

Summary of Spatial Plan engagement responses

The tables below present comments made by respondents to the engagement survey, these are the responses in favour of a particular Spatial Plan option for each town and provide insight into the reasons why people preferred a specific option.

These comments have been copied verbatim from the raw survey data but identifying information has been removed from some comments.

Fairlie

Fairlie Option A Corridor Growth

#	Option A Corridor Growth – Reasons for preferred option
F1	Would like to see some of the A&P Showgrounds retained. Important that the industrial area does not encroach into town.
F2	Fairlie is on track that way already.
F3	The only one that allows growth. Follows existing road structures.
F4	Lifestyle blocks are included in the plan. Please note the A&P Showgrounds are NOT council property.
F5	It is what is happening at present. I suggest that you leave the "green area" including the children's play area and the A&P grounds alone. There are plenty of alternatives available within the township.
F6	I like that the town still has space and keeps 'the look' of what we have now. Also makes sense to have the visitor accommodation along the main road/Denmark Street area.
F7	Allows for growth along main routes. Will allow for quality builds.
F8	<p>I prefer this plan of all 3 options</p> <ul style="list-style-type: none">- It allows views of the mountains with growth up School Road and Nixons Road- I live in [identifying information removed] and we originally built with the thought that we would allow room to build another dwelling on the land if zoning changes were made so we have sited our house to allow that to happen easily.- Plan A still retains some of the village green in the town centre which I would like to see retained at the very least in part- The development of the industrial area along the main road could potentially go ahead quickly as the current owner of the proposed rezoned land already has intentions to subdivide the land for industrial sections- I like the shape of the proposed green area extending from the current rugby grounds. This would allow several houses to be built along the boundary with access directly to the green area – something which is often sought after with people looking for houses. I would like to see ample parking included off School Road.

Fairlie Option B Clustered Growth

#	Option B Clustered Growth – Reasons for preferred option
F9	I prefer this because I don't like the strung out nature of option A. I'd also like the industrial to be fairly hidden from the road, or at least no more strung out than it is now.
F10	It stays relatively the same just using the existing space available.
F11	It opens up a lot of new land that can be used for residential housing that is close to the town centre.
F12	Fairlie has the room to be slightly spread out to keep the free feeling.
F13	Change is minimal but development of current areas are considered.
F14	Doesn't spread out so much.

#	Option B Clustered Growth – Reasons for preferred option
F15	The clustered growth proposal limits urban sprawl but still allows a diversity of land uses. It presents an excellent mix of the options - bringing together the best of both options A and C.
F16	I would not like to see holiday home growth around Denmark street and Mt cook road. East of this area is a potential flood area and currently farm land.
	It leaves the showgrounds, a hugely important asset to this town, largely as it is. We cant afford to loose this asset. Its one of the single biggest earners for the community.
F17	Keeps open spaces between developments and maintains a more rural setting. I like the establishment of trails and walkways interconnecting for locals and visitors.
F18	Maintains the open space connections and rural feel. Develop A & P grounds for future development or retirement village. Use Mt cook road for higher density visitor accommodation and retail.
F19	The integration of green spaces between various densities of residential housing. Allows the town to "breathe".
F20	It keeps the town connected. I do like option C as well. I think the larger lots are key to keep the area growing especially given the rural makeup and lifestyle opens are present. I like the green spaces and the green way connections.

Fairlie Option C Contained Growth

#	Option C Contained Growth – Reasons for preferred option
F21	It maintains the town as a central cluster than then spreading and losing a sense of small community.
F22	Contained Growth keeps the town together without lots of segmented areas which become their own 'group'.
F23	It keeps Fairlie the 'Gateway to the Mackenzie' not the express way.
F24	Maintenance of the contained rural character of the town without the impingement or spread into the surrounding landscape. Best to use what is within the existing boundaries first.
F25	There is quite a lot of under-utilised land within the Fairlie township, i.e. vacant sections and/or larger sections that could have multiple dwellings or shops. Towns with a more central focus are more supportive to community wellbeing and seem to be more popular with visitors. Sites that are currently used as industrial should be shifted to a more appropriate location.
F26	I have experience of many towns and cities worldwide. the more vibrant are constrained, smaller areas with population contained in a smaller area rather than spread out and sprawling.
F27	Development is still contained within the basic extended Township boundaries without sprawling into the surrounding rural land.
F28	Coming from [identifying information removed], it is a good idea to reduce urban sprawl. This is a wasteful use of land and requires more infrastructure investment and rates. Make use of more medium density housing.
F29	Less land used, easier to walk, bike as more compact.
F30	Good for community feel. Avoids putting more houses on the main roads.
F31	Contained growth offers the best solution for efficient use of roading, electricity and water infrastructure, and may also be less exposed to intense flooding. However, I don't feel I have enough information to make an informed decision on this.
F32	We don't wish to see valuable farmland developed into housing, keeping the growth of the town contained by building two or more storey flats will provide accommodation for workers in our town and surrounds, and use less valuable land...
F33	Looks better, more neighbourhood feel.
F34	Contained growth preserves the rural values which characterise Fairlie. Open spaces beyond the town boundary benefit all residents.
F35	Keep all town housing within walking distance of shops/ schools.

#	Option C Contained Growth – Reasons for preferred option
F36	Maximise productive farm land, minimise service networks (e.g. town water, sewerage, storm-water, etc) and reduced reliance on transport).
F37	That the developed area is contained and doesn't stretch out along the highway.
F38	I like the idea of growing the village center down past the Village Green but maintaining some green space within the middle. The Village Centre needs space to grow. I also like the idea of infilling the town to provide increased housing/land options for elderly. I would however like to see some rural residential sized sections identified in Options A and B to provided variety. In terms of the Industrial land I would like to grow east rather than south due to the flood risk from the Opihi River.
F39	Expansion limited and well governed - land usage optimised with minimal effect on surrounding areas.
F40	I think this makes the best use of the land already available in the town limits, it will make the town feel more alive and cohesive, instead of spread out and in different semi rural patches. I think Fairlie should have the option of central, affordable family rentals/homes to own. I do however, prefer the walking and cycling options from A and B over C - these make much more sense with what is already in place and where people want to go to enjoy the river etc. I disagree with using the A&P show grounds, this needs to be kept as a commons for the public use, it is not a site for residential expansion.
F41	We should keep our town feeling like a town and not all spread out in different directions. There is plenty of land already in the town area that could be used without going to semi rural pockets. I don't agree with the walking and cycling option up School Road in C though, the options and A and B make much more sense. I also believe that the A&P show grounds should not be marked for residential use at all - they are an important community asset and we need these green spaces.
F42	Allows for growth and ensures the town has future opportunities.
F43	The proposal contains and links all the growth to the existing township boundaries, which means the high amenity values are maintained - i.e. access to walks within 20 minutes of the township centre, where you get awesome views and quiet country roads. It provides for higher density closer to the centre, and groups all the visitor accommodation in one place.

