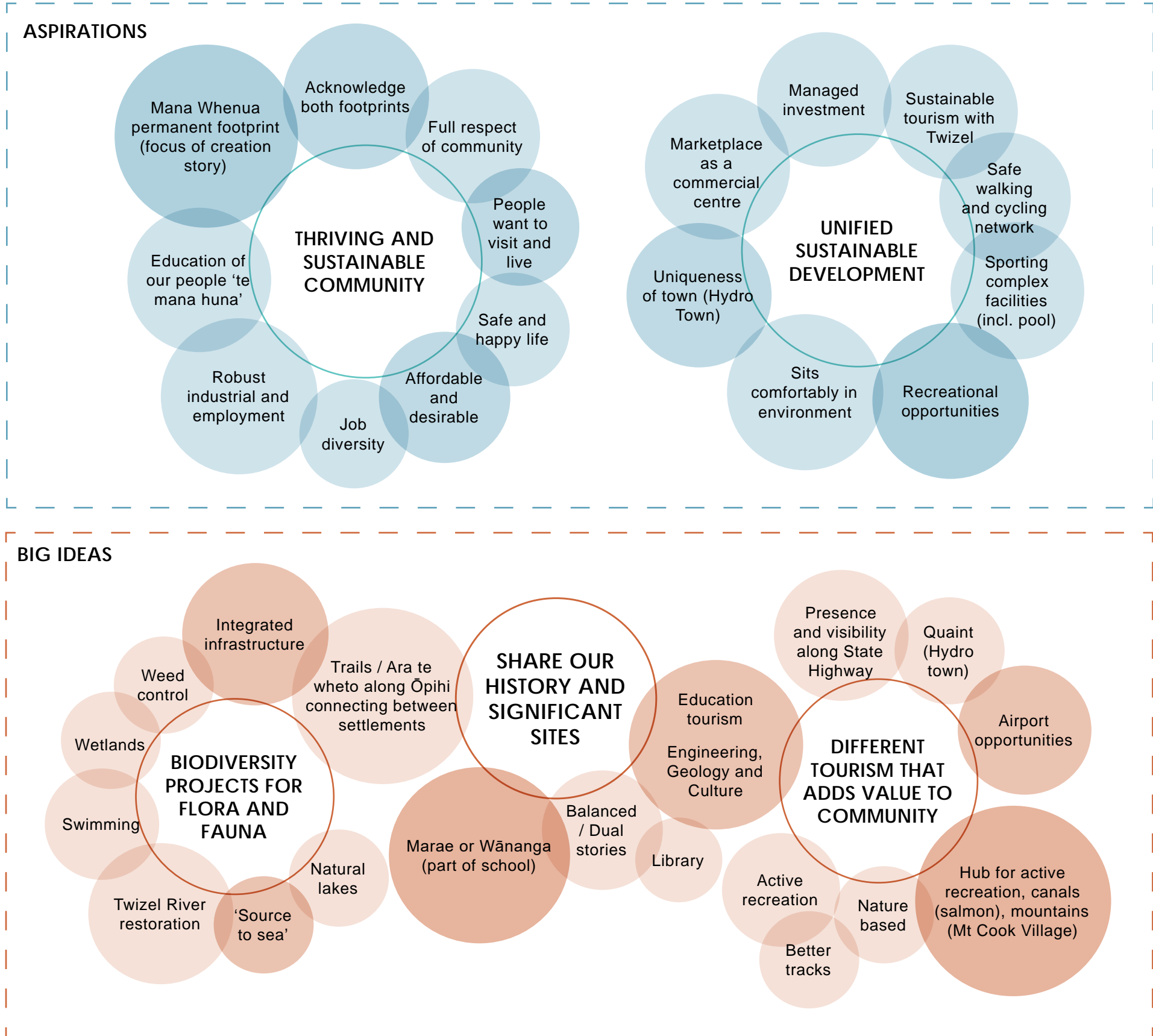
A community workshop was held in Twizel on 30July 2020 to help develop the options for the town.

This facilitated workshop was held with a cross section of the community, with the aim to understand the following:

- Understand the existing positive qualities of the town and future hopes of the community for the next 30 years.
- Explore a range of approaches to managing the future growth of the town and apply those to developing a short-list of spatial plan options to consult the wider community on.
- Identify issues and opportunities that will inform the Town Centre Concept Plan.

The workshop broke attendees into three groups who independently developed four different approaches to growth in Twizel.

Using the results of these workshops, the Spatial Planning team developed a range of growth options for the town. These were then scored against the investment objectives identified in the ILM and a range of other measures to help develop a short-list of options for engagement with the community.





APPROACHES TO GROWTH

The below approaches to growth in Twizel were developed in the options workshop. They were used to develop the options that were shared with the community for feedback.

GROUP 1

3 LOW RATIO GROWTH



- Develop two areas of industrial activity – light industrial along Ostler Road and heavy industrial across SH8, blocked by a greenway.
- Develop a mix of retail, community facilities and medical services all centralised within the town centre.
- Create a commercial spine along SH8 to draw travellers into the town.
- Use a graduated approach to density, with the highest densities closest to the town centre.

GROUP 2

5 HIGH RATIO GROWTH



- Develop an improved network of greenways that links all through Twizel.
- Create a ring of medium density residential around the town centre, with clusters of high density visitor accommodation.
- Provide for heavy industrial activity across SH8, screen from the road using distance and plantings.
- No satellite developments outside of the current residential area.

