BEFORE THE COMMISSIONERS APPOINTED ON BEHALF OF WAITAKI DISTRICT COUNCIL

Under	The Resource Management Act 1991 (the **Act**)
In the Matter	of Stream 6 of the Proposed Waitaki District Plan hearings (rezonings)
Between	**OMARAMA STATION LIMITED** **Submitter**
And	**WAITAKI DISTRICT COUNCIL** **Local Authority**

BRIEF OF EVIDENCE OF PATRICK JOHN BAXTER

DATED 28 SEPTEMBER 2026

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BRIEF OF EVIDENCE OF PATRICK JOHN BAXTER

EXPERIENCE AND QUALIFICATIONS

1. My full name is Patrick John Baxter. I hold a Bachelor of Science degree in Geography from 1981 and a Post Graduate Diploma in Landscape Architecture from 1984. I am a Director of Baxter Design Group Limited, a Queenstown based consultancy specialising in landscape architecture, urban design, master planning and landscape planning and I have been I have undertaken landscape planning and landscape assessment work throughout New Zealand as well as significant design roles throughout projects a Registered Member of the New Zealand Institute of Landscape Architects since 1994.

2. I have worked in the Queenstown Lakes District since 1989. I was employed in the Queenstown office of Boffa Miskell from 1989 until 1998. In 1998, I established my own practice specialising in landscape architecture, urban design and master planning. Baxter Design currently employs 6 staff and is working on projects throughout New Zealand and the South Pacific.

3. My work is mixed and varied, ranging from principal design appointments in large-scale golf resorts and master planning to town main streets, Urban design work and large-scale residential design. I have appeared on numerous planning hearings and Environment Court hearings and have prepared landscape and visual assessments on projects throughout New Zealand, including high-end residential developments, resort development (Hawea Gully Resort, Millbrook Resort, Waitaki Golf Club, Corbridge Resort by the way of example), large-scale residential master plans throughout New Zealand and high-end lodge and hotel development.

4. I have undertaken work at various levels throughout the Mackenzie District and recently in the Waitaki District and am very familiar with these areas, having been raised on a farm in Mid Canterbury, spending many holidays in my childhood at Tekapo and those

environments. My major design thesis for my landscape architecture study reviewed the effects of drawdown on the landscape character of the hydro lakes in the Mackenzie Basin. I have recently been involved in projects on Godley Peak Station, Bog Roy Station, Otamatapaio Station, Braemar Station, and Balmoral Station.

5. I also note that from 1999 to 2020 Baxter Design were engaged by Waitaki District Council, working closely with the community, to set out a master plan for future development potential for Omarama Township. The outcome of this process was the Omarama Master Plan 2020. For reference I attach a report to this evidence (refer to Appendix 1).

6. To that end, myself and members of Baxter Design undertook several community workshops and meetings with key stakeholders in Omarama to ascertain the strengths and weaknesses of the existing town layout. The purpose of the master planning process was to identify opportunities for future residential development within the confines of the existing township, to discuss preferred locations for retail, and to look at possible streetscape and landscape solutions for Omarama.

7. The master plan focused on identifying potential residential extension of undeveloped land within the confines of the existing Omarama township. The opportunity to extend the boundaries of the township was not relevant to that report and at no time during that process was the land owned by Omarama Station discussed or reviewed. For reference I attach that report to this evidence (**refer to Appendix 1**).

8. I have complied with the Code of Conduct for Expert Witnesses contained in the Environment Court Consolidated Practice Note 2023. This evidence is within my area of expertise, except where I state that I am relying on another person, and I have not omitted to consider any material facts known to me that might alter or detract from the opinions I express.

9. The general structure of this report is based on a 'proposal-based' assessment and will follow the concept and principles of the '*Te Tangi A Te Manu – Aotearoa New Zealand Landscape Assessment Guidelines',* including the following 7-point scale:

Very High, High, Moderate-High, Moderate, Low-Moderate, Low and Very Low.



10. Section 6 (Landscape Effects) of 'Te Tangi A Te Manu – Aotearoa New Zealand Landscape Assessment Guidelines' outlines this process.

11. The methodology is consistent with the above guidelines and includes the following tasks:

    (a) Identifying the proposal,

    (b) Desk-top research and site surveys,

    (c) Site visits to the site and surrounding public views

    (d) A review of the policies, objectives, rules and assessment matters,

    (e) Consideration throughout the design process on measures to avoid, remedy and mitigate potential adverse effects, and promote positive effects.

INVOLVEMENT IN THE PROJECT + SCOPE OF EVIDENCE

12. I have been involved with this project since January 2026. I am very familiar with the site and surrounding landscape having worked for Omarama Station on another small residential project and through my

previous works for Waitaki District Council on the Omarama township itself.

13. I have then undertaken evidence in regard to the natural character, landscape, and visual amenity effects of the proposed rezoned area including:

    (a) A description of the landscape character

    (b) A description of the proposed development

    (c) A description of the proposed development and its potential impact on natural character, landscape values, and visual amenity.

    (d) An assessment of the landscape values and effects of the project activities on those values.

    (e) An assessment of the visual effects arising from the proposal and a description of the extent of visibility of the proposal from various viewpoints.

    (f) an assessment of the proposal with regard to the relevant statutory matters contained within the Waitaki District Plan.

14. I have also undertaken site visits for the purpose of undertaking photography to establish the extent of visibility of the proposed rezoned area and to familiarise myself further with the site.

15. The following Attachments are included in my evidence:

    (a) **Appendix 1:** Landscape attachments

        (i) **Attachment A:** Baxter Design 4673 – SK06 Site Context - 01 Sept 2026

(ii) **Attachment B:** Baxter Design 4673 – SK01 Outline Development Plan – 04 Sept 2026

(iii) **Attachment B2:** Baxter Design 4673 – SK15 Outline Development Plan Over Aerial – 24 Sept 2026

(iv) **Attachment B3:** Baxter Design 4673 – SK16 Outline Development Plan Over Contours – 24 Sept 2026

(v) **Attachment C:** Baxter Design 4673 – SK12 Photo Location Plan 02 Sept 2026

(vi) **Attachment D:** Baxter Design 4673 – SK07 Photos 1 & 2 - 01 Sept 2026

(vii) **Attachment E:** Baxter Design 4673 – SK08 Photos 3 & 4 - 01 Sept 2026

(viii) **Attachment F:** Baxter Design 4673 – SK09 Photos 5 & 6 - 01 Sept 2026

(ix) **Attachment G:** Baxter Design 4673 – SK010 Photos 7 & 8 - 01 Sept 2026

(x) **Attachment H:** Baxter Design 4673 – SK011 Photo 9 - 01 Sept 2026

(xi) **Attachment I:** Baxter Design 4673 – SK012 Extent of Proposal - 07 Sept 2026

(b) **Appendix 2:** Omarama Master Plan 2020 - Waitaki District Council

DESCRIPTION OF THE LANDSCAPE CHARACTER AND SITE (refer **Attachment A**: Site Context.)

16. The subject site is part of Omarama Station and directly abuts the southeast corner of the Omarama township. The site is located in what is in effect a ‘valley’, enclosed by rising land along its southern boundary (being part of the St Cuthbert Range) and two distinctly visible hill forms on its western and eastern boundaries.

17. The northern half of the site (being that area directly south of the sale yards and east of the sale yards) is effectively flat, with a very gentle rise. Farther up there is a visible change in grade towards the centre of the site, rising up to the south, approximately 40m to the southern boundary of the site to approximately 460m above sea level.

18. The bulk of the site has been covered in pastoral grasses, which have been utilised for the purpose of grazing within the wider station grazing regime. The vegetative cover on this is mostly pastoral grass, evidently worked over time to remove any original plant species on the site and to produce a consistent cover of pastoral grass.

19. The southern portion of the site contains rising land beyond the managed pastoral paddock of the site. This area contains less modified land, with a mix of exotic grasses, short tussock and Matagouri, likely due to a lower grazing regime density.

20. The northern portion of the site is dissected by two alluvial fans that include a mixture of indigenous grass, exotic grasses, matagouri and gravel / rock that has been washed off the surrounding slopes over time. It is evident from site observation that overland flow is well contained within these sites.

21. In short, the site is well enclosed by the landforms described above, both physically and visually, sitting comfortably within the northern end of the St Cuthberts Range and the two hill forms described above, all of which display a cover of scattered matagouri, exotic and introduced grasses and little else, typical of the wider surrounding landscape.

22. The gullies within the closing landscapes contain more concentrated pockets of indigenous shrub, being Matagouri and Coprosma mostly. This backdrop is widely unmodified aside from the effects of fire and grazing over time, which has reduced the larger portion of the original indigenous flora cover. This is typical of the wider surrounding hill and mountain landscape of the Mackenzie Basin and the Waitaki Valley.

23. On the western boundary of the site are larger rural residential lots with established dwellings and shelter belts, with an area of reasonably flat land west of those just described, which I understand has been subject to a subdivision application. This land runs to the base of the western hill described above.

24. The northern boundary of the site abuts partially on the existing stockyards and a small area of industrial land. It is understood that the stockyard land (the applicant is a shareholder in this land) is used for the purpose of stock sales 2-3 times a year. The most northern portion of the site abuts directly onto State Highway 83 over a distance of approximately 210m.

25. In regards to size and scale the site is approximately 650m wide at its widest point and from the state highway boundary to the upper limits of the site is also approximately 650m in distance. The total area of the site is approximately 29.2 ha.