Takapō

Takapō Option A Corridor Growth

#	Option A Corridor Growth – Reasons for preferred option
TA1	Low density housing on Pioneer Drive and most of Tekapo except for visitor accommodation.
TA2	Keeps tourist accommodation where it needs to be and leaves room for potentially cheaper residential areas.
TA3	It gives the best chance for growth in the Takapo area.
TA4	Industrial activities away from the town.
TA5	Chance for permanent residents to live peacefully away from the continual growth of tourist accommodation. If you want Tekapo to have more permanent residents they need to find spaces AWAY from tourists.
TA6	More potential for designated visitor accommodation, an additional retail area with easy car access out of the busy centre.
TA7	It allows more expansion on Tekapo so that the main road doesn't become to clogged with traffic etc.
TA8	Corridor development gives a less dense feel to town and interacts better with natural environment.
TA9	Contained expansion.

#	Option A Corridor Growth – Reasons for preferred option
TA10	<p>Because it is using land at the sides and behind the village which is sensible. I am though very disturbed to see that Pioneer Drive is not marked as the heritage area? No retail or dense housing should be allowed from Sealy street until the drive meets the highway. There are plenty of other areas for retail, housing etc. This is a special place for whanau, settlers and pioneers. Must not be lost!!</p>
TA11	<p>I like the Visitor Accommodation development along Lakeside Drive (minimal impact on the residents) but think it could include some Community Facility (Conference Centre?) and Retail as per Option B.</p> <p>I like the development of the Town Centre along Simpson Lane to Lakeside Drive so long as it is designed well with the Lake as the focal point.</p> <p>I like the connectedness of the development on Cowans Hill retaining some Natural Open Space. Not much view but that may mean cheaper land for residents and worker accommodation. Please note there is a significant existing Oak Tree Grove that should be protected behind Hamilton Drive/O'Neill Place.</p> <p>I like the Visitor Accommodation development back up the hill on the golf course which allows for good views and lots of green space but would have lower impacts on the town. Sad about the golf course.</p> <p>I like the Low Density along Pioneer Drive keeping traffic reduced and buildings lower in respect to the Heritage status of that area. I DO NOT like the idea of retail anything opposite the Church. It flies in the face of protecting that heritage green space, reducing parking, traffic flows etc.</p> <p>I like the idea of some Visitor Accommodation along the Saleyards land but think it should be mixed with Community Facility and Retail at the Saleyards Heritage area as on Option B.</p>
TA12	<p>Maintain green areas /open spaces. Some good walking and cycling tracks.</p> <p>Keep the Cairns golf course where it is.</p> <p>Reserves like the one on D'Archiac Drive (yet to be developed) need to be developed and enlarged</p> <p>Thought needs to be given to parking - with increased demand for dwellings need to provide and expect off street parking in all development.</p>
TA13	<p>There needs to be places with LOW density for permanent residence and not be surrounded with holiday homes. Pioneer Drive should be left as a Heritage area for everyone to enjoy natural beauty without overcrowded footpaths etc. How can you encourage people to move here permanently when you are always surrounded by holiday homes and tourists.</p>
TA14	<p>I like the layout of the town in this option, but I DO NOT want to see any retail on the Eastern side of the bridge on Pioneer Drive near Sealy St. This whole area which is zoned Residential 1 at the moment needs to stay as an open green space or low density. It is near the Heritage Area that we need to protect for future generations.</p>
TA15	<p>I like Option A because it is a natural progression of the growth that is already happening now. I also like the retail on the Western side of the bridge, & don't see the need for any retail on the Eastern side of the bridge.</p>
TA16	<p>This option seems more efficient. It recognises the fact that Lake Tekapo is a small settlement, and will continue to be even by 2040 predictions. In recognising this we should make good use of our existing town centre, avoiding a spread or sprawl which would disjoint the community and use up green space which we currently live within, and not just next to.</p> <p>Much smarter, varied density housing can be put in to existing areas, and as long as the restrictions on motel style housing are rigid, avoiding a residential area being used as a short stay visitor zone, then communities and neighbourhoods can strengthen.</p> <p>I like the idea of maximising our existing town centre, and of not sprawling outwards too much. This comes with the proviso that we can have some safe system of accessing the retail area from the residential area on foot. The major highway is a hazard that no planning assessment would</p>

#	Option A Corridor Growth – Reasons for preferred option
	have envisaged prior. Now is that time. It is not smart to build a town centre which is separated from the residential areas by a busy road.
TA17	It leaves the golf course there as a recreational area and large natural open space. Thought the tarns were natural and therefore can not be filled in.
TA18	Corridor growth appears to be a better way to manage residential growth. The retail distribution also appeals.
TA19	The McKenzie district is a large space that people come to for open space. Promoting corridor growth facilitates this continued feeling of getting away from denser populations.
TA20	Has the better housing growth and visitor accommodation options.
TA21	Think Tekapo needs room to expand with some big box retail and industrial sites if it is to continue to grow and not just be a tourist town.
TA22	Low density housing areas retained. Industrial where it is proposed.
TA23	There are parts of this option I like and parts I do not. Low density retained as they are .When a change to residential status to Pioneer Drive was proposed (no 5) there was an over whelming vote in favour of no change. If you think The Mount is pretty,? Industrial etc on Tekapo/Canal Rd is where it should be. Supermarket where it is, is a mistake unless one wants to look up the lake while buying frozen food. I will assume visitor accommodation is hotel type buildings. Along towards the camp ground is good but beside school etc, over 2 stories will block any views.
TA24	Golf course - Green area remains. Church is not being built out.
TA25	Maintaining the 'green spaces'. Excludes high density. Less developed by icons i.e. Church, dog.
TA26	Want there to be minimal to no change to having more houses/accommodation on the lake side of the highway. Sale yard site should NOT be used for visitor accommodation - should be low density and possibly some community facilities. Is a further retail space really needed south along the highway? If it is it should be totally screened from the road.
TA27	Managed growth of the town that will better suit growth in local population and tourism. Allowing for more housing options regarding staff accomodation and more affordable local housing.
TA28	Open space is important for the development, however, there is no need to move the Hatched areas (Septic) to save the cost. Church area should keep it as a specific/unique area, therefore, less development around that area would be great. More retail or commercial area would be great.
TA29	I think that it promotes growth in the town but still cohesive.
TA30	Retail and industrial development of the sales yards makes good sense, it is away from the lake and scenic areas. I am assuming the additional retail would be for more everyday supplies for residents where currently they need to travel to Twizel or Fairlie. I cannot imagine why there would be the need for more 'tourist themed' retails shops, there are more than enough of these in the central village.