GROUP 3

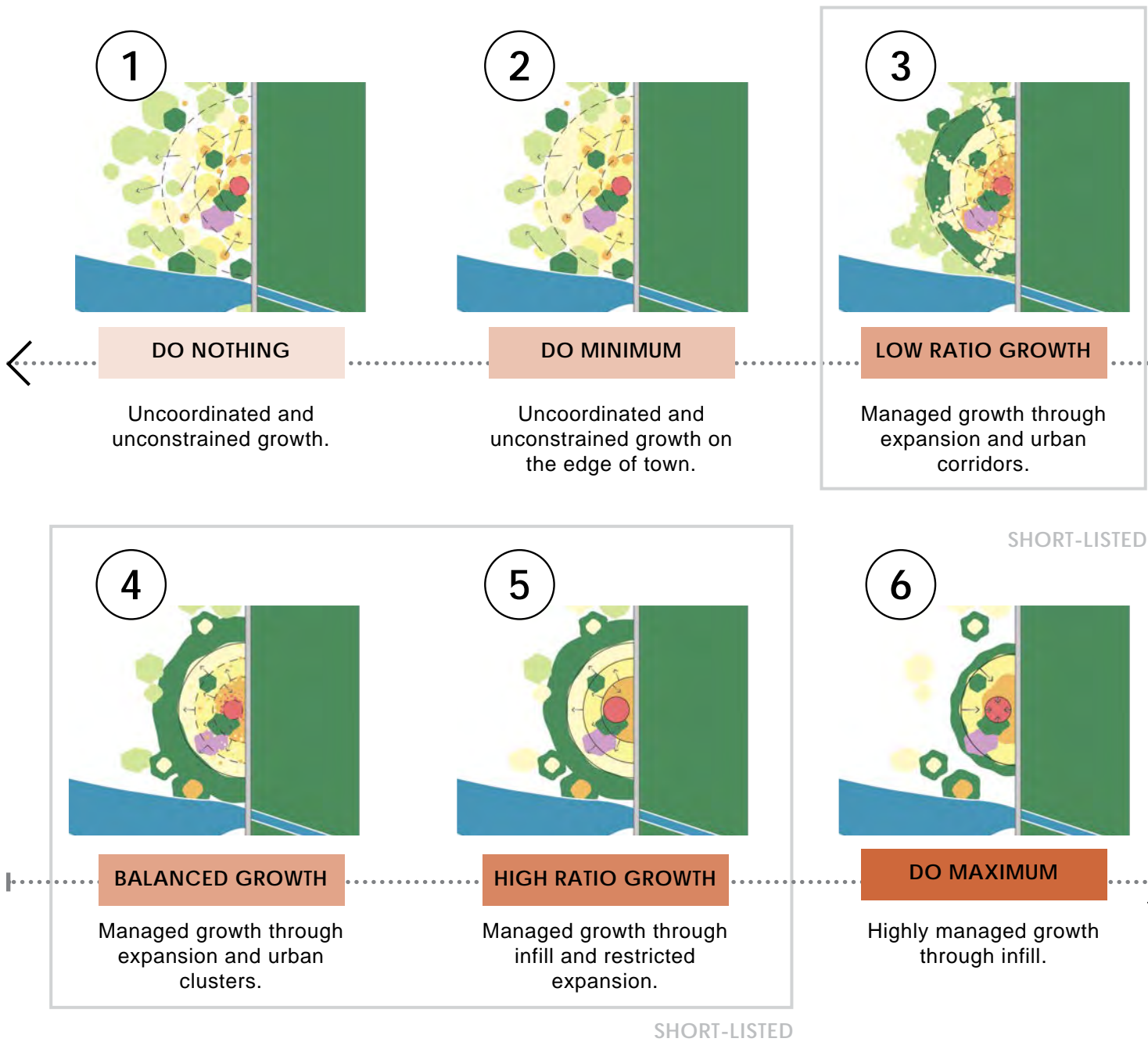
4 LOW RATIO GROWTH



- Provide for heavy industrial activity across SH8, screen from the road using distance and plantings.
- Scatter visitor accommodation throughout existing residential areas.
- Relocate the golf course and use the land for residential housing.
- Develop a local neighbourhood centre to compliment the town centre.

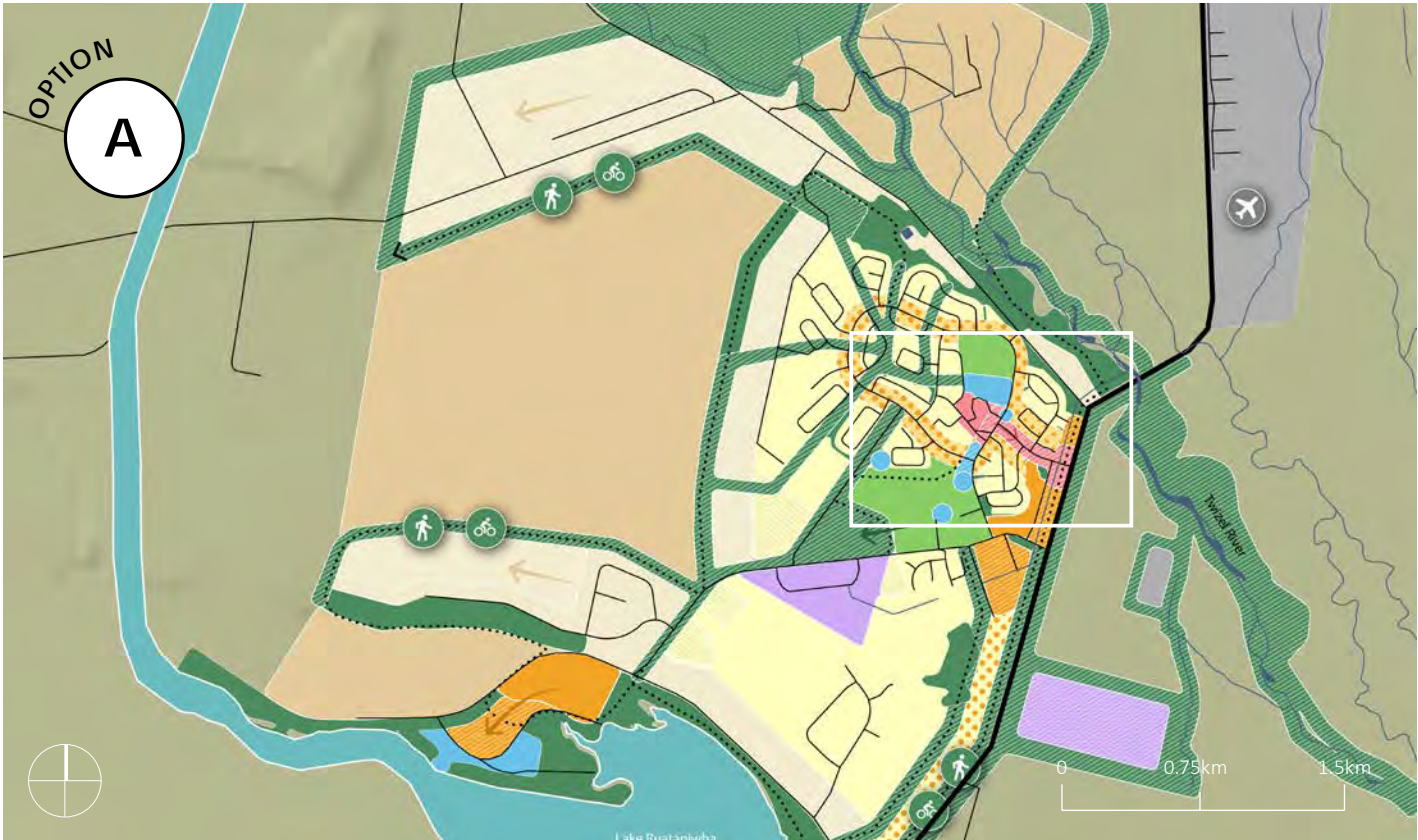


# THE OPTIONS



## LEGEND

	Retail		Community Facilities		Walking Trail
	Visitors Accommodation		Industrial		Direction of Growth
	Holiday Homes		Utilities		Airport
	Medium Density Residential		Open Space		Hatched areas represents land use changes
	Low Density		Natural Open Space		
	Large Lot Residential		Rural Land		
	Rural Residential		Cycling Trail		



## CORRIDOR GROWTH

Corridor Growth proposed growth through consolidation of available land within the town and expansion of large lot and rural residential housing along key road corridors.

- Growth contained by landscape features and along road corridors radiating out from the town that helps establish an open space network. This brings together existing open spaces, greenways and trails to link with the Twizel River and Lake Ruataniwha.
- Housing growth achieved through some medium density infill and a mix of low density, large lot and rural residential through expansion of the town edges and along urban corridors.
- Visitor accommodation continues to grow along SH8 and Max Smith Drive, near Lake Ruataniwha. Opportunities for holiday homes continue along the SH8 corridor and within blocks around Mackenzie Drive.
- Industrial activities establish away from the town along a corridor adjacent to the substation off SH8.