26. To the north of the site the land spreads out across breezy flat land to the Ahuriri River. Occupying this land, directly adjacent to the state highway, is the Oamaru airstrip and the collection of partly developed 1ha lots south of the airstrip. Views from here open out to the north to the foreground mountains being the southern extremities of the Benmore Range and the wider surrounding backdrop of the enclosing alps and mountains that define the edges of the Southern Alps. These views are open, expansive and at distance.

THE PROPOSED DEVELOPMENT / REZONING

27. The proposal is summarised on **Attachment B** of my evidence. The proposal can be summarised as follows:

    (a) The boundaries of the proposal are described above. The proposed area subject to full rezoning is approximately 29.2 ha.

    (b) The proposal shows two separate zones: The Settlement Zone on the northern portion of the site and the Rural Lifestyle Zone on the southern on the more elevated portion of the site, that zone being split into two portions (Rural Lifestyle Zone and Rural Lifestyle Zone (Landscape Protection Area)) in response to the rising land, and described below.

    (c) The proposal shows access points into the site, with the primary access point being from State Highway 83 at the northern portion of the site. Acknowledging that there is a possibility for future connections through to both the sale yards or land to the west at a point.

    (d) Within the proposed Rural Lifestyle Zone (Landscape Protection Area) zone the proposed development excludes the two overland flow paths and associated physical and vegetative cover, clearly evident on the plan. These are referred to as Protected Overland Flow / Gully areas on the ODP.

28. The current provisions of the Waitaki District Plan Rural Lifestyle Standards provide that buildings must not exceed a maximum height of 8 m from ground level. I understand this rule is subject to change through this plan change process. My recommendation is that the building heights for the Rural Lifestyle Zone be amended to 6.5 m for this upper portion of the rezoned land site, being the upper portion of this zone escribed as Rural Lifestyle Zone (Landscape Protection Area) on the attached plans.

29. In my assessment I have assumed building heights of 6.5 m for the RLB zone proposed, measured from floor to the highest point on the roof (assuming that the visible portion of the dwelling from those who

use or experience the north of the site does not exceed the intended height set out in the Outline Development Plan).

30. My reasoning for decreasing building height to the south of the site (and I describe this further in the assessment below) is simply that the southern portion of the proposal is the more elevated portion of the site and therefore potentially the more visible portion of the site. I consider that control over the height, and therefore the visible bulk of future buildings potentially visible from wider views outside of the site, in those upper elevations, is important to avoid potential adverse effects that could arise from large elevated buildings on the wider landscape and amenity of the surrounding landscape.

31. Referring to the Protected Overland Flow / Gully areas on the ODP plan, the intention is to protect any ecological values that may be in those areas. No ecological assessment has been undertaken in these areas.

32. In summary the intended outcome of the height controls on the more elevated land is to reduce potential visible adverse effects to an acceptable level.

VISIBILITY OF THE PROPOSAL

33. My **Attachments C - I** describe the potential visibility of the site. The visibility of the proposal from wider public views can be described as such:

    (a) From within the existing Omarama township, particularly along State Highway 3 (refer to Photo 1 in **Attachment D**), the proposal will not be visible.

    (b) From State Highway 83 the proposal will be visible over a length of that road, being approximately 750m long. The proposal is screened from the west by existing development,

structure, and vegetation, and from the east by a small hillock (refer **Attachment E** photos 3 and 4) visible on the outline development plan. In effect the small hillock is an extension of the landform while providing a distinctive edge to the northeast corner of the proposal.

(c) From further to the east, moving closer to the corner of State Highway 83 and Prohibition Road, the proposal will not be visible, being screened by the small hillock on the northeast corner of the site and by the enclosing landform generally. (Refer **to Attachment F and G** photographs 1, 3, and 4).

(d) From Prohibition Road heading to the north, to the intersection of Prohibition Road, and State Highway, small portions of the upper parts of the proposed rezoned land will be visible albeit at a distance of 1.57 km (Refer **Attachment G, photograph 7**).

(e) Moving from the corner intersection of Prohibition Road and State Highway and setting heading south along State Highway 8 towards the township of Omarama, the proposal is screened by landform, vegetation, the building structures surrounding the airport and then by Omarama township itself (**refer Attachments G and H photographs 8 and 9**).

34. In summary visibility of the site is largely contained to views from that length of State Highway 83 described above and from parts of the northern half of Prohibition Road, albeit at distance. The proposal will not be visible from State Highway 8.

NATURAL CHARACTER ASSESSMENT

35. The NZILA Landscape Assessment Guidelines define natural character as:

> *'Natural character is the distinct combination of an area's natural characteristics and qualities, including degree of naturalness.'*

36. Natural character includes both biophysical and human experiential attributes. I address the potential effects of the proposal on both of these.

37. I have assessed the natural character of the proposal with reference to the seven-point scale set out by NZILA.

38. The biophysical attributes of the site have been touched upon above in the landscape character description. In short there are two parts to the site: The lower portions of the site behind the stockyards and adjacent to the existing residential development, over land that has been tilled and modified, and sown in pasture grass with the removal of natural attributes. I assess the natural attributes (biophysical) of this portion of the land as Low.

39. The biophysical attributes of the site increase as the land changes grade and moves into the steeper more enclosing elements of hillside that define the valley described above, to the point where the upper portions of the land, being the proposed RRB zoning, display natural attributes assessed as Low to Moderate from viewed directly north of the site on State Highway 83, decreasing to the northern end of Prohibition Road, where the natural attributes can be assessed as Very Low given that the proposal, when viewed from those distances, is a very small part of a wider enclosing panorama, occupying a minuscule portion of that view.

40. In regard to potential ONL values as per the operative rural zone, the proposed development recognises the amenity values of the surrounding hillside and proposes a reduction in density and building height as the elevations of the site increase towards the southern boundary.

41. In regards to the human experiential attributes, the stockyards in the foreground of the site and the existing rural residential development joining the western boundary on the upper elevations of the site provide a visual experience that references the modified pasture described above. The proposal sits within a contained landform and

that landform defines a logical edge to development whilst maintaining and protecting the more visible enclosing landform. To that end I consider that the proposal will have a Low adverse effect on the human experiential attributes and natural character effects. I come to this conclusion given the enclosing landform elements around the proposal site, the existing modification within the site and flanking the site (being the saleyards), and residential activity on the western edge of the site.

LANDSCAPE ASSESSMENT.

42. The township of Omarama sits comfortably at the base of a landform, being the northern end of the Str Cuthberts Range and the two hills described above, tucked into that landform and enclosed visually and physically by that landform. There is logic in the location of the Omarama township, being the intersection of the Waitaki Valley and the Mackenzie Country, the intersection of State Highways 83 and 8, and the shelter that the surrounding hills provide from the colder southerly winds.

43. The operative Waitaki District Plan identifies the area adjacent to the southern portion of the site as an Outstanding Natural Landscape. It does not describe the particular values the ONL holds.

44. The surrounding landform is a mix of larger pastoral flats, braided river, and the enclosing mountain elements. The mountain and hill landscape ranges enclose the flats and are ring-fenced by distant views of the snow-capped Southern Alps. Changes in land use have transformed the lower portions of the Mackenzie Country over time, with the trappings of hydroelectric power and pastoralism. The glacial landscape still holds its own by the way of rolling moraine and river, the process that formed this landscape. To that end the naturalness is low on portions of the lower elevations of this landscape where pastoralism has replaced tussock grassland. Naturalness still remains, though, over large areas of the lower elevations of the Mackenzie Country and Waitaki Valley and in the enclosing mountains and hills.

45. Memorability is high given the scale of this landscape and transient elements such as seasonal change, snowfall, and weather patterns are a substantive part of what makes the Mackenzie Country character.

46. The Mackenzie Basin (Te Manahua) holds deep spiritual, cultural, and ecological values, with Ngāi Tahu being the customary guardians of this high country landscape. A principal connection is to Aoraki / Mount Cook, being the most sacred of all mountains to Iwi. It is understood that the Mackenzie Basin was historically used to gather food and materials, such as cabbage tree root, tuna (eels), and native birds, for sustenance. Traditional temporary campsites (Nohoanga) and historical tracks are highly valued. It is noted that there are no Nohoanga sites within the proposed site. Between the townships of the Mackenzie and the Waitaki, including Tekapo, Twizel, Omarama, and Otematata, the area has high memorable landscape values, covering decreasing as one approaches these townships.

LANDSCAPE EFFECTS

47. Landscape effects are described in the NZILA Landscape Assessment Guidelines as follows:

> *Landscape effects are consequences for landscape values of changes to landscape attributes. Change itself is not an effect. Landscapes are always changing.*

48. The **landscape effects** arising from the proposed rezoned area will include the following:

(a) Modification to the landscape where previously no residential development occurs.

(b) New entrance ways to both State Highway 83 and potentially to other residential adjoining areas

49. As discussed earlier in my evidence, the site is visible from a contained section of State Highway 83 and at a distance (the upper parts of the proposal visible only) from Prohibition Road. To that end the proposal is visually contained within landform and when viewed from the viewpoints identified earlier in my evidence will appear as a logical extension of the existing Omarama township, as one progresses east from the township on State Highway 83.

50. Taking the above into account, being the natural containment of the proposal by way of landform and the relative lack of visibility with regard to landscape values and sensitivity, it is considered the site of the proposal has a relatively high capacity to absorb the effects described above.