Takapō Option B Clustered Growth

#	Option B Clustered Growth – Reasons for preferred option
TA31	Retail space is not in the 'heritage zone' of Pioneer Drive. Sales yards are used for community & retail zones. Utilities space is not down Andrew Don Drive but in the existing Resource Recovery area.
TA32	Prefer to see planned clusters to enable both development of property and community.

TA33	The retail extends to Simpson Lane.
TA34	Clusters enables greater integration of mixed use and multi densities within a designated area.
TA35	Different retail areas which can serve different parts of town.
TA36	Tekapo has limited options for expansion, consolodating visitor accommodation and retail to the areas shown ensures growth can happen and this takes place in the right areas.
TA37	Consider that clustering will support community connection.
TA38	Expansion of the retail area. The clustered residential areas may enhance the town image visually. Room for further expansion in the future.
TA39	Use of natural landscape features to control growth.
TA40	Incorporation of green space around development areas. Option for community facility (eg. library or museum)/shops/green space on the eastern side of town - 'precinct' concept.
TA41	The existing town centre feels very unorganised and perhaps this plan will concentrate the town development. What is not identified in any plan is the capacity for any sport fields. A cricket pitch has been developed at the East end of the saleyards but permanent sport fields are required and the saleyard area would appear to be a great site for this.
TA42	Maintains a mix of green areas around housing clusters to give an open feel I dont agree with the development of the land on the cairns golf course and i think you would have a court case [identifying information removed] sold sections in the cairns and mt john on the fact there is a golf course. Also Peppers cant be developed any further. Its a deposited plan with unit titles and would need 100% approval of the owners. Its already an over developed site with no carparking or bus parks and lacks maintenance and storage space.
TA43	More open feel with a good mix of green space.
TA44	I like the feel of more open development, It may mean less development in clusters as you have more green space. we want to preserve that space and natural beauty of tekapo. I agree with the visitor accommodation zones along pioneer dr and lakeside dr. We should allow these areas for development of boutique hotels and move low density to the top of tekapo for residential and holiday homes which will create a better feel for residents.
TA45	More of an open feel about clustered development.
TA46	It allows for continuous open space to the river from Lochinver subdivision which providing walking and cycling to the river and onto the shopping area. We would like this to retain Kettle Tarn and for this area to be enhanced. It appears from a reference to a gazette notice that this land was vested for plantation reserve under the Reserve Act 1977. We would like to know what the process would be to have this reserve status changed and the historical context in which it was created. The tarn provides for a natural drainage area for runoff from the surrounding area. If developed the tarn would provide a place for bird life to flourish.
TA47	Growth is constrained by landscape features. I like medium density in town and low density around the golf course. This will add a luxurious feel to the area and add value to the whole township.
TA48	Retains green sections between housing pockets for people to walk.
TA49	Keeps green corridors for walking and keeps a sense of space.
TA50	But not entirely. Too much Visitor Accommodation on Pioneer Drive. Room for growth of accommodation but not sprawling. More areas marked for walking/biking trails.
TA51	Personally I do not wish to see the footprint of Tekapo expand at all. If it does I want preservation of natural moraine boundaries and green spaces. To me the beauty and attraction of Tekapo is the unique glacial geological footprint and alpine environment. Lets not destroy this by overdevelopment. My vision for Lake Tekapo is a quiet bespoke alpine village nestled by the lake with balanced domestic and international tourism. To achieve this we need to put in a highway bypass located to the south of the village behind

	<p>Cowans Hill. At the moment the town is dominated and ruined by the state highway - shift it for safety and aesthetics. Many of Tekapo traffic management problems would be solved by a bypass. An out of town (but on the bypass) service centre could cater to needs of highway traffic leaving a more bespoke set of shops to cater for the parked up genuine visitor. If not possible then please have some tunnels running under roads for pedestrians and cyclists.</p> <p>The sewerage oxidation system may well need to be upgraded and/or relocated regardless of degree of future development . No one will wish to live within the air-shed of an overburdened sewage oxidation pond.</p>
TA52	<p>Leaves options for future developments. Does keep the appearance of Lake Tekapo. Concentrate bigger retail areas in and around the existing Town Centre. Avoid overdevelopment/sprawl on the landscape of Lake Tekapo.</p>
TA53	<p>I like the options of having increased community facilities and retail throughout the town. The plan also allows for residential growth. Visitor accommodation opposite the Open Space Heritage Zone should remain low scale - its the right location but should be low density and no huge motels.</p>
TA54	<p>I do support a flexible approach as much as possible, as nobody has a crystal ball. However I do understand, there needs to be certain guidelines. I feel the plans given are based on an "outdated system" e.g differentiation between div. residential levels and Holiday homes, Visitors accommodation, when the later 2 are well and truly in reality also residential...e.g.a visitor can be a short term Resident (1 night) to a long term Resident (e.g. 2month or longer). Lake Tekapo is now well established as holiday destination & the community is very much built around & dependend on the tourist income and in today's environment of Airbnb it's very hard to make the distinguish between residential and visitors. As a matter of fact, some of the best and most desired accommodation places, are the places, where visitors feel at home.</p> <p>Lake Tekapo needs a balanced combination of div. accommodation option. People who decide to live & work here need to be given the opportunity to run accommodation, small retail from their homes.</p> <p>Their is merit to keep bigger Hotels, Restaurants, retail complexes to the one area; But a "carsales yard " approach should be avoided, meaning for e.g. all Hotels at the same place etc.. The plan should allow where appropriate a better mix.. e.g. Cairns Golf course - a Country Hotel, Lochinver could me mixed density, as a lot of the established houses are already serving as visitor accommodation.</p> <p>If you permit retail in Pioneer drive, then not just the one cluster at the bridge, you may as well permit it for the whole area...</p> <p>As the views and the surrounds of Lake Tekapo, the rugged Alpine Nature are the big drawing cards for the residents and the visitors alike the emphasis should be even more put on the organisation of the traffic, creating designated walkways/bike tracks, controlling noise pollution etc.</p> <p>The status quo of Carparking in Lake Tekapo is appalling. A lot of time & money has been wasted, by establishing /undoing of diverse Carparking areas, which are not very userfriendly and certainly not enhancing the area.</p> <p>The corner of SH 8 & Lake side drive would make the perfect spot for the start of Carpark house (go underground with the first lot...), and adjoining towards the lake front could well be a future shopping area (old YHA..) with div. boutique shops/restaurants etc.. Aiming for one major carpark would be preferential, than having small carparking all over the place.</p> <p>The use of the land can be kind of controlled by closing off some the roads to heavy vehicles, e.g. Buses, Trucks, Campervans.... unless for delivery.</p> <p>Very important for Lake Tekapo is Pioneer Drive, the Church, Dog monument the whole area should be with as little traffic as possible, don't permit heavy vehicles, Buses, Campervans, Trucks.First they are very deterrential not only to the road itself, but also to the views and spoiling the ambience of the area for everybody, not just for the residents of Pioneer Drive, very much for all residents of Lake Tekapo and the visitors who want to enjoy this unique area.</p> <p>Walking, cycling, sightseeing along Pioneer Drive & Church and the lake shore is one of the main activities people do while in Lake Tekapo.</p>