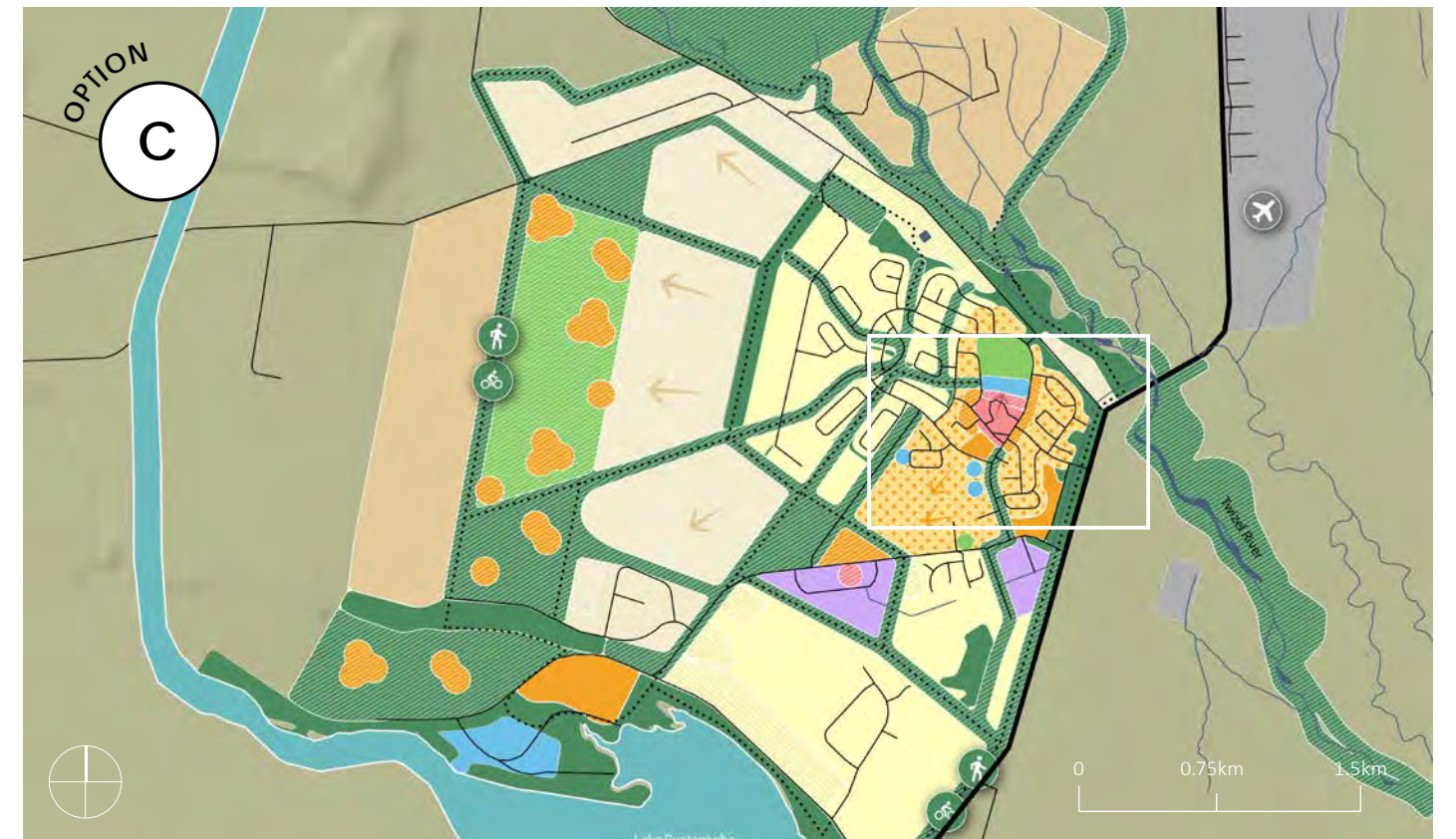
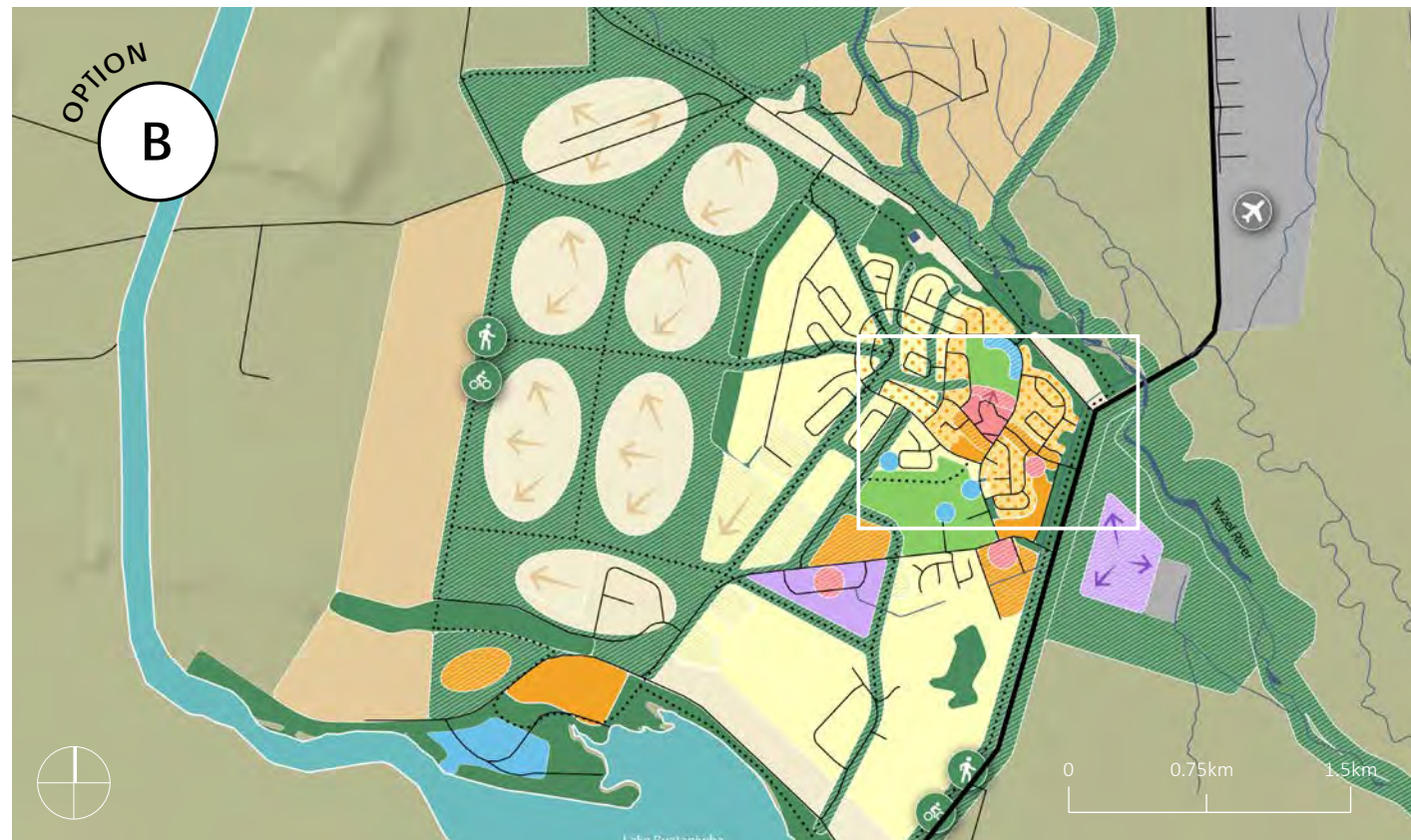


## TOWN CENTRE

The town centre is retained in its current location and grows east along the Ruataniwha Road corridor to link with SH8

Expansion of highway based retail to capture more passing trade and funnel visitors into the existing town centre. Community facilities are extended out and along Mackenzie Drive.





## CLUSTERED GROWTH

Clustered Growth proposed growth in Twizel through intensive infill and consolidation of land within the town, with expansion through well-defined large lot residential clusters close to town.