51. The lower portion of the site has been modified from its original alpine cover to a working pastoral landscape. The upper portions of the site are still pastoral in appearance but begin to merge into the wider surrounding landscape. As such, I have proposed a reduction in maximum building heights to 6.5 m in the upper portion of a proposed site, being that area shown on the outline development plan proposed as Rural Lifestyle Zone (Landscape Protection Area).

52. Taking the above into account, my assessment is that the adverse effects on landscape values associated with the proposal will be Low.

Visual amenity effects:

53. Visual amenity effects refer to the sensitivity of viewers and their appreciation of the pleasantness, aesthetic coherence, and cultural and recreational attributes of the site and the wider surrounding landscape. The site is viewed from a relatively confined visibility catchment as described above. The lower portion of the site, being that proposed to adopt the settlement zone, is relatively flat and the scope and scale of development on the site will be largely confined to the closer dwellings to State Highway 83.

54. The northern side of State Highway 83 adjacent to the proposal has a broken and irregular pattern of housing and shelterbelt of 1ha lots and has a very low degree of naturalness and character. That existing pattern of modified rural residential landscape extends approximately 1.8 km to the east of the most northeasterly portion of the proposal abutting the runway. It was briefly considered to extend the proposal further to the east on the south side of State Highway 83 however, after observation and assessment, it was decided that it was more appropriate to contain the rezoning proposal within the existing landform shown on the Outline Development Plan and avoid the sprawl that has occurred on the northern side of State Highway 83.

55. Taking the above into account and given that the rezoning proposal appears to be a logical extension to Omarama Township and from the viewpoints described, I assess the visual amenity effects as low.

56. From a landscape perspective, in regards to the proposed density of the rezoning, I believe it is appropriate to have the higher density development on the lower less visible slopes, with a reduction in density as that slope rises on contour to the south of the site. This is expressed in the three parts of the proposed zone being the Settlement Zone on the lower elevations then to Rural Lifestyle A, Rural Lifestyle B with the reduction in height in the Rural Lifestyle zones from RRA to RRB from 8 m to 6.5 m in visible finished building heights.

ASSESSMENT AGAINST THE RELEVANT LANDSCAPE MATTERS CONTAINED IN THE WAITAKI DISTRICT COUNCIL OPERATIVE PLAN

57. The site is currently zoned Rural Scenic. These provisions are not subject to the Waitaki Proposed District Plan Change. I consider that the proposal is consistent with landscape objective 16.8.2, that currently applies to the site, which states:

> *Subdivision, use and development are managed so that: • the values identified for the outstanding or significant natural features, the outstanding landscapes, and the significant coastal*

landscapes are protected from inappropriate use and development; and • the overall landscape qualities of the Rural Scenic Zone are retained

58. In regard to landscape policies the following matters are relevant:

16.8.3 Policies

1. To adopt a shared values approach which recognises that members of the community can be given the opportunity to consider what are the important landscapes in the district and the appropriate means by which to manage these landscapes.

2. To maintain the character of those landscapes identified as being outstanding because of their high degree of openness, naturalness and/or visual coherence, and to avoid subdivision, use and development in those parts which have little or no capacity to absorb change.

3 To manage landscape change in the Rural Scenic Zone in a manner that maintains the overall character of the significant landscape, which forms the basis of the visual amenity associated with this Zone.

59. As discussed above, the proposed site for the rezoning described in this evidence occupies a unique location. Whilst the northeast, northwest, and southwest boundaries of Oamaru dissipate into wider open landscapes, albeit with a variety of uses and modification, this site provides containment and an appropriate location and has a landscape logic to it, given the unique enclosing landscape and proximity to existing residential development and other uses.

60. Any potential adverse effects that may arise on the Oamaru township amenity and the wider surrounding landscapes that enclose the township will be Low. The character of those surrounding landscapes will be retained without adverse effects on the degree of openness, naturalness, and/or visual coherence, given the capacity of this unique site to absorb change.

Appropriateness of Settlements Zoning against proposed Plan's strategic objectives

61. I discuss below the Proposed District Plan Strategic Directions Chapter - Urban Form and Development Objectives UHD-01 to UFD-06, in particular those relevant to my expertise.

SD-UFD-03 – Location of Activities:

(2) maintain the character and amenity values of different parts of the district.

62. I consider that the proposal maintains the character and amenity values of this part of the District, given its unique location within the landform described within this report and the ability for an extension of the township in a logical landform context that avoids any impression of sprawl or similar uncontained development.

(3) establish comparable activities with similar effects and functions together in appropriate areas.

63. As above, I consider that the proposal will be comparable with the existing Omarama township and its location within the wider landform and context. The area considered for this proposal is an appropriate area given the above.

(4) avoid potential reverse sensitivity effects and otherwise minimise adverse effects from incompatible and activities.

64. It is highly unlikely that the proposal will have potential reverse sensitivity effects on the existing Omarama township, given its location directly east of the township, its location within the landform is described above and given that the proposal will be not be visible from the majority of the existing township.

SD-UFD-04 The Urban Environment

The district has urban environments and rural settlements that are liveable, connected, accessible, safe, and well designed for the community to live, work, and play.

65. There is ample opportunity for connection to the existing township, showing an opportunity for future connections to the existing township along the western boundary of the proposal and along the state highway and the opportunity for cycle access on the existing cycleway on the north side of the State Highway. Reiterating what has been stated earlier in this evidence, the proposal has a unique sense of place within the surrounding landform and its direct connection to the existing Oamaru township which is readily accessible and with an easy walking distance to the centre of the town.

CONCLUSION.

66. I consider that the proposal will not have any potential adverse effects on the existing amenity values of the Omarama township. As discussed earlier in the report, the location of the proposal within the enclosing landform elements and its direct connection and extension of the Omarama township, provides a unique opportunity for an appropriate extension to the township.

P Baxter

Appendix 1

ATTACHMENT A

ATTACHMENT TO THE EVIDENCE OF P.J.BAXTER OMARAMA STATION SEPTEMBER 2026



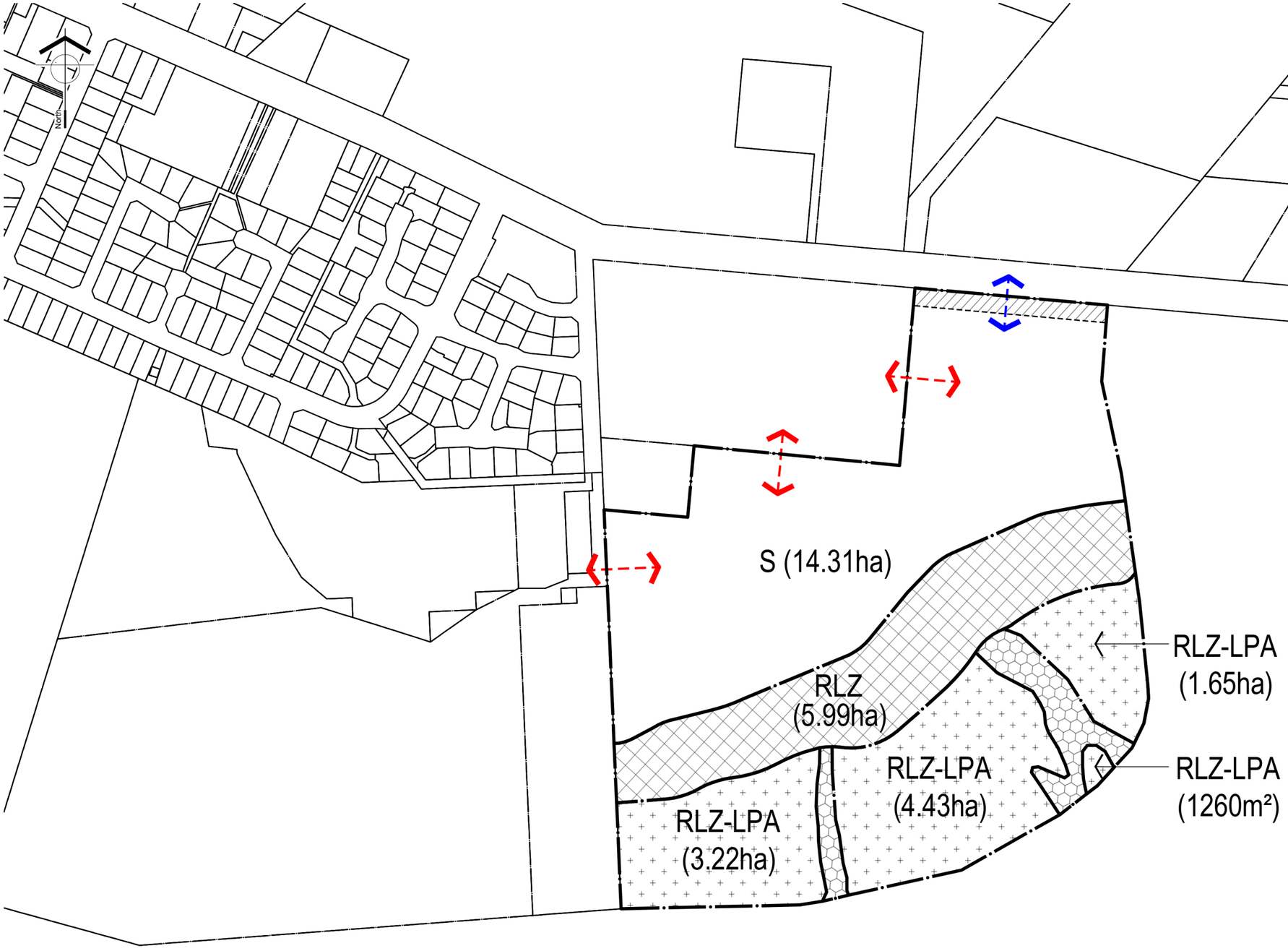
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REFERENCE : **4673-SK06** - SCALE = 1:10,000 AT A3 - **01 SEP 2026**
DRAFT - NOT A WORKING DRAWING - NOT FOR CONSTRUCTION