Keep carparking to a very minimum at the Church, (the Church could provide some carparking on their land). Carparking at the Dog monument should be reduced to one or two parks for disability and off/on loading area only .

Even if in future there would be the case that small boutique retail/restaurant etc and more accommodation would be permitted, traffic should still be kept to a minimum. There are many examples in the world, that this can work and as a matter of fact enhance businesses. Establish Pioneer drive as a SHARED ROAD! It's the natural jewel of Lake Tekapo! only permit development which enhance and compliment the area. Instead of opening up Mackenzie Drive & the "paper road "" part of Sealystreet, establish a Roundabout at AlanStreet SH8 and bring in a Road to the unbuilt section neighbouring the Mantra. Don't let that section be accessed via Pioneer Drive.

Carparking after the Bridge opposite Firebrigade this carpark should be connected to the new carpark under the Godley and be kept free for visiting buses, public carparking, at the moment it's all taken up by Dark Sky Project Buses...

Make Lake Tekapo a no fly zone incl. no drones, (Air Safaris' flight route is very acceptable for the town, take it as an example) unless for emergencies.

TA55	I have been an advocate for the development of industrial and retail activity away from the lakefront area. The are proposed is a good move.
TA56	Retain the open spaces and natural environment feel. Use the lakefront for vistor accomm along pioneer dr and lakeside dr. Less visitor accommodation above the town.

Takapō Option C Contained Growth

#	Option C Contained Growth – Reasons for preferred option
TA57	I like that high density accommodation e.g. hotels are clustered in the town centre.
TA58	Its contained, it central. It allows for exploring the outdoors, it looks like a pleasant rural town contained not a bit here and there!
TA59	It keeps growth near the town center and encourages infill housing / residential.
TA60	Retains the character of Tekapo village feel.
TA61	I like that similar services are in the same area that makes sense rather than dispersed.
TA62	Do not want to over populated the town.
TA63	Compact commercial zone, not spread out into 3 locations . Maintenance of green spaces.
TA64	Maintain a small town feel, and keep the outdoors/natural landscape 'just outside the back door'.
TA65	Better activity and connection with smaller denser space. Reduced infrastructure requirements and costs for expansion Location of retail area is still in the right place - but needs to have view cones, outlook and controls for development to allow all people to enjoy the view and space. Protects church views and land use Doesn't seperate retail area over too large an area / dislocation by outlet.
TA66	Limited spread of the township and impact on surrounding outstanding natural landscape.
TA67	Appears less piecemeal and more logical. Better to have retail concentrated in one area.
TA68	We think that it keeps the town "tighter" rather than sprawled.
TA69	Tighter development will result in less sprawl across the landscape. It will also make it easier to walk and cycle rather than forcing higher car usage in the area.

#	Option C Contained Growth – Reasons for preferred option
TA70	Coming from [identifying information removed], it is a good idea to reduce urban sprawl. This is a wasteful use of land and requires more infrastructure investment and rates. Make use of more medium density housing.
TA71	Control on house placement in Tekapo environment is important. Keep the town feeling like a community.
TA72	More logical to contain than to sprawl and spread in such a small geographic area.
TA73	It stops the spread of truly horrible subdivision that you have allowed to happen.
TA74	I think it keeps the corridor quite tight within the town without spreading out to far.
TA75	That the saleyard area is less likely to be turned into an area of 4 story buildings.
TA76	Contained urban expansion. reduced light pollution.
TA77	Retains less dense options around lake. ie Holiday homes as opposed to med density.
TA78	It appears to involve the least intensive use of the saleyards area, an area which I feel is best suited to a reserve of naturally-landscaped featured, walking paths etc (similar to those around the Mantra).
TA79	It contains tekapo in a small area. This means that urban sprawl and the needs= for vehicles movements are not restricted. Small compact site.
TA80	No retail zone East of the River.
TA81	It seem to prove a balance with out over allowing intensive housing.
TA82	Provides strategic growth opportunities.
TA83	<ol style="list-style-type: none"> 1. Keeps all commerical zoning to the western side of Tekapo River. 2. Encourages higher density living, which means there is more green spaces. 3. Visitor accommodation wrapped around town centre rather than spread out through residential areas.

Twizel

Twizel Option A Corridor Growth

#	Option A Corridor Growth – Reasons for preferred option
TW1	It works. Services are all ready established and upgraded. Town centre, school etc need to be renewed on their existing sites. Development of Tasman Road from Mackenzie Drive to Mt Cook School site would be better accessed from Mackenzie Drive. This change would give I believe a better flow of traffic and people.
TW2	Retains the character of Twizel.
TW3	Visitor accommodation on SH8 & along Max Smith drive near Lake Ruataniwha. Holiday house opportunities along SH8.
TW4	The town needs to be able to grow according to the needs of the people.
TW5	Integration of accomodation types - don't like silos of accomodation types in other options. Like the industrial area being expanded to the outside of town - hopefully will bring some bigger business to town.
TW6	I am not a fan of in fill housing, even though it may help improve the standard of housing in the inner township.
TW7	Love the golf course, beautiful open area close to town retains view great place to walk feels open. Industrial expansion on sh8 makes use of space deep section. Twizel expansion is nice but want to keep town feel. Extend outside of original loop south side ostler road, glen Lyon road. Opposite side of sh8 great place for industrial estate.