- Growth is contained by landscape features and open spaces that define the town edges and urban clusters. This brings together existing open spaces, greenways and trails to link with the Twizel River and Lake Ruataniwha.
- Distinct clusters of visitor accommodation are located near the town centre, SH8, Man Made Hill and Lake Ruataniwha. Opportunities are provided for holiday homes within blocks surrounding the town centre.
- Potential opportunity for Twizel Area School to be rebuilt in a new education cluster off Mackenzie Drive within walking distance to the town centre.
- Housing growth is balanced between infill and expansion, with medium density infill near the town centre and low density infill within the North West Arch. This is framed by large lot residential and special use clusters on the western edges of town. Rural residential expands within the remaining zoned land.
- Industrial activities establish away from the town in a cluster adjacent to the oxidation ponds off SH8.



### TOWN CENTRE

The town centre is retained in its current location and grows outwards to complete the urban block.

A shared street and laneway network is established within an expanded town centre defined by Mackenzie Drive, Tasman Road and Mount Cook Street.

Smaller neighbourhood retail centres are clustered together with other uses at key visitor arrival points and other areas of intensification.

## CONTAINED GROWTH

Contained Growth proposed growth in Twizel through intensive infill and consolidation of available land within the town, with well-defined areas of expansion of large lot and rural residential zones on the edge of town.

- Growth is constrained by the landscape features and open spaces that define the town edges, including replacing The Ben Ohau Golf Course with a comprehensive dry land golf destination. This helps establish an open space network, which brings together existing open spaces, greenways and trails to link with the Twizel River and Lake Ruataniwha.
- Housing growth is balanced between infill and expansion, including medium density infill around the town centre and on the relocated golf course land.
- Visitor accommodation more intensively wraps around the town centre with other areas associated with open spaces (e.g. Man Made Hill, relocated golf course). Opportunities for holiday homes are within the infill blocks surrounding the town centre.
- Industrial activities are consolidated on the two existing zoned areas of land along Ostler Road within the town.



### TOWN CENTRE

The town centre is retained in its current location and grows outwards to complete the urban block and front onto some surrounding streets.

A shared street and laneway network is established within an expanded town centre block and infills properties on surrounding streets, including Mackenzie Drive, Tasman Road and possibly Mount Cook Street. Potential opportunity for Twizel Area School to be rebuilt one block out to accommodate town centre growth.



# COMMUNITY ENGAGEMENT

Corridor Growth and Clustered Growth were closely tied in Twizel, so a hybrid option was developed to combine the elements people liked about both.

The Twizel community made it very clear that the Golf Course is a key part of the town, so the preferred option has ensured that this remains a community asset. The land around Man Made Hill has also been included as green space to complement the Golf Course.

It was clear through the engagement process that people were not in favour of specific zones for residential short term visitor accommodation, such as Airbnb or holiday home rentals.

A number of respondents were concerned with the location of the school and felt it should be moved as part of its rebuild. The Ministry of Education has made it clear that it will remain on its current site.

People in Twizel really value their open spaces and trail network, so the spatial plan has looked to improve and formalise this for any future development.

“ It would be good to see more mountain biking tracks - at times the existing tracks can get very busy with both bikers and walkers. ”

“ A greater density of houses creates a more compact urban environment which in turns creates greater opportunities for retail food and beverage. ”

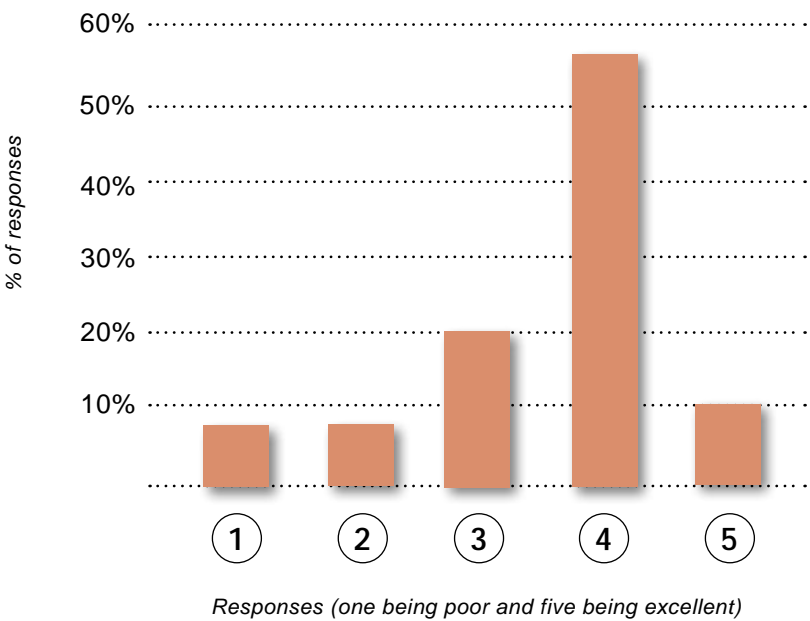
“ The attraction of Twizel has always been wide open space with lots of green areas (including the golf course). ”


“ I think Twizel misses a lot of Tourism business because the town centre has no visibility to the thousands of passing cars and camper vans passing by on the SH8 every day. The town would benefit hugely by having a retail precinct with visibility to the State Highway. ”

## 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 Twizel community preferred option received an average rating of 3.58 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](http://bit.ly/MDC_PREFERRED_OPTION_Spatial_Plan)

# SPATIAL PLAN

**THE PREFERRED OPTION WILL SEE GROWTH IN TWIZEL BY PROVIDING THE OPPORTUNITY FOR RESIDENTIAL INFILL, THE CONSOLIDATION OF AVAILABLE LAND WITHIN THE TOWN , ALONG WITH WELL-DEFINED LARGE LOT RESIDENTIAL AREAS AND LOW DENSITY INFILL CLOSE TO TOWN.**

- Growth is contained by existing landscape features and open spaces that define the town edges and urban clusters with some additional growth along existing road corridors radiating out from the town. This brings together a network of open spaces, greenways and trails to link with golf course, the Twizel River and Lake Ruataniwha.
- Twizel's town centre is retained in its current location, while growing east along the Ruataniwha Road corridor to link with Tekapo-Twizel Road (SH8). There is an opportunity to expand highway orientated retail to capture more passing traffic and funnel visitors into the town centre.
- Twizel Area School remains in its current location (following confirmation from the Ministry of Education) alongside public recreation and community facilities. These are better integrated into the town centre.
- Commercial visitor accommodation is located near the town centre and close to the Tekapo-Twizel Road (SH8). Residential visitor accommodation is not addressed as part of this Spatial Plan.
- Housing growth is balanced between infill and expansion, with medium density infill near the town centre and low density infill within the North West Arch. This is framed by large lot residential provided on the western edges of town and along urban corridors.
- Industrial activities infill existing zoned land and grow away from the town in a cluster adjacent to the oxidation ponds off Tekapo-Twizel Road (SH8).
- An opportunity for a cluster of larger format retail on existing industrial land adjacent to Tekapo-Twizel Road (SH8).