SITE CONTEXT
OMARAMA STATION - SUBMISSION TO WDC

ATTACHMENT B

ATTACHMENT TO THE EVIDENCE OF P.J.BAXTER OMARAMA STATION SEPTEMBER 2026



LEGEND

- S — SETTLEMENT ZONE (S)
  3000m² minimum lot size. 8m height limit
- RL-A — RURAL-LIFESTYLE ZONE (RLZ)
  5000m² minimum lot size, 1ha minimum lot average. 8m height limit
- RL-B — RURAL-LIFESTYLE ZONE - LANDSCAPE PROTECTION AREA (RLZ-LPA)
  5000m² minimum lot size, 1ha minimum lot average. 6.5m height limit
- PROPOSED ACCESS FROM STATE HIGHWAY 83
- POTENTIAL FUTURE LINKS
  Allow 20m wide legal road access for all future links
- 20M SETBACK FROM SH83
  No buildings within this area
- RIPARIAN ENHANCEMENT AREA

baxter design

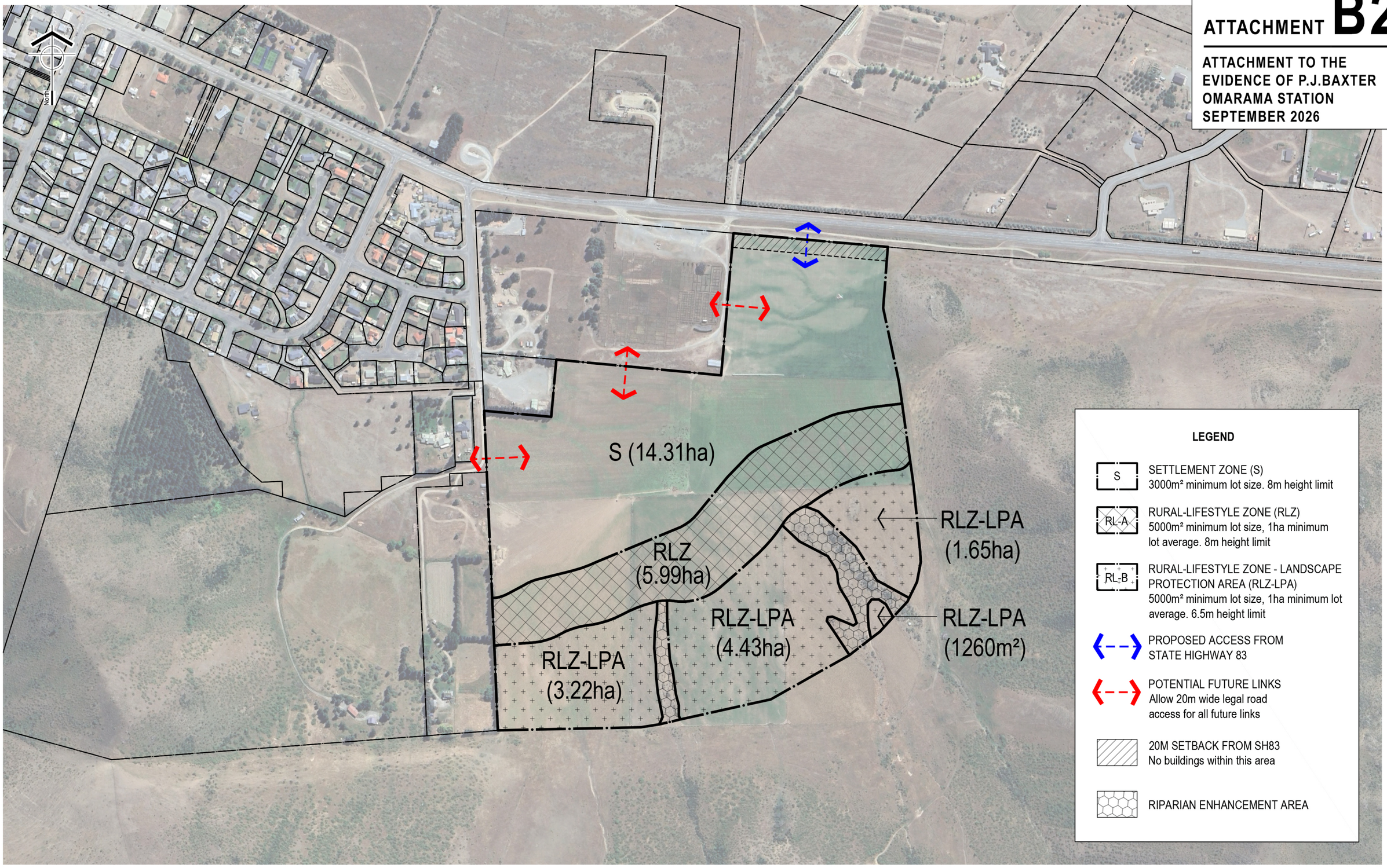
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REFERENCE **4673-SK13** - SCALE = 1:2500 AT A1 - 1:5000 AT A3 - **28 Sept 2026**
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OUTLINE DEVELOPMENT PLAN
OMARAMA STATION - SUBMISSION TO WDC

ATTACHMENT B2

ATTACHMENT TO THE EVIDENCE OF P.J.BAXTER OMARAMA STATION SEPTEMBER 2026



LEGEND

- S — SETTLEMENT ZONE (S)
  3000m² minimum lot size. 8m height limit
- RL-A — RURAL-LIFESTYLE ZONE (RLZ)
  5000m² minimum lot size, 1ha minimum lot average. 8m height limit
- RL-B — RURAL-LIFESTYLE ZONE - LANDSCAPE PROTECTION AREA (RLZ-LPA)
  5000m² minimum lot size, 1ha minimum lot average. 6.5m height limit
- PROPOSED ACCESS FROM STATE HIGHWAY 83
- POTENTIAL FUTURE LINKS
  Allow 20m wide legal road access for all future links
- 20M SETBACK FROM SH83
  No buildings within this area
- RIPARIAN ENHANCEMENT AREA

baxter design

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REFERENCE **4673-SK15** - SCALE = 1:2500 AT A1 - 1:5000 AT A3 - **28 Sept 2026**
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OUTLINE DEVELOPMENT PLAN OVER AERIAL
OMARAMA STATION - SUBMISSION TO WDC

ATTACHMENT B3

ATTACHMENT TO THE EVIDENCE OF P.J.BAXTER OMARAMA STATION SEPTEMBER 2026



baxter design

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SCALE = 1:2500 AT A1 = 1:5000 AT A3

REFERENCE **4673-SK16** - SCALE = 1:2500 AT A1 - 1:5000 AT A3 - **24 Sept 2026**

DRAFT - NOT A WORKING DRAWING - NOT FOR CONSTRUCTION

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OUTLINE DEVELOPMENT PLAN OVER CONTOURS

OMARAMA STATION - SUBMISSION TO WDC

ATTACHMENT C

ATTACHMENT TO THE EVIDENCE OF P.J.BAXTER OMARAMA STATION SEPTEMBER 2026



baxter design

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REFERENCE : **4673-SK12** - SCALE = 1:7500 AT A1 - 1:15000 AT A3 - **02 SEP 2026**
DRAFT - NOT A WORKING DRAWING - NOT FOR CONSTRUCTION

PHOTO LOCATION PLAN
OMARAMA STATION - SUBMISSION TO WDC

ATTACHMENT D

ATTACHMENT TO THE EVIDENCE OF P.J.BAXTER OMARAMA STATION SEPTEMBER 2026



PHOTO 1 - 17 JULY 2026, 1:45PM
IMAGE: 124° PANORAMIC, MULTIPLE IMAGE STITCH, 50MM FOCAL LENGTH
DISTANCE TO SUBJECT: **500M** TO THE PROPOSED DEVELOPMENT



PHOTO 2 - 17 JULY 2026, 12:49PM
IMAGE: 124° PANORAMIC, MULTIPLE IMAGE STITCH, 50MM FOCAL LENGTH
DISTANCE TO SUBJECT: **120M** TO THE PROPOSED DEVELOPMENT

baxter design

REFERENCE : **4673-SK07 - 01 SEP 2026**
DRAFT - NOT A WORKING DRAWING - NOT FOR CONSTRUCTION

LANDSCAPE ASSESMENT PHOTOS 1 AND 2
OMARAMA STATION - SUBMISSION TO WDC

ATTACHMENT E

ATTACHMENT TO THE EVIDENCE OF P.J.BAXTER OMARAMA STATION SEPTEMBER 2026



PHOTO 3 - 17 JULY 2026, 3:12PM
IMAGE: 124° PANORAMIC, MULTIPLE IMAGE STITCH, 50MM FOCAL LENGTH
DISTANCE TO SUBJECT: **40M** TO THE PROPOSED DEVELOPMENT