#	Option A Corridor Growth – Reasons for preferred option
TW8	Move of some commercial away from the inner township. Golf course is retained. Well managed growth of housing. Good consideration of and use of land bordering SH8. A good view to long term growth which is relatively contained but meets the long term needs.
TW9	Seems like a good natural progression.
TW10	Tidy.
TW11	the attraction of Twizel has always been wide open space with lots of green areas (including the golf course).
TW12	Makes sense .
TW13	a bigger area for growth of town center without disconnecting clusters provides a good reachability by foot, tourism growth directly at SH8, so they do not have to drive through living areas.
TW14	Growing the town.
TW15	Not mixing holiday accomodation with industrial and residential growth areas. Keeping holiday accommodation near town/shops so visitors can easily walk to restaurants, 4 square etc. And keeping the feel of areas beyond northwest arch not too developed or intensive.
TW16	I like Option A or B but would prefer the Town Centre to be concentrated in the Mall to bring life to the Town Centre (as came out of the survey you previously undertook). I think it is important that Twizel retains the amenities that make it a popular place for holiday makers which means there are more houses in town, more people spending money supporting the commercial businesses in town and more rate payers. Therefore I think it is important that the Golf course and the laneways are retained (not turned into residential as in Option 3).
TW17	It contains the aspects that I like about Twizel. I like the extension of the retail/commercial area along Ruataniwha Rd I like the retention of the current Golf Course I like the expansion of visitor accommodation along Wairepo Rd I like the retention of a green strip both sides of SH8 I like the provision of a heavy industrial area near the sewerage ponds.
TW18	It maintains more rural properties.
TW19	It's the right direction for retail to grow to attract passerby's.
TW20	More rural residential feel.
TW21	Seems the most logical.
TW22	Prevents too much congestion of housing in what is now central Twizel, keeps industrial to the outer edge.
TW23	1. New industrial is adjacent to the substation area and out of direct view of town. 2. This plan allows for cycle and walking trails around new development areas. 3. The new school retains its current site and green space. 4. Retains current golf course green space.
TW24	Slow things down. Stop putting tourism first. Outlaw freedom camping. Aim at high value tourists.
TW25	Green spaces and the divined, clear holiday home and industrial areas.
TW26	Keeps the same feel to the place.
TW27	As a visitor to Twizel I especially enjoy walking/running/cycling in the reserves on Twizel's perimeter (e.g. New Northwest Arch) - Option A continues the city boundary/rural sense of space that is such a feature of these reserves.
TW28	I like some of A, B and C. In A, the retail extended to SH8, industrial area over SH8. In B, the larger density outside the centre. Love all biking and walking trails. I love these where appropriate.
TW29	Least destructive to what is already here. Putting growth in teh obvious place. What I do not agree with is development on Ruataniwha Road. You only need to look at Tekapo to see the congestion it would cause. Not agree with development right out to the road. Taking away a green walkway and disc golf.

#	Option A Corridor Growth – Reasons for preferred option
TW30	It is the least disruptive.
TW31	<p>I actually prefer several of the features of Option A and B. I do not like either in their entirety.</p> <p>The things I like about A: The retention of the central school location. It should not be moved under any circumstances. Move other stuff if anything needs moving! The greenways and cycleways. The infill concept for housing rather than further spreading out of Twizel and the expansion of the low density housing into the new areas like south of Mackenzie Park. Limited expansion around the corridors. The expansion of visitor accommodation into Ruataniwha Rd but only on the north side and only out to the existing SH8 greenbelt. The existing open nature of the south side should be retained. The heavy industrial area across the road. The Visitor Accommodation in Wairepo Rd on the west side only. Keeping the NW Arch area at large residential.</p> <p>The things I do not like about A; Changing The Drive area to low density from its existing large lot residential. The current densities should be retained and not be allowed to subdivide.</p> <p>The things I do not like about A but prefer what is shown in B: The expansion of the retail into Ruataniwha Road. This will become congested and ruin the entrance to town from a visual concept. The expansion of the visitor accommodation out to SH8 and taking over the greenspace by SH8. I prefer the Ruataniwha Road as modelled for B but again only on the north side. The expansion of the Visitor Accommodation at Lake Ruataniwha out to the lake versus what is shown in B for this area by the lake (but I don't like the visitor accommodation opposite the existing campground in B).</p> <p>The things I like about B; The visitor accommodation zone on Ruataniwha Rd but not on the south side. The retention of the SH8 and entrance green spaces. The use of the area beyond NW Arch for large lot or low density residential if that needs expanding.</p> <p>The things I don't like about B: The visitor accommodation opposite the existing campground in B and behind Manmade Hill.</p>
TW32	The extension of the town centre along Ruataniwha Road and along SH8, as this will attract more people to stop at the town.
TW33	<p>Option A better maintains the character of Twizel.</p> <p>Re all options, any thought that the Council can zone or otherwise determine that some areas will be for holiday homes and others for permanent residents is ridiculous and plainly not possible under current RMA planning provisions, and unlikely in any future legislation. The Council has no authority to direct that only permanent residents can buy in certain areas, or that they can only sell to someone wanting to be a permanent resident. Same for holiday house owners - the Council cannot dictate that a holiday house can only be sold to another person seeking to buy a holiday house. Is the Council going to specify that holiday homes cannot be built to look like permanent homes. Lot size may be an option, but the Council cannot control whether someone builds/buys one to live in permanently or use it for holidays.</p> <p>I cannot tell if current radiating green lane are being maintained. That was genius planning by MOWD town planners, way ahead of their time, and none of the options appear to be maintaining them.</p>