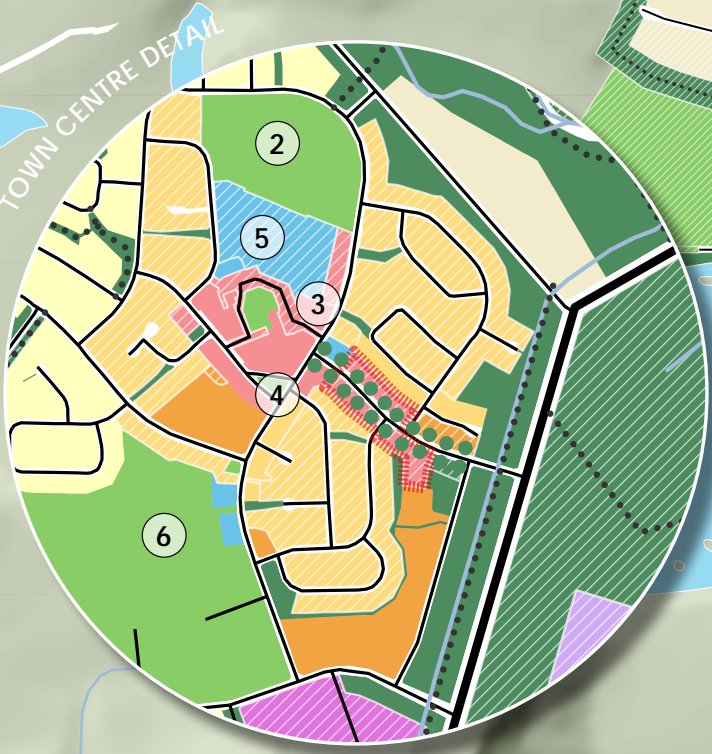
# TWIZEL SPATIAL PLAN

## KEY FEATURES:

- ① Pūkaki Airport
- ② Sports Field
- ③ Twizel Event Centre
- ④ Town Centre and Market Place
- ⑤ Twizel Area School
- ⑥ Ben Ohau Golf Club
- ⑦ Man-Made Hill
- ⑧ Holiday Park
- ⑨ Meridian Rowing Centre Sport and Active Recreation Area to compliment the Rowing Centre'
- ⑩

## LEGEND

- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- LARGE LOT RESIDENTIAL
- RURAL RESIDENTIAL
- RETAIL
- LARGE FORMAT RETAIL
- VISITOR ACCOMMODATION
- COMMUNITY FACILITIES
- INDUSTRIAL
- UTILITIES
- OPEN SPACE
- NATURAL OPEN SPACE
- RURAL LAND
- COMMUNITY ENTRANCE FEATURE
- DEFERRED RETAIL
- STREETSCAPE IMPROVEMENTS
- WATERWAYS
- STATE HIGHWAY
- EXISTING ROADS
- PROPOSED ROADS
- TRAILS
- \* HATCHED AREAS REPRESENT ZONE CHANGES







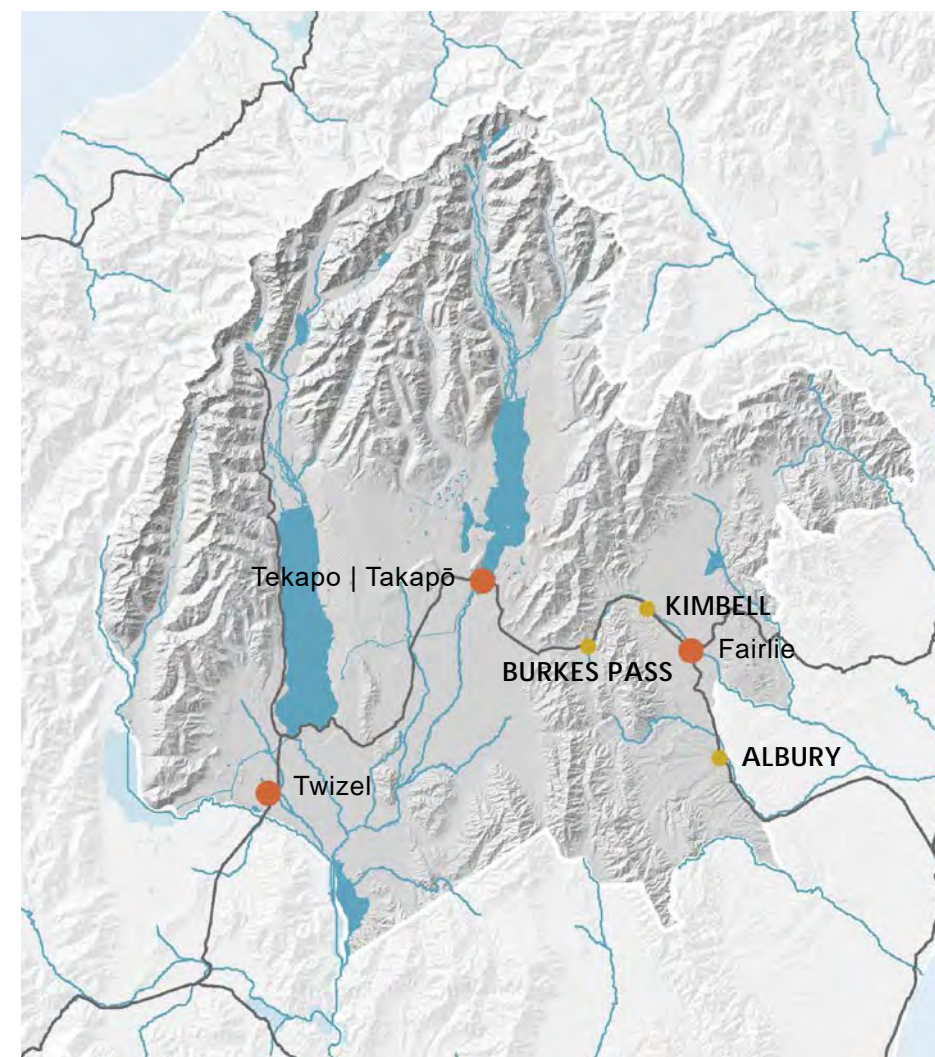
# RURAL SETTLEMENTS

Along with the spatial planning of the three main townships the Mackenzie Spatial Plans have looked at the future of Mackenzie's rural settlements:

- Burke's Pass | Te Kopi-O-Ōpihi
- Kimbell
- Albury

Rural Settlement Plans for each settlement have been developed which map out what the future could look like in 30 years. These have been developed following community workshops that were held to identify the issues and opportunities facing each settlement.

Much like the Spatial Plans, the Rural Settlement Plans outline the future zoning for each settlement and are aimed at accommodating growth over the next 30 years, while guiding investment in infrastructure and amenity improvements.



## COMMON ISSUES:

The speed limits on the state highway through each town are unsafe, residents want to see the speed lowered and traffic calming measures implemented such as threshold planting and better signage.

All settlements had issues around the provision and supply of services such as water, wastewater, electricity and communication.

A general feeling that there has been a lack of Council maintenance and investment over time.

## COMMON OPPORTUNITIES:

Increased sustainable development and future revegetation of the river corridors.

Use existing landscape features to manage growth and support open space and trail networks.

Provide areas for appropriate residential expansion to support the community, without compromising the unique character of each settlement.

Development of design guidelines to safeguard areas of special character, identity and smaller scale from future development.

Improved walking and cycling connections within the villages and better integration with open spaces.



PROCESS

ESTABLISHMENT REPORT AND  
COMMUNITY SURVEY

1

January – May 2020

The Mackenzie Community Survey was carried out to get a high-level understanding of how the community feels about the district.

- a What one thing do you like most about the District?
- b What one thing would you like to see changed?
- c Looking ahead, what one thing would you like the Mackenzie District to be known for in the future?



The results can be viewed online at:  
<https://bit.ly/2upEAFJ>

COMMUNITY WORKSHOPS

2

July - August 2020

Workshops were held in Burkes Pass, Kimbell and Albury to understand the issues and opportunities identified by the communities of each settlement.

Following the community workshops, the project team developed a Rural Settlement Plan for each township.



SHORT-LIST DEVELOPMENT

2

September - December 2020

Once the Rural Settlements Plans had been developed, they were shared with the community for feedback.

Following the short-list community engagement, the project team came back to each community to share findings and get further direction.