PHOTO 4 - 17 JULY 2026, 2:15PM
IMAGE: 124° PANORAMIC, MULTIPLE IMAGE STITCH, 50MM FOCAL LENGTH
DISTANCE TO SUBJECT: **1,940M** TO THE PROPOSED DEVELOPMENT

baxter design

REFERENCE : **4673-SK08 - 01 SEP 2026**
DRAFT - NOT A WORKING DRAWING - NOT FOR CONSTRUCTION

LANDSCAPE ASSESMENT PHOTOS 3 AND 4
OMARAMA STATION - SUBMISSION TO WDC

ATTACHMENT F

ATTACHMENT TO THE EVIDENCE OF P.J.BAXTER OMARAMA STATION SEPTEMBER 2026



PHOTO 1 - 17 JULY 2026, 2:27PM
IMAGE: 124° PANORAMIC, MULTIPLE IMAGE STITCH, 50MM FOCAL LENGTH
DISTANCE TO SUBJECT: **1,700M** TO THE PROPOSED DEVELOPMENT



PHOTO 2 - 17 JULY 2026, 2:30PM
IMAGE: 124° PANORAMIC, MULTIPLE IMAGE STITCH, 50MM FOCAL LENGTH
DISTANCE TO SUBJECT: **1,575M** TO THE PROPOSED DEVELOPMENT

baxter design

REFERENCE : **4673-SK09 - 01 SEP 2026**
DRAFT - NOT A WORKING DRAWING - NOT FOR CONSTRUCTION

LANDSCAPE ASSESMENT PHOTOS 5 AND 6
OMARAMA STATION - SUBMISSION TO WDC

ATTACHMENT G

ATTACHMENT TO THE EVIDENCE OF P.J.BAXTER OMARAMA STATION SEPTEMBER 2026



PHOTO 7 - 17 JULY 2026, 2:33PM
IMAGE: 124° PANORAMIC, MULTIPLE IMAGE STITCH, 50MM FOCAL LENGTH
DISTANCE TO SUBJECT: **1,750M** TO THE PROPOSED DEVELOPMET



PHOTO 8 - 17 JULY 2026, 2:34PM
IMAGE: 124° PANORAMIC, MULTIPLE IMAGE STITCH, 50MM FOCAL LENGTH
DISTANCE TO SUBJECT: **1,800M** TO THE PROPOSED DEVELOPMET

baxter design

REFERENCE : **4673-SK10 - 01 SEP 2026**
DRAFT - NOT A WORKING DRAWING - NOT FOR CONSTRUCTION

LANDSCAPE ASSESMENT PHOTOS 7 AND 8
OMARAMA STATION - SUBMISSION TO WDC

ATTACHMENT H

ATTACHMENT TO THE
EVIDENCE OF P.J.BAXTER
OMARAMA STATION
SEPTEMBER 2026



PHOTO 9 - 17 JULY 2026, 2:31PM
IMAGE: 124° PANORAMIC, MULTIPLE IMAGE STITCH, 50MM FOCAL LENGTH
DISTANCE TO SUBJECT: **1,025M** TO THE PROPOSED DEVELOPMET

ATTACHMENT i

ATTACHMENT TO THE
EVIDENCE OF P.J.BAXTER
OMARAMA STATION
SEPTEMBER 2026



Appendix 2

ŌMĀRAMA MASTERPLAN

shape your place



DISCUSSION DOCUMENT



FOREWORD FROM THE MAYOR

The Waitaki District is experiencing strong growth, and our communities in the Waitaki Valley are in the midst of it. Tourism and new arrivals to the area are putting pressure on both holiday homes and permanent housing. During the peak season in Ōmārama, the number of visitors passing through and stopping off to use the facilities can cause some bedlam, and Otematata is at the stage where we must act now to avoid even greater safety issues in the future.

The community has asked Council to look at the future planning for both Otematata and Ōmārama, to help guide development and Council projects into the future. Along with the Ahuriri Community Board, we have used input from community members to come up with these draft plans.

We want your thoughts on them – have we got it right? Is there anything missing? Have we gone far enough? Have we kept the elements of the townships which are important to you?

Your feedback is critical. The opinions of locals (both residents and cribbies) will help ensure that the townships can keep the aspects that make them special, whilst helping to put inevitable growth in the right places. Please take the time to let us know your thoughts.

Kind regards,

Gary Kircher

Mayor for Waitaki

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WHAT IS A MASTERPLAN?

A masterplan is a blueprint for long term growth and helps us plan for how an area will grow and change in the future

Masterplans provide a common vision for how an area could evolve in the future and sets out the communities vision for how they would like to see their area grow and whether new houses, shops, community facilities, open spaces, trees, street furniture, car parks, pedestrian connections etc are needed and where these should go.

The masterplan will provide a spatial framework to guide future growth and development in Ōmārama that is based on community ideas and hopes.

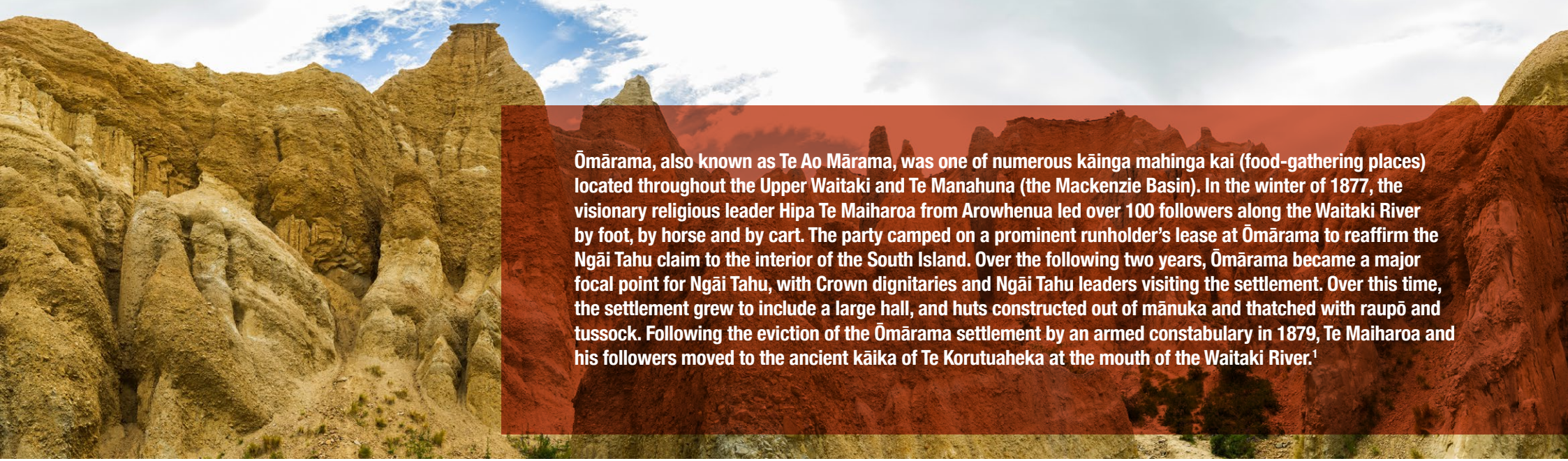
WHY DOES ŌMĀRAMA NEED A MASTERPLAN?

Waitaki District Council held a series of community visioning workshops in 2018 as part of the Long Term Plan process. A strong theme emerged from these workshops that a town plan was needed for Ōmārama to better plan for development in the future given its increasing popularity and tourism growth. The preparation of masterplans for Ōmārama has now been identified as a project in the Council's Long Term Plan for 2018-2028.

Increased visitor numbers are presenting challenges to the community. The increasing popularity of the Alps to Ocean trail and increases in traffic along State Highways 8 and 83 are creating additional pressures on the community in Ōmārama. Pedestrian and cyclist safety, car parking and lack of visitor facilities are causing concerns for the local community. This is placing demands on the community and services in the area.

The centre of Ōmārama is dominated by vehicular movements and car parking. There are poor pedestrian/cyclist links to key destinations and community facilities. Ōmārama relies heavily on tourism, and there is a need to support and encourage an increasing resident population by providing additional **housing choice, employment opportunities and community facilities.** Recognising the role of tourism in the area, there is also a need to provide for growing **visitor accommodation demands and facilities.**





Ōmārama, also known as Te Ao Mārama, was one of numerous kāinga mahinga kai (food-gathering places) located throughout the Upper Waitaki and Te Manahuna (the Mackenzie Basin). In the winter of 1877, the visionary religious leader Hipa Te Maiharoa from Arowhenua led over 100 followers along the Waitaki River by foot, by horse and by cart. The party camped on a prominent runholder's lease at Ōmārama to reaffirm the Ngāi Tahu claim to the interior of the South Island. Over the following two years, Ōmārama became a major focal point for Ngāi Tahu, with Crown dignitaries and Ngāi Tahu leaders visiting the settlement. Over this time, the settlement grew to include a large hall, and huts constructed out of mānuka and thatched with raupō and tussock. Following the eviction of the Ōmārama settlement by an armed constabulary in 1879, Te Maiharoa and his followers moved to the ancient kāika of Te Korutuaheka at the mouth of the Waitaki River.[1]

GROWTH IN ŌMĀRAMA

Ōmārama is Maori for 'place of light' and was originally an overnight stop for the famous Cobb & Co coaches. Prior to the early 1960's there was no electricity, the roads were all gravel and there was little more than a pub and a garage.