Twizel Option B Clustered Growth

#	Option B Clustered Growth – Reasons for preferred option
TW34	clustered growth allows for expanding industrial options closer to town.
TW35	It is similar to what we have now.
TW36	Looks like a reasonable option with opportunities for some interesting changes.
TW37	It is very out-there and kind of makes a suburb inside a park.
TW38	The spread and density levels appeal. I like the provision for plenty of walkways and cycleways keeping the town connected as was initially intended, even as it spreads.
TW39	Open spaces.
TW40	Moving the school away from the Market Square.
TW41	Balanced between providing more dwellings for the projected increase in population and retaining the small town/community feel.
TW42	Its a combination of growth but with the retention of the green spaces around town. Plenty of green spaces throughout the entire town is important.
TW43	I like the way the growth is planned and the Industrial area is away from the town centre.
TW44	It allows for growth in a managed manner without creating a high density residential area.
TW45	It seeks to establish an industrial zone in an area that would be well suited. Twizel lacks sufficient industrial area for any growth and currently lacks a separated industrial zone. It's location and separation from the existing township is advantageous from a reverse sensitivity perspective. There is sufficient land area to allow for screening and increased setbacks from SH can assist with visual integration. It is evident that Twizel is experiencing a residential housing boom and the infill that is occurring within the town boundaries has the potential to compromise the existing industrial zones and their viability e.g the demand for housing may exceed the demand for industrial zoned land.
TW46	Allows for expansion of large lot residential, but still allows for plenty of access to green areas in between. Industrial area expansion should be all on eastern side of SH8, away from residential areas. The current mix of industrial and residential along Ostler Road is weird and shows a lack of planning in the past. Current industrial zone along Ostler Road should be relocated over time to the eastern side of SH8, as proposed in the new zoning.
TW47	There are some aspects of Option A (eg rural residential) that I would like integrated with Option B. The industrial area either alongside the oxidation ponds or further south of highway 8 are both good and also keeping additional residential further away from Lake Ruataniwha. Promoting walk/cycle walkways and improving maintenance on the Twizel riverwalk/Ohau river walks (Highway 8 to Benmore). Important to retain the current golf course area - could be extended to an 18 hole course which would increase the recreational/tourism potential of the town.
TW48	It gets the industrial activities away from town.
TW49	More space available for low/medium density residential. Also offers a large retail area.
TW50	Less development blocking our scenic views which was the reason for buying rural in the first place.
TW51	Like idea of large lot clusters close to town.
TW52	Retention of green spaces and minimal building on the lake front.
TW53	For me personally it's the least onerous.
TW54	I like the idea of a relocated school, giving good space to expand the town centre, but I can't see it happening. The new school is already in the early planning stages, so this would be a matter of some urgency.
TW55	keeps open spaces and intensifies urban centre.
TW56	Protects the open aspect of the Mackenzie District.
TW57	I'm not fully enthusiastic about any of the options but more green space appears to be protected in B, including along Glen Lyon Road. Large lot residential is retained north of Lake Ruataniwha & along Glen Lyon Rd whereas Option C converts it to low density.

TW58	Like to see Golf Course remaining, holiday homes are clustered and the retail is centralised
TW59	A centralized retail area which creates a hub around restaurants etc Close to town holiday homes Golf course remains A hub is created for a central point being attractive to locals and visitors, a sense of community.
TW60	Lots more natural open space planned. Don't like the clustered holiday homes zone, would be a zone effectively dead to the community. The narrow corridor from plan a seems it would have a more dispersed spread out impact of holiday homes
TW61	This option consolidates the housing close to the centre of town and allows for the existing outer streets to retain some of the space they currently have. This provides for more mixed housing options within easy walking distance of the centre of town.
TW62	it retains green space (the golf course) in the centre of the spread. Once a special space like the greenways and golf course are fiddled with there is no going back later.
TW63	Increases the amount of natural open space on the Northwest side of the village, instead of sprawling houses everywhere.
TW64	more pathways and bikeways, more green and natural places than the two other options, smaller growth in a controlled way...
TW65	That there is an education cluster and there is an expanded retail area. I also see the industrial are being across the highway as a good thing. I would also be open to the airport being used for some industrial use.
TW66	Allows for areas of growth while maintaining plenty of natural open spaces. This in my view compliments aspects of the natural environment and sense of space and beauty of the area.
TW67	I want to keep the golf course and keep holiday accommodation in town centre. Clusters will give a more natural and open feel to the town. neutral green space is very important. I like the industrial area being on the side of the highway.
TW68	I want to keep the tourists / holiday accommodation towards the centre of town. I like the greenery and that the golf course remains.
TW69	Seems to be logical. We need to remember that pople have meved to Twizel because of what it is. Council need to keep the theme going looking toward enhancement where possible.
TW70	It is the most sensible option.
TW71	Better preservation of town periphery and surrounding natural open spaces. Likely to better retain the current appeal of the town.
TW72	The school is moved from its present location, giving room for the shopping area to grow (but I think the school should move further away - perhaps to the Manmade Hill area). I quite like the proposed large lot residential areas surrounded by open space.

Twizel Option C Contained Growth

#	Option C Contained Growth – Reasons for preferred option
TW73	I would prefer a higher density centre.
TW74	Layout is balanced with open spaces and properties.
TW75	Town expansion looks logical and spreading in an accessible way.
TW76	best use of land for expansion.
TW77	Relocation of the Golf Course.
TW78	The concentration of housing around the city center in the Contained Growth scenario stays true to initial Scandinavian design idea of enabling people to have close (sustainable) connectivity with the towns retail, industrial and administrative areas.
TW79	Retains the commercial centre as the hub of the town, sustains the walking and cycling transport option for residents and visitors which so many other towns have lost. Great environment for working parents with places of employment close to schools and sevrices. Contains vehicle activity to a central location, keeps commercial activity that is imcompatible with residential