PREFERRED OPTION DEVELOPMENT

2

January - June 2021



a

BURKES  
PASS /  
TE KO-  
PI-O-ŌPIHI  
LIE



b

KIMBELL



c

ALBURY



# BURKES PASS / TE KOPI-O-ŌPIHI

## INTRODUCTION

Burkes Pass / Te Kopi-O-Ōpihi is closely associated with the source of the Ōpihi River and its heritage as an outpost for the European settlers' bullock teams that led into the Mackenzie Basin.

It was one of the main gateways into Te Manahuna used by Ngai Tahu on food gathering journeys and is regarded as a culturally significant area due to its proximity to the source of the Ōpihi River and various mahika kai sites nearby.



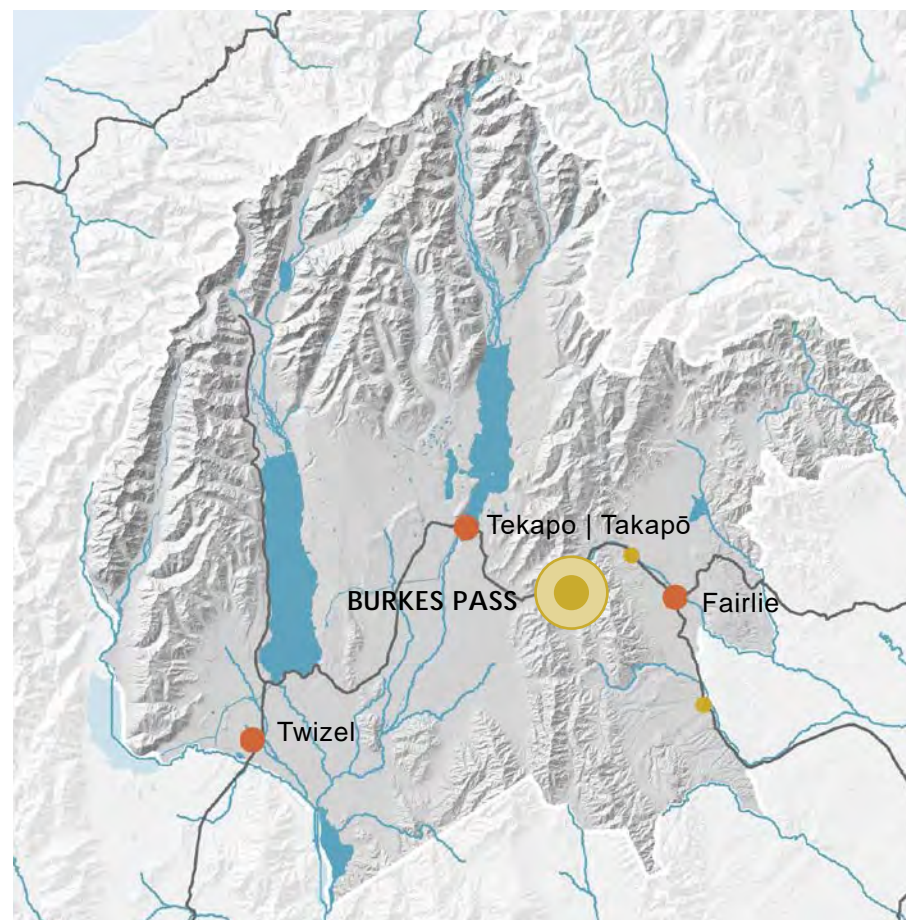
BURKES PASS RETAIL



FORMAL BURKES PASS SCHOOL TEACHERS HOUSE



HERITAGE WALK





BURKES PASS / TE KOPI-O-ŌPIHI SETTLEMENT PLAN



LEGEND

	RETAIL		COMMUNITY FACILITY		WATER TREATMENT		BURKES PASS RURAL CHARACTER AREA		* HATCHED AREAS REPRESENTS LAND USE CHANGES
	EXISTING RESIDENTIAL ZONE		NATURAL OPEN SPACE		FLOODING AREA		PEDESTRIAN WALKWAY		**REZONING OF RURAL LAND SUBJECT TO APPROVED OUTLINE DEVELOPMENT PLANS (ODP) PROVIDING NATURAL OPEN SPACE BUFFER / STRIPS WITH TRAIL NETWORK CONNECTIONS
	LOW DENSITY RESIDENTIAL**		OPEN SPACE		GATEWAY		FUTURE ROAD		ROAD CROSSING
	GENERAL RURAL ZONE		TREES		HERITAGE ITEM		VIEW SHAFT		
			CAR PARKING						

SETTLEMENT PLAN

Residential growth will be managed in Burkes Pass by enabling development within the existing residentially zoned land and extending the residential zone on the northern side of the town. This expansion will be constrained by landscape features.

A new Burkes Pass Rural Character Area will protect the unique nature of the town and ensure future development doesn't affect the amenity or character of Burkes Pass. This will be supported by an appropriate investigation and analysis that will be carried out as part of the District Plan Review.

The commercially zoned land will be expanded and formalized on both sides of the main road, enabling further commercial opportunities within the settlement.

Mana whenua have strong aspirations to see the health of the Ōpihi improved along with increased indigenous biodiversity. MDC share these aspirations and hope to work with landowners to ensure these outcomes can be achieved.

Improvements will be made to tourist amenities and additional landscaping and planting will complement the work already undertaken to date. Provisions for public access for walking and cycling trails and natural open space through land that has been upzoned as large lot residential will be included in the District Plan Review.

OPPORTUNITIES:

- Enhance the township with a new reserve south of the highway and associated walkways and plantings, including beginning revegetation of the Ōpihi River.
- Establish a Burkes Pass Rural Character Area to protect and promote the town's existing character. Design guidelines could be created to help inform future development.
- Support the new 60km lower speed environment with roading infrastructure and planting intended to slow vehicles.
- Additional toilet facilities are expected to be provided by commercial providers as the town grows.
- Improve the health of the Ōpihi River with planting and other restoration where possible

KEY FEATURES OF THE PLAN:

- ① Extension to the residential zone (limited by landscape features)
- ② Development of a Burkes Pass Rural Character Area
- ③ Formalise and upgrade the existing heritage walk
- ④ Upgrade the entrances into town (signage and planting)
- ⑤ Formalised commercial area
- ⑥ Begin restoration along the Ōpihi River



# KIMBELL



## INTRODUCTION

Kimbell is a small rural settlement that is closely related to both Fairlie and as a gateway to Mt Dobson.