Since then, the town has evolved into a busy junction town and rural service centre with over 280 dwellings and more than 50 businesses located within and around the centre. Ōmārama is also a popular visitor destination and location from which to explore the surrounding high country areas, valleys and mountains.

Ōmārama is located at the junctions of State Highways 8 and 83 at the southern area of the Mackenzie Basin. It sits in the heart of the South Island and is surrounded by mountains, lakes and valleys. Ōmārama is a popular rest-stop for vehicles travelling along State Highway 8 from Christchurch to Queenstown and also attracts a number of visitors to the campsite and other visitor accommodation. Whilst the majority of tourism traffic travels along State Highway 8, increasing numbers are turning off to venture along the Waitaki Valley along State Highway 83 and down towards Oamaru. The Alps to Ocean route has resulted in increases in the number of people visiting Ōmārama and in the number of overnight stays in the township.



1. http://www.kahurumanu.co.nz/atlas

WHAT DOES THE COMMUNITY THINK ABOUT ŌMĀRAMA?

In order to better understand what the community thinks and values about Ōmārama, we held a series of drop-in sessions over January and February 2019, along with an opportunity for people to have their say via online and paper surveys. We have also considered the feedback given at the Community Visioning workshops held in Ōmārama in 2018 as part of the Long Term Plan consultation.

We also spent an afternoon at Ōmārama primary school to gather the views and ideas of children about what they think Ōmārama should look like in the future. We have also considered the Ahuriri Community Board's 10 year plan to gather further feedback from the community.

The workshops, drop-in sessions and surveys enabled the community to have their say about what they value most about Ōmārama, what they saw as challenges in the area and also where they felt growth could be best accommodated and what areas needed protecting and/or improving

From the feedback gathered, people told us how they love the small community feel that Ōmārama offers and the surrounding environment and vistas of the mountains and lakes. The dark skies in Ōmārama were also felt to be important to the area. The community also told us that traffic congestion and the lack of public parking was a key concern and that there was a need for more affordable housing for young families, the elderly and seasonal workers. A number of people also felt that there needed to be streetscape and footpath improvements in Ōmārama. The community also felt that Ōmārama should be known in the future as a sustainable community and should champion eco-design in future developments.

A more detailed report on the feedback from the 2019 community placemaking engagement is provided as an appendix to this report, along with a summary of the feedback from the children of Ōmārama Primary School.

This feedback has been incorporated into the development of the masterplan options. The next step will be to gather community feedback on the options presented here and to further refine and develop the masterplan.



Some of the feedback received from Ōmārama School children

.



Emergent themes from what the community wants to see in Ōmārama.

DEVELOPING A MASTERPLAN

The masterplan for Ōmārama is being developed to assist in setting out the community's vision for how and where the township will grow. A vision for the future will support the community to understand what future growth in the area could look like and identify key components needed to enable that growth.

A masterplan blends a wide range of economic, social, environmental and cultural factors and provides a unified vision for the community. A masterplan is not a 'set in stone' scenario, but an evolving vision that can change over time. The masterplan will help to identify key issues and priorities for the community and create a blueprint for long term growth that will help us to plan for how Ōmārama can grow and evolve in the future.

At this stage, the masterplan options presented here will provide a range of ideas for discussion. Once preferred uses of space have been agreed by the community, a more detailed masterplan will be developed for adoption by Council in early 2020.

An important part of any masterplan is to give consideration of the potential limits that could affect the implementation of any proposals. Limits can include land ownership, funding and investment, infrastructure, environment, topography and competing development opportunities. Once we have feedback from the community and key stakeholders, we will test the preferred option against a range of strategic, economic, commercial, financial and environmental criteria. The opportunity for further consultation and feedback on the final masterplan will happen through the Long Term Plan and District Plan Review processes as the masterplan ideas are put in place.

Implementation of the masterplan can't be done by Council alone. It will need to involve the community, takata whenua, local organisations, private investors, the business community, other government and non-government agencies. Whilst the Council will lead some actions, others will need to be led by the community and private sector.

ENGAGE

DEFINE

DESIGN

CONSULT

ENGAGE

GUIDING PRINCIPLES FOR CHANGE

Waitaki District Council is working with the community to identify the key issues that are facing the Ōmārama community. Talking with the community has helped identify four core issues the Masterplan should deal with.

MORE HOUSING CHOICE

The community have identified that there is a need in Ōmārama for additional higher density housing to support the elderly, first time home buyers and seasonal workers. Some people said that the number of holiday homes lying vacant were a concern and that there is a need for larger section sizes to better cater for people who have boats, trailers and second cars. The community were slightly more in favour (58%) of having higher density housing in Ōmārama.

REDUCING TRAFFIC CONGESTION ISSUES

Traffic congestion issues were identified as a key concern for many in the community. Increasing numbers of visitors to the area are also creating additional demands for car parking and larger vehicle parking (camper vans, buses and trucks) which are currently not provided for. This is also creating conflicts with additional numbers of pedestrians and cyclists. The existing intersection of State Highways 8 and 83 is seen as a barrier to safe pedestrian and cyclist movement in that area. The lack of suitable footpaths and connections were also identified as a concern.

BECOMING A VIBRANT & SUSTAINABLE COMMUNITY

A strong theme emerging from the community visioning and Ahuriri Community Board 10 year plan is the desire for Ōmārama to develop as a sustainable community and to become a show-case for eco-design. The community recognise that growth (particularly in tourism) is important to the vitality of the area but that growth should happen in a way that is sensitive to the needs of the community and reflective of the surrounding natural and cultural environment. Maintaining the friendly community character and identity as the 'Place of Light' was felt to be important. Protecting the dark skies of Ōmārama was also seen as valuable to the community.

IMPROVED PUBLIC FACILITIES, CONNECTIVITY & URBAN ENVIRONMENT

Higher numbers of visitors to Ōmārama has created more pressures on facilities such as toilets, rubbish bins, dump stations, camping facilities, rest areas, walking and cycling tracks and open spaces. The community also felt the streetscape of the centre should be improved to provide a safer and more attractive environment. More recreational facilities were also highlighted as a community need.

RELATIONSHIP WITH OTHER PLANS AND STRATEGIES

Figure 1 shows the relationship of the Ōmārama Masterplan with other Waitaki District Council plans and strategies. It identifies which Council documents have helped develop the options presented in this document. It also shows how the Masterplan will feed into future Council plans and strategies.

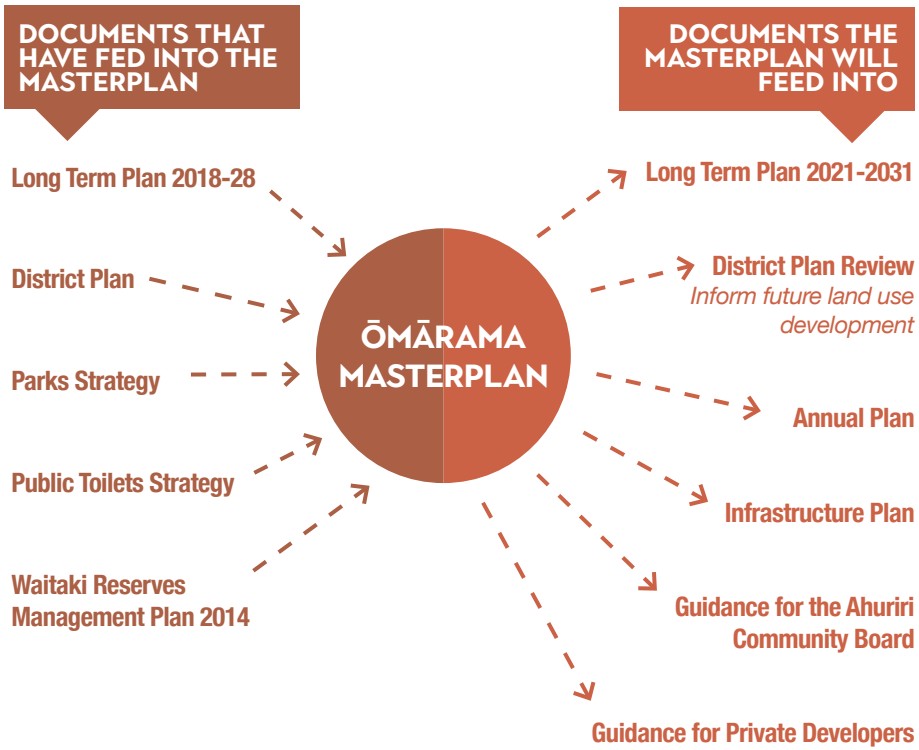
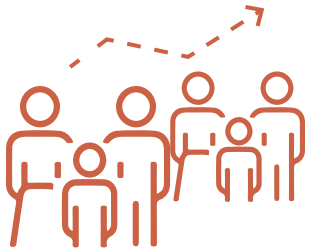


Figure 1. Relationship of Masterplan to other Council documents.

ŌMĀRAMA TODAY

SNAPSHOT STATS



Ōmārama has had steady population growth since 2008. 2018 figures show the population of Ōmārama is 310.[2] The projections are that this could increase by 90 – 100 by the year 2030.

There are approximately 280 dwellings in Ōmārama. Additional residential developments are also proposed at Park Lane, Cirrus Place, Airport Road and Hardacre Place.





Up to 48 additional dwellings are needed in Ōmārama by the year 2030. A projected population increase of between 90 – 100 would result in an additional need for approximately 48 dwellings in Ōmārama.