#	Option C Contained Growth – Reasons for preferred option
	homes in a central location. Creates the Twizel town centre as the obvious destination for visitors, all businesses get to share in the benefits of the foot traffic. Twizel is the service town for the Mackenzie, keeping retail, services, school, library, Council office etc in the middle creates a vibrant town centre where every commercial operator gets to benefit from the foot traffic and infrastructure (car parks, walking and cycling trails etc) gets well utilised. Moving the golf course also removes a large obstacle to residential and visitor accommodation infill, relocating this to the green belt is a fantastic idea, they could expand to 18 holes. Option C should include the option of heavy industrial development on the eastern side of State Highway 8, this is an obvious location for transport operators.
TW80	Relocation of the Golf Course.
TW81	Contained growth with sufficient natural buffer to surrounding environment. Limited built environment adjacent to the SH.
TW82	Allows for plenty of growth for the future however I would hope that these new areas proposed for "large lot residential" also provide park and green areas. It is important that community facilities and services remain as central as possible to best service the permanent residents of Twizel. I don't agree with the whole of the golf course, should it be moved, being used for housing. I feel that, due to its relatively central location, some of it should be used for social housing and provide park and playground areas. Also, with the future rebuild of Twizel Area School, this would be the ideal time to create a central sports hub. If space doesn't allow for it at the new school, then maybe alongside the relocated golf course.
TW83	Twizel is typically flat with no landscape features close to the town. restrict the growth to control infrastructure spend and make the town a bit more interesting with more people in a contained area.
TW84	Larger town centre.
TW85	It fits more with how things are growing now, but definitely need to consider a larger area for industrial.
TW86	Coming from [personal identifying information removed], it is a good idea to reduce urban sprawl. This is a wasteful use of land and requires more infrastructure investment and rates. Make use of more medium density housing.
TW87	Seems more compact and less land wasted with rural residential. Most people will not fully utilise the large lot size in rural residential. Focus should be on small properties to contain growth and stop the sprawl which is the problem with many towns and cities. Compact size allows for more walking & riding options.
TW88	Best for transport and community. Retain rural areas along roads close to town.
TW89	I think it caters better for growth.
TW90	The key attractions to the region are natural, urban spread detracts from this. A greater density of houses creates a more compact urban environment which in turn creates greater opportunities for retail food and beverage. Easier to manage within existing infrastructure. Likely reduced fire risk. More options for creating a walkable township (alignment with climate goals).
TW91	Gradual increase in lot size, minimal infrastructure cost. BUT only if we keep reserve west of Northwest Arch, if not then Option B.
TW92	But, would prefer to see larger lots bordering the highway and lake.
TW93	I like that the Golf Course will be relocated away from its current location. I would prefer a second industrial site down by the oxidation ponds as in the other two options - away from residential. Containing growth contributes to a more vibrant township.
TW94	Prefer to see growth contained rather than very spread out, or linear. Relocation of the golf course to a more fringe area will free some space for housing. School can be relocated to a site that has easy access for most users. Land to south of Man made hill can be used after decades of vacancy.
TW95	Don't need further development.
TW96	I liked the layered approach the zoning, the open space area with dotted accommodation will be attractive to visitors.

Albury

Albury Settlement Plan Positives

#	Comment
A1	Infilling existing area should strengthen the community. Increased street amenity, planting, stream restoration.
A2	It shows a long term plan which I like. The new residential areas and the proposal for a cycle way along the Te Ana a Wai river.
A3	Good use of available space and limits. Favour the aesthetic improvements as well.
A4	Whatever you do involve activating the area close to the river ...that will encourage people to Albury (not just the pub !)
A5	Because there is new bicycle & walking tracks, but connecting with where.....? new room for residential housing. Bike track if it goes through to Fairlie or Cave as very dangerous cycling on State Highway 8 at present with traffic.....
A6	Increase in residential will be attractive to the area. The proposal of increased vegetation and improvements to the domain and walkways will be crucial and most welcomed. This is needed to be able to raise a family here. The proposal of commercial is exciting, the area desperately needs a general store or cafe.
A7	Tennis Pavilion belongs to the Albury Tennis Club and should not be moved. Public Toilets should be situated back from SH8 for safety reasons. The general tidying up and enhancement if we are to become "the gateway to the Mackenzie.

Kimbell

Kimbell Settlement Plan Positives

#	Comment
K1	Starts to provide connections to surrounding area and trails. Maintains the rural feel. Provides for residents and visitors to easily stop in Kimbell. I like the idea of ability to stop with a better parking plan off the road access to a rest area or recreation area and safe crossing. Kimbell is one of those places that could have more cottage industry associated with the farms around it.
K2	All proposals will enhance the Kimbell settlement, making it more enjoyable to live in. We especially like the tidying up of the community owned open space as this is overdue and will be a valuable resource for the community and will provide a resting spot for travellers. We would also like the speed limit to be reduced to 60km and have a more visible gateway positioned further back. We particularly like the creation of pedestrian walkways.
K3	I think it makes excellent use of the layout and resources already in Kimbell. It is logical and I believe it will work. I like that there has been a specific rezoning and upgrading of the commercial area to ratify existing use. I like that there has been a change to large lot residential surrounding Kimbell as I keep getting asked for lifestyle sections in this area and there are none for sale. I like the inclusion of walking tracks around the whole of the village and parking to be formalise. Importantly reducing the speed to 60kmph with pedestrian crossings will make it safer and link the two sides of the village more closely.
K4	open up roads, pedestrian emphasis, community hub and lowering speed limit. planting, multi use, people and community centered, open up ability to increase population in central areas.
K5	I really like the proposal to change the speed limit to 60km/h and the lower speed environment with crossing points. Could we also please ensure we have a 50 or 60 km/h speed limit around the other streets as well. It might be like this at the moment but more signage might be needed.

#	Comment
	More streetscape planting would also be great. It would also be fantastic to see a central recreation area with community facilities. More walking/cycling places would be great but the placement needs to be considered carefully.
K6	It provides enough space for growth and improves the towns amenity. Creating a heart for the community across from the hotel is great, it would encourage more people to stop by.
K7	Good opportunities for staggered extension with appropriate landscape limits and walkways.
K8	Overall it is a good vision for the township and it offers opportunity for township growth. The lowering of the speed zone creates a far safer environment for existing residents and also to encourage the adoption of the community centered garden and recreation areas. The additional commercial areas seems sensible for future opportunities for employment.
K9	Lowering the speed limit.
K10	I think the proposal for a 60 kph speed limit is excellent and very necessary for the safety of the community and also people stopping in Kimbell. A central recreation centre for the community would be fantastic as we have young children.
K11	The traffic speed is dangerously high. The township needs to be finished with suggested reading ideas. A road crossing. Parking, general traffic management. Finishing Perambulator Lane And tar sealing Seigerts road.
K12	Starts to provide connections to surrounding area and trails. Maintains the rural feel. Provides for residents and visitors to easily stop in kimbell. I like the idea of ability to stop with a better parking plan off the road access to a rest area or recreation area and safe crossing. Kimbell is one of those places that could have more cottage industry associated with the farms around it.
K13	I think it makes excellent use of the layout and resources already in Kimbell. It is logical and I believe it will work. I like that there has been a specific rezoning and upgrading of the commercial area to ratify existing use. I like that there has been a change to large lot residential surrounding Kimbell as I keep getting asked for lifestyle sections in this area and there are none for sale. I like the inclusion of walking tracks around the whole of the village and parking to be formalise. Importantly reducing the speed to 60kmph with pedestrian crossings will make it safer and link the two sides of the village more closely.