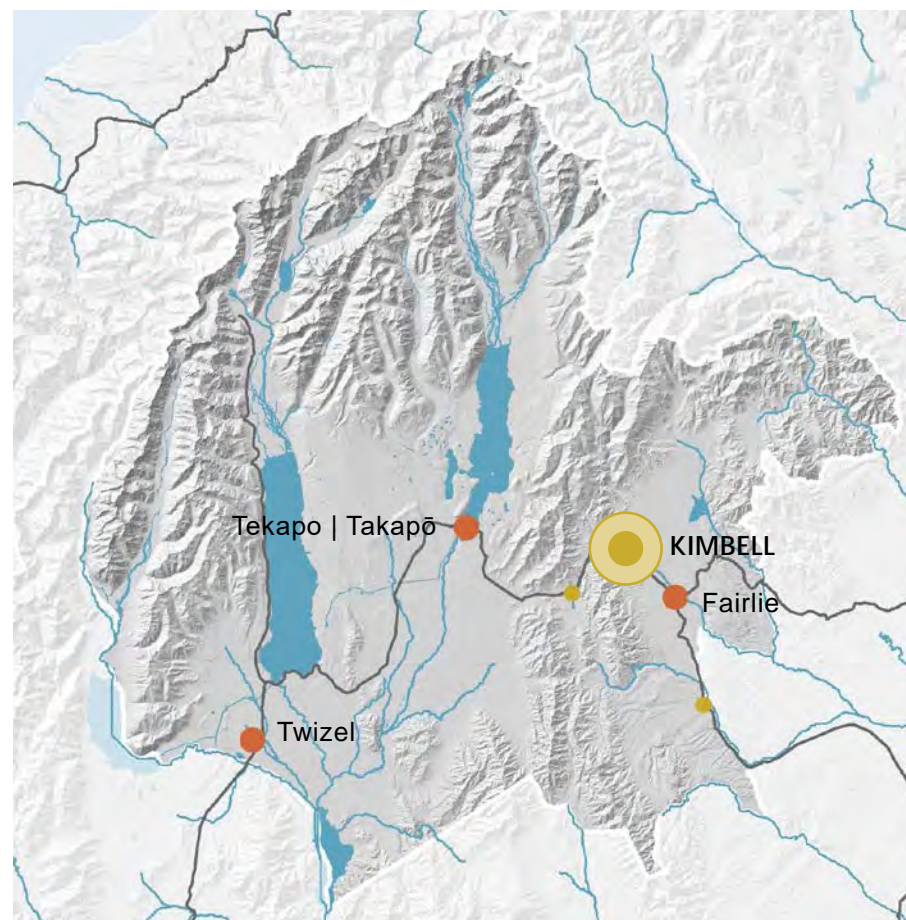
Located on the Ōpihi River, Kimball is located on the traditional mana whenua trails used seasonally to gather kai and materials, including weka, tuna, quail and taramea.



SILVERSTREAM HOTEL



STATE HIGHWAY 8



KIMBELL RESIDENTIAL CHARACTER



# KIMBELL SETTLEMENT PLAN



### LEGEND

- LEGEND**

	RETAIL		GENERAL RURAL ZONE		FLOODING AREA		ROAD CROSSING		* HATCHED AREAS REPRESENTS LAND USE CHANGES
	EXISTING RESIDENTIAL ZONE		NATURAL OPEN SPACE		GATEWAY		BRIDGE		
	LOW DENSITY RESIDENTIAL		OPEN SPACE		HERITAGE ITEM				
	LARGE LOT RESIDENTIAL **		TREES		PEDESTRIAN WALKWAY				
			CAR PARKING		FUTURE ROAD				

\*\*REZONING OF RURAL LAND SUBJECT TO APPROVED OUTLINE DEVELOPMENT PLANS (ODP) PROVIDING NATURAL OPEN SPACE BUFFER / STRIPS WITH TRAIL NETWORK CONNECTIONS

## SETTLEMENT PLAN

Residential growth will be managed in Kimbell by enabling development within the existing residentially zoned land on the western side of the state highway and extending the town with a rural lifestyle zone on its northern, western, and southern edges. This expansion will be constrained by landscape features.

An expanded commercial area, anchored by the Kimbell Hotel, will expand across both sides of the road, offering increased opportunities for businesses in Kimbell.

Mana whenua have strong aspirations to see the health of the Ōpihi improved along with increased indigenous biodiversity. MDC share these aspirations and hope to work with landowners to ensure these outcomes can be achieved.

The settlement's open spaces will be upgraded, with improvements suggested for walking and cycling paths, a shared community space and local street improvements. Provisions for public access for walking and cycling trails through land that has been upzoned as large lot residential will be included in the District Plan Review.

**OPPORTUNITIES:**

- Support a 60km lower speed environment with road infrastructure, planting and a clear pedestrian / cyclist crossing point.
- Upgrade the community owned recreational open space at the heart of Kimbell.
- Allow for development of future commercial opportunities on both sides of the state highway.
- Fully seal Siegerts Road and complete the formation of Perambulator Lane through to Stanton Road to minimise highway access points and service residential sections.
- Enhance the township with new plantings including street trees and begin native revegetation of the Ōpihi River and tributary streams.
- Manage flooding issues through regular maintenance.

### KEY FEATURES OF THE PLAN:

- ① Extension to residential area through the development of a rural residential (limited by landscape features)
- ② Improved walking and cycling connections throughout the town
- ③ Improve the entrances into town (signage and planting)
- ④ Improvements to the community space in the centre of town with enhanced sports and playing facilities
- ⑤ Safe road crossing area, supported by a 60km speed limit
- ⑥ Improved streetscape planting (trees and shrubs)
- ⑦ Increased opportunities for commercial activities



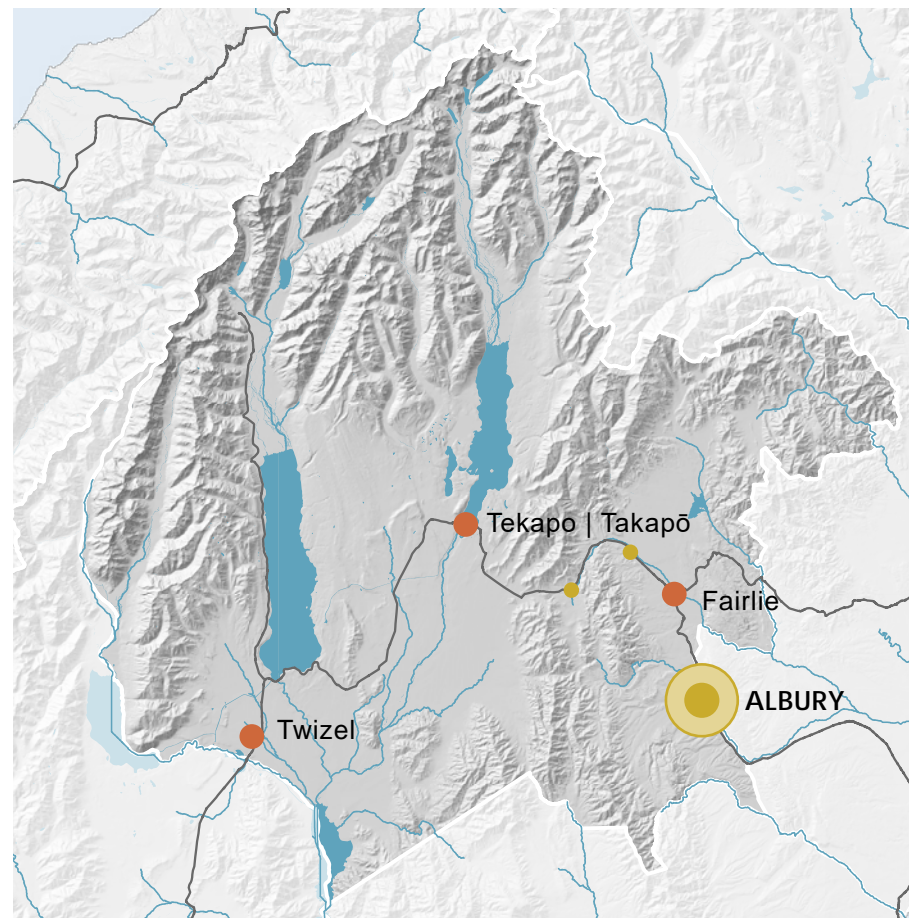
# ALBURY

## INTRODUCTION

Located on the Te Ana a Wai river Albury is one of the traditional mana whenua gateways to the Mackenzie or Te Waharoa o te Manahuna, as well as the Hakataramea valley.

Albury is located on State Highway 8 between Fairlie and Timaru. The South Island farming area is surrounded by sweeping hills and an abundance of animals including sheep, cattle and deer.