Ōmārama has the second highest level of unoccupied dwellings in Waitaki.[3] Ōmārama has a higher proportion of unoccupied dwellings than it does occupied dwellings. This reflects the growth in tourism and is likely to increase further with increased use of the Alps to Ocean, Waitaki Whitestone Geopark and other tourist attractions.

Please note these figures are based on 2013 census data, best knowledge and information at the time of writing.

2&3. Understanding Data Ōmārama Data Profile 2019

DEFINE

AREA OF FOCUS

The area of focus for the masterplan is shown in Figure 3. It includes the central retail, residential and business zoned land. Consideration is also given to the wider Ōmārama areas which include the airfield and rural residential zoned land which are identified as being within an area of influence

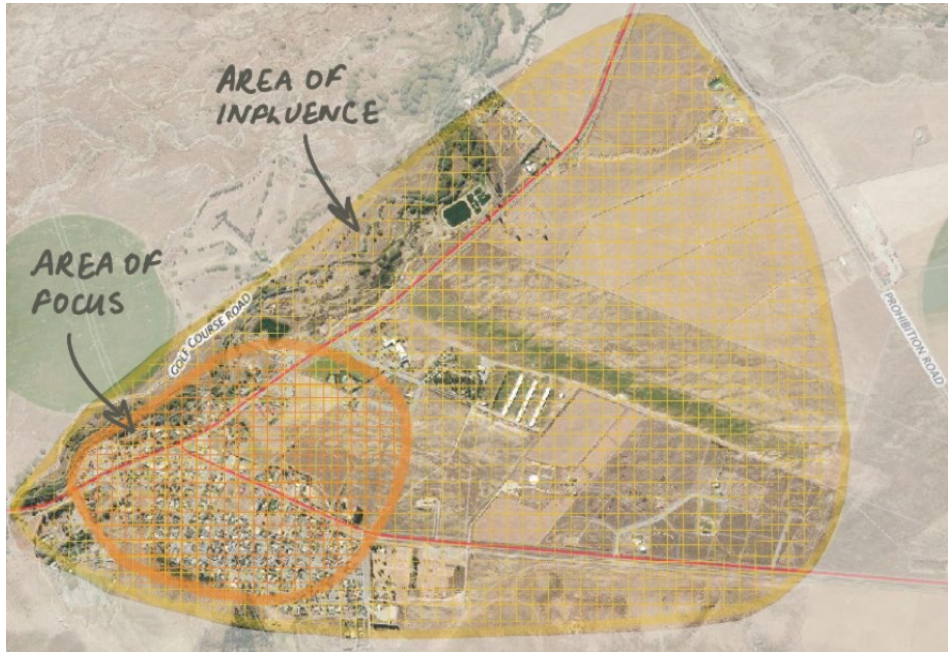


Figure 3: Area of masterplan focus and area of influence.

ZONING

Figure 4 shows the current district plan zoning for Ōmārama.



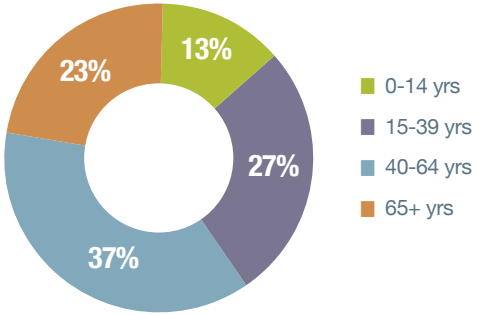
Figure 4: Waitaki District Plan zoning.

STATS & FACTS

The Socio-Economic Facts[4]

POPULATION

Ōmārama has had a steady population growth since 2008. The population in 2018 is estimated at 310. It is projected this will increase by another 90-100 people by the year 2030. The highest represented age group in Ōmārama is between 40-64 years (36.7%). The second highest age group is between 15-39 years (26.7%). 23.3% of people living in Ōmārama are aged 65 and over.



Ōmārama has seen an increase in the number of couples without children since 2006 and has a higher share (55%) of this family type than of families with children (45%). Figures for 2013 show that 25% of households in Ōmārama were occupied by a single person.

HOUSING STOCK

Ōmārama has slightly more unoccupied dwellings (52%) than it does occupied dwellings, reflecting the area's reliance on tourism and dwellings used as second homes. The predominant dwelling size in Ōmārama is 3 bedrooms, but it also has a higher proportion of 5 bedroom houses than the Waitaki average. The number of 5 bedroom houses has also increased significantly since 2006, perhaps reflecting an increase in the number of large families and also the use of dwellings for visitor accommodation. A recent search of Airbnb's in Ōmārama identified 12 properties being advertised for visitor accommodation within the central residential area.

Only 5.9% of households in Ōmārama are without a car or motorbike.

ECONOMIC

The top three employment sectors in Ōmārama are Accommodation/Food, Agriculture and Retail. The biggest employment growth has been in the agriculture, forestry and fishing sector. Arts and recreation services have also seen a significant increase in the number of employees in Ōmārama.

Average annual personal income in Ōmārama is between $40,000 and $50,000. Of note is that Ōmārama has a greater share (8.8%) of people earning over $70,000 than the Waitaki average (5.3%).

Self-employment in Ōmārama is also higher at 21% of those receiving a personal income, than the Waitaki average of 16%.

4 Information taken from Understanding Data profile for Ōmārama 2019. This information is based on 2013 census data with projections for 2018. At the time of writing Census 2018 data has not been released.

LAND USE PATTERNS

Figure 5 maps the existing predominant land use activities in Ōmārama. Further identification of current activities in the central area of Ōmārama are mapped in Figure 6. Some of these buildings host a combination of activities such as retail and café, or visitor accommodation and restaurant/bar areas. It is noted that whilst some vacant land is shown behind the hotel, this is used for car parking and has been subject to a recent subdivision. Vacant land is also identified along Chain Hills Highway which is currently owned by Environment Canterbury and used to be Rabbit Board land. At the time of writing, there are no vacant commercial buildings within the central area of Ōmārama

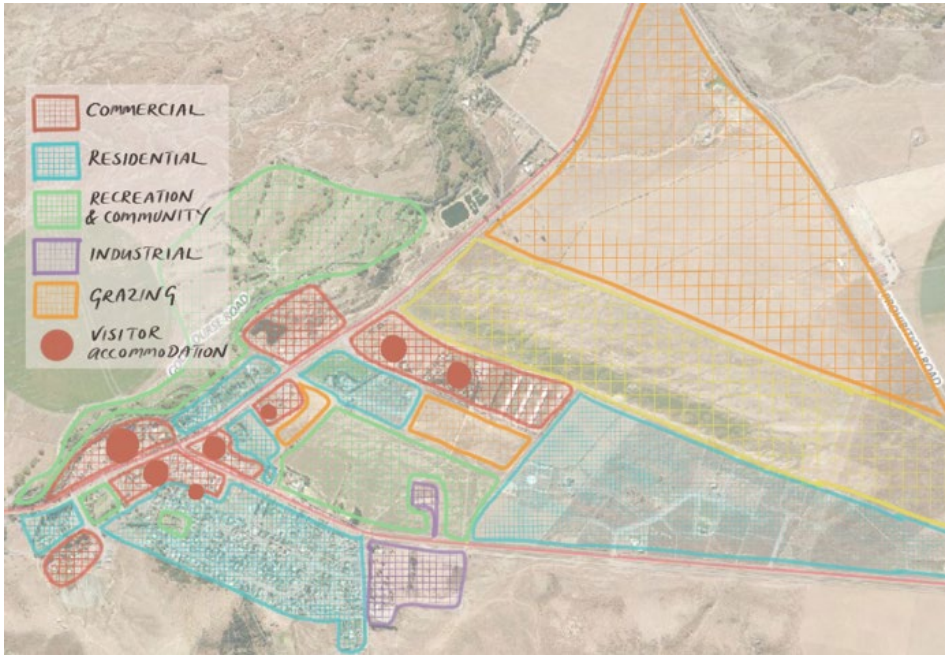


Figure 5: Dominant land use patterns.



Figure 6: Land use activities in the central area of Ōmārama (2019).

LAND OWNERSHIP

Figure 7 provides a map of Ōmārama showing land that is currently in public ownership (Waitaki District Council, Environment Canterbury, Department of Conservation and Land Information New Zealand pastoral lease).

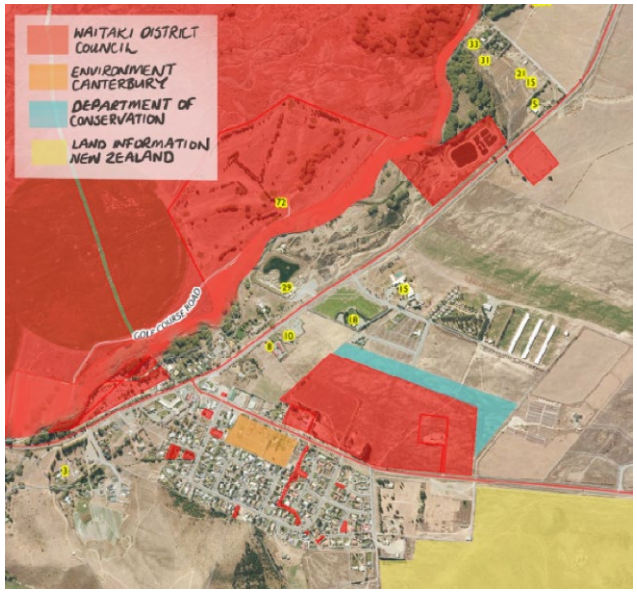


Figure 7: Land in public ownership/management.