Burkes Pass

Burkes Pass Settlement Plan Positives

#	Comment
BP1	It makes logical sense and builds on the existing assets of the town. Creating more walking loops rather than one way tracks, stream restoration, planting.
BP2	The concept plan reflects my personal aspirations and hopes for the future of the community. I'm particularly interested in the establishment of a Burkes Pass heritage district.
BP3	The walkways, planting, ice rink - increased native vegetation would be great.
BP4	It allows expansion for Burke's Pass.
BP5	Burkes Pass is perfectly located to act as a support hub for both Fairlie and Lake Tekapo. More commercial zoning would allow jobs to be available to residents living in the increased residential zone. ie Conjestion in the larger town would be helped by fuel station/ industrial and boutique shopping centre in the township.

#	Comment
	Every town needs a green zone , but it needs to be supported by services, encouraging people to stop. Toilets and picnic tables in the green area make more sense than on the steep curve of the road. Reduced speed limit will not stop the danger for pedestrians as the visibility is poor.
BP6	It seem to strike the correct balance between allowing development and well as keeping the original nature of the town. Majority of future development is on one side of the highway and the reserve on the other side.
BP7	Most areas seem well planned. I would prefer to see 2 made larger with newer developments in behind, im not sure about area 1 which is better suited to wetland reformation. A track up the hill behind the church would be great and also room for more small retail in town. Maybe develop some further residential between the church and cemetary and also at the start of rollesby road. The walking and cycling tracks, heritage precinct and focus on protecting heritage parts of the town.
BP8	Overall there are a lot of positive aspects to what has been proposed and good thought in retaining the character of the town however there is some aspects I think can be improved on with further collaboration with the community. <ul style="list-style-type: none"> '-Introduction of heritage precinct -Expanding on heritage trails, walkways etc around the town -Expansion of water and wastewater schemes which is a necessity to enable growth -Formalised commercial centre (but see other comments on location) -Support of lower 60km speed limit -Development of new reserve south of Highway, additional planting and revegetation of Opihi River corridor '- Commercial centre - I think there should be commercial zone on both sides of the highway i.e. adding on the North side where existing Motel is and properties either side of it. People already park here and head towards Retail across the road or walk along the North side on Heritage trail crossing the road in front of Church. This will enable cafe/tea rooms, galleries etc in any one of these locations on future plan without dependency of development in only one area. Eg. It would be great to see House at 2130 (built in 1800's and on Heritage trail) restored and converted to a country tearoom. People already sit and have there lunch in the gardens there when seating is left out despite it being private property. The locals have advised there has been retail here before. If this owner doesn't do it then house near Musterers Hut might be another suitable location. Parking and toilets already exist on this side of the Highway to support. - Utilities - Water & Wastewater has been considered but what about Electricity? The current infrastructure does not allow for any of the growth featured on this plan - Residential - for consideration only you may want to expand low density residential housing down Rollesby Valley Road. It appears it will be a good location in close proximity to both Reserve & commercial area and town is still centralised
BP9	We believe Burkes Pass township plays an important part in the future of the Mackenzie District due to its proximity to Tekapo (1) providing affordable cost of living and heritage buildings & township (2) providing additional tourism income. Burkes Pass Affordable Living Lake Tekapo will always demand higher land values due to higher spec homes being built on more expensive sites so will not be affordable for most people working in the area. The other issue facing working in Tekapo is the high % of holiday homes rented via Air B & B to enjoy higher weekly returns. So with Burkes Pass close proximity to Lake Tekapo perhaps the District Council needs to think about what will the employment level look like in the future decades and is the proposed low-density residential zone for Burkes Pass still large enough. Should the LTP map also consider more residential development across the Rollesby Road bridge on the south side of Ophi River inclusive of the proposed plan that has new residential sites on one side of the highway. You need to consider what has happening in areas surrounding Wanaka and Queenstown where affordable housing has been created away from the major holiday or tourist destinations. With these new develops catering for people who work in the area.

#	Comment
	<p>Residential zone off Rollesby Road that could be larger sections.</p> <p>Heritage Township The Burkes Pass Heritage buildings are a great asset to Mackenzie District and with expanded walkway plus further commercial business would be another destination stop for visitors to the region or ½ day trip for Lake Tekapo tourists. Burkes Pass will never be an Arrowtown from a retail / commercial point of view but could become a mini Cromwell or Clyde with the same heritage zones. The commercial zone proposed in this LTP for Burkes Pass is too small to encourage a greater destination stop, so needs to be expanded so it could create specialist retail or hospitality with all buildings having an 1880's look. I would recommend the LTP having additional commercial zones from Paddy's Market through to the original Mount Cook Road Board Building (Old Mackenzie Council Building) that would include existing Motel that in recent times was a Gallery and even further back a petrol station. Both Paddy's Market and Old Mount Cook Road Board Building have a lot of heritage value but also suited for commercial application. This area presently already attracts large foot traffic due to location of Town Toilet, Musters Hutt and Picnic area. To protect the townships Heritage and Character all commercial building and new residential building construction along the main highway should have some consideration of heritage convenances that includes building design, colour, fencing and landscaping.</p> <p>Cycle Trail Starting Point A longer-term consideration is a Mackenzie loop cycle with starting point being Burkes Pass that would go down Rollesby road, past James Mackenzie monument to Haldon Arm along Twizel River to Twizel and back to Tekapo Via Mount Cook and new track from Lake Tekapo to Burkes Pass. This loop cycleway would create more tourism and cottage industry businesses around the loop.</p>
BP10	<p>Burkes pass is the only heritage area you have. Create a MacKenzie pass walk or bike ride (2 or 3 day) from burkes to dog kennel corner accomodation would evolve and people can get up close and personal with the real MacKenzie.</p>
BP11	<p>There are plans to build on improvements made to Burkes Pass already and this will continue to enhance the township and outlaying area. Additional toilet facilities are definitely needed. Riparian planting along the river and extra toilet facilities.</p>
BP12	<p>Riparian and native vegetation plantings, lower speed limit. removal of pine and exotic tree and forestry operations in the Mackenzie area. removal of willow trees around waterways around burkes pass and Makenzie.</p>
BP13	<p>The key features all sound great. I would like to see it proposed for retail on both sides of the road, there is lots more pedestrian traffic on the motel side of the road because of the heritage trail.</p>