The Albury Tavern is a historical landmark. Built in the 1870s as a railway hotel to service the Timaru to Albury rail line, it is the oldest licensed wooden pub in New Zealand. Albury is also home to Mackenzie's oldest homestead, Opawa.



STATE HIGHWAY 8 LOOKING NORTH



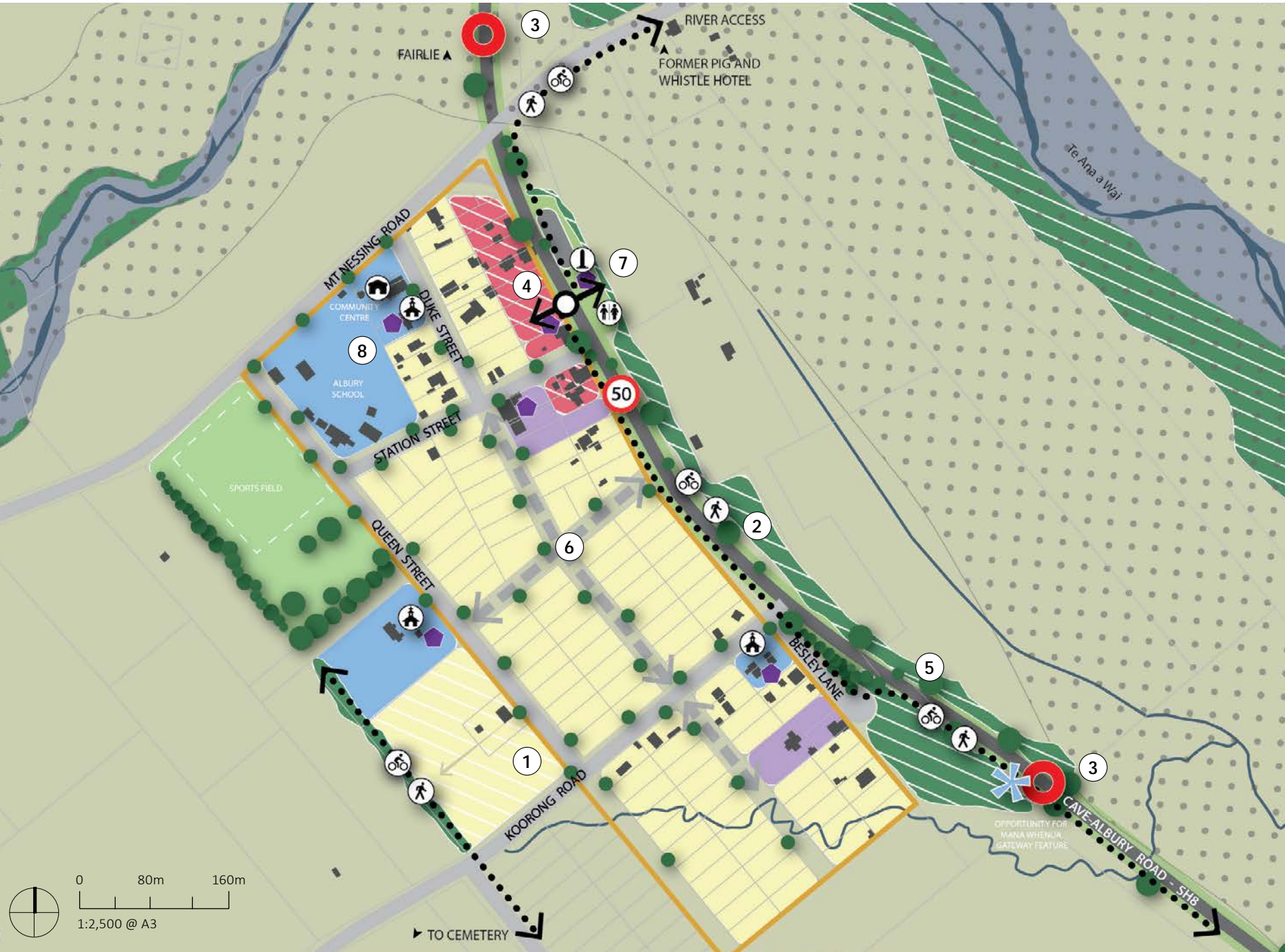
STATE HIGHWAY 8 LOOKING SOUTH



ST MARTIN'S ALBURY



ALBURY SETTLEMENT PLAN



LEGEND

	RETAIL		GENERAL RURAL ZONE		CAR PARKING		HERITAGE ITEM		* HATCHED AREAS REPRESENTS LAND USE CHANGES
	LIGHT INDUSTRIAL		COMMUNITY FACILITY		FLOODING AREA		PEDESTRIAN WALKWAY		
	EXISTING RESIDENTIAL ZONE		NATURAL OPEN SPACE		GATEWAY		FUTURE ROAD		
	LOW DENSITY RESIDENTIAL		OPEN SPACE		COMMUNITY ENTRANCE FEATURE		ROAD CROSSING		
			TREES						

SETTLEMENT PLAN

Residential growth will be managed in Albury by enabling development within the existing residentially zoned land and extending the residential zone on the south-western edge of the town. This expansion will be aided through servicing improvements, including an improved town water supply capacity.

Upgraded community facilities, a small expansion of the commercial zone, and landscape improvements to the road corridor and domain will help improve the amenity and opportunities within the town.

OPPORTUNITIES:

- Improvements to open spaces including walking and cycling paths, increased native planting and revegetation along the state highway.
- Support a 50km lower speed environment with good road infrastructure, improved planting and pedestrian / cyclist crossing points.
- Focus on sustainable development in the urban area to reduce residential expansion on rural land.
- Investigation into potable water and wastewater schemes to improve capacity and unlock the development potential for more residential housing.
- Create a community hub with enhanced and well-maintained community facilities, centred on the community hall.
- Allow for development of future commercial opportunities along the highway.

KEY FEATURES OF THE PLAN:

- ① Extension to the residential zone (limited by landscape features)
- ② Improved walking and cycling connections
- ③ Gateways into town (landmark features, signage and planting)
- ④ Increased opportunities for commercial activities
- ⑤ Plant more trees along the state highway to complement the peace tree avenue
- ⑥ Improved streetscaping and planting (trees and shrubs)
- ⑦ Enhance the community area around the war memorial
- ⑧ Enhance community hub around hall, school and church



# NEXT STEPS

The Spatial Plans will inform the District Plan review, which will begin in 2022

The zoning and land use outlined in each Spatial Plan and Settlement Plan will be reflected in the proposed District Plan, and this will then be taken back to the community for more input and feedback.

## THE DISTRICT PLAN REVIEW

The District Plan is the community's rulebook, setting out the framework that governs how land is used and developed within our district. It sets out zoning, guidance and rules, it also outlines when a Resource Consent is required.

The Resource Management Act 1991 (RMA) requires all councils to start a review of their District Plan 10 years after it was made operative. Our current District Plan was adopted in 2004, so it is well overdue for a review.

We are reviewing the Mackenzie District Plan over the next year and will be discussing key topics with the community as we work our way through this process.

## HOW WILL THE SPATIAL PLANS BE USED?

Each Spatial Plan will be used by MDC to guide the zoning in the District Plan Review.

The zoning you see in the plans in this document will inform the Proposed District Plan.

## HOW CAN YOU HAVE A SAY?

There will still be plenty of chances to let us know what you think once we begin the District Plan Review itself, both during the development of the plan and through the statutory review process which will follow.

There is still a long road ahead before new zones are set in stone. The Spatial Plans allow us to get ahead of the process by using community engagement and analysis to outline how the towns should grow over the next thirty years.