TOWNSCAPE ANALYSIS

The built up area of Ōmārama is located on relatively flat land. Commercial activities are focused along State Highways 8 and 83. Residential properties are predominantly located to the south of State Highway 83 (SH83). More recently, residential development is extending along SH83 towards Prohibition Road and also at Cirrus Place. Recent residential subdivisions have also been granted at Pinot Noir Court and Park Lane. Further development to the south of SH83 is limited by the rising contours of the hills of Ōmārama Station.

Areas along SH8 are characterised by services and facilities for the travelling public with visitor accommodation, cafés/restaurants and attractions. The retail area along SH83 is focused more on community provision, with shops, café's and public services such as the fire station, police station, community hall, veterinary centre and irrigation service outlet.

Community open space/recreation areas are provided by the community hall with a playground and bike track adjoining the hall. The community have raised funds to establish a new tennis court and toilet alongside the community hall. Reserves land to the north of the hall is currently used for informal recreation and grazing. Smaller recreation reserves are also provided along Park Lane and Benmore Place. A walkway runs along the Ōmārama River and is accessed to the north of the holiday park along SH8. Walkways also run through the residential areas and along the western boundary of the reserves land behind the community centre. Recreation facilities are also available at the Ōmārama School.

MOVEMENT PATTERNS

Figure 8 maps key destinations in Ōmārama along with how pedestrians/cyclists and vehicles access them. This map also shows key movement nodes and flows through the village. The intersection of SH8 and SH83 is a key movement node with a focus of vehicular and pedestrian activity. A high volume of vehicles, particularly tour buses, turn off from SH8 onto SH83 to stop at the public toilets and then manoeuvre across the road to head back towards the SH8/SH83 intersection. As identified in previous community engagements, this and other vehicle movements in the area, results in congestion issues and the potential for conflict between vehicles, pedestrians and cyclists.

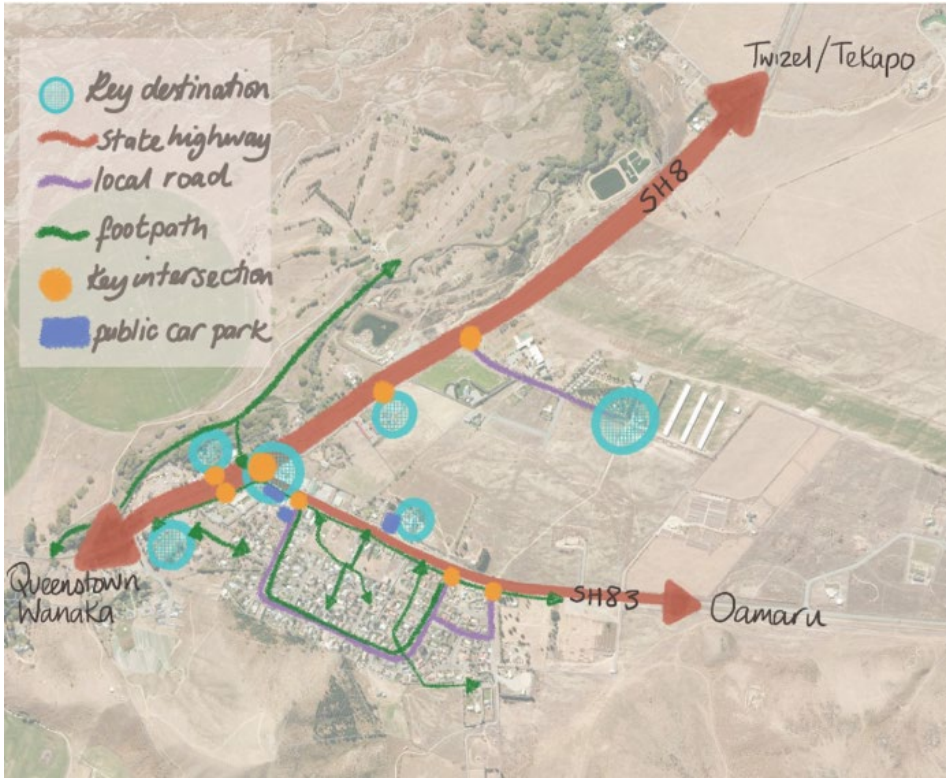


Figure 8: Movement patterns to show key destinations, connections and nodes.

VISUAL CHARACTER - RESIDENTIAL

A large proportion of the building stock in Ōmārama has been built since the 1970s. Most dwellings are single storey and located on quarter acre sections, often with a garage and on-site car parking. The majority of the housing stock is three bedroomed in size and constructed using timber cladding and metal roofs. Houses are generally low in profile and of a standard 1970s/80 design. A number of recent developments are more contemporary in style and make use of more contemporary materials and finishes.

Typical small and functional 1970s dwelling design found in Ōmārama.



Two-storey dwelling design with recent additions along Black Peak Road.



Contemporary dwelling design at Pinot Noir Court representing typical local character and form.





Character cottage along Sutherland Road.

Residential streets in Ōmārama are typified with 20 metre wide streets with a road width for two vehicles and berms either side. The berm areas are also used by pedestrians in most areas. There are few street trees along the residential streets of Ōmārama, with most trees being located in private gardens.



Street layout along Pinot Noir Court with well-maintained landscaping. It is noted that the footpath/pavement along this road does not connect to the footpath along SH8. The absence of connecting footpaths is a common occurrence within Ōmārama.



Typical residential street form in Ōmārama.

There are few vacant residential sections in Ōmārama with most new development occurring within new subdivisions, notably extending to the east of the existing built up area along State Highway 83. Vacant residential zoned land is also available to the south of Ahuriri Drive and to the north of the community centre. Land to the north and east to Prohibition Road is currently zoned for rural residential which provides for a minimum lot size of one hectare. Most of this land remains undeveloped, possibly due to the lack of service connections in this area. Figure 9 (next page) shows the extent of existing reticulated water and sewerage supplies in Ōmārama.

Recent subdivision at Cirrus Place with some remaining vacant lots.



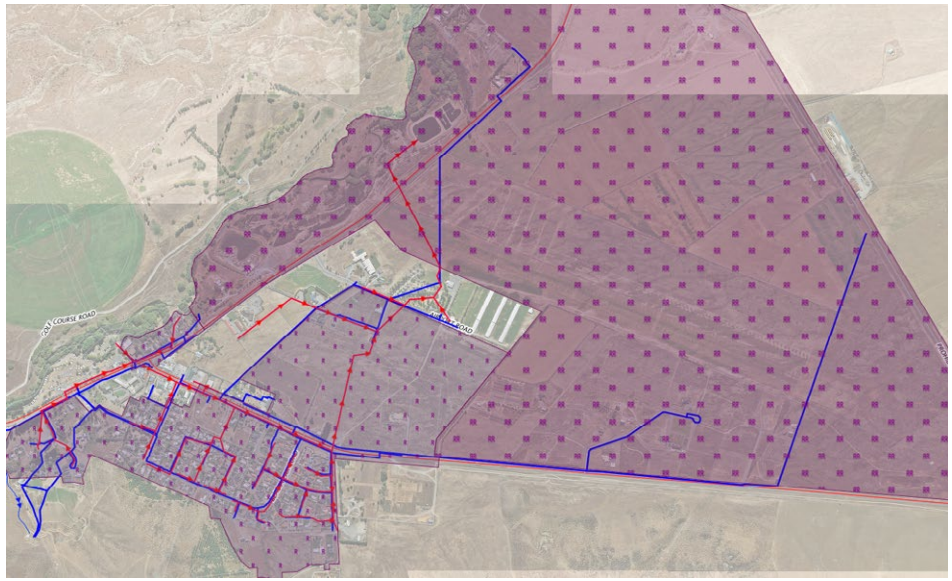


Figure 9: Existing water and sewerage connections in Ōmārama



Ōmārama Hotel circa 1900s (photo courtesy Heritage Gateway Hotel website).



Ōmārama Hotel 2019 showing recent addition to the western façade at the intersection.

VISUAL CHARACTER – COMMERCIAL ALONG STATE HIGHWAY 83

The existing retail area of Ōmārama is predominantly clustered around the intersection of State Highways 8 and 83. Most of the buildings around the intersection have been constructed since the 1970s. The Boots and Jandels Hotel (formerly the Ōmārama Hotel) being an exception, having been constructed in the 1870s. The hotel has been extended and modernised over the years and is identified as a heritage item in the Waitaki District Plan. The vacant area of land around the hotel has recently been subdivided and is currently for sale. Public toilets are located next to the hotel.

The main retail area in Ōmārama is characterised by a wide street with car parking. Much of this parking is unmarked. Buildings are largely setback from the road frontage with parking along the road. The retail area alongside the Challenge garage provides off-road car parking. This area also provides access/exit to the service station. The area is often visually dominated by vehicle activity and can often become congested during the Commercial buildings are generally single storey and functional in design and character.



Retail area dominated by parking

The area to the east of the Sutherland Road intersection provides buildings for the police station and fire station. This area provides a good definition of pedestrian/cyclist space which is clearly separated from vehicular traffic. Landscaping enhances the visual appearance of this intersection area.



Landscape treatment at the intersection of SH83 and Sutherland Road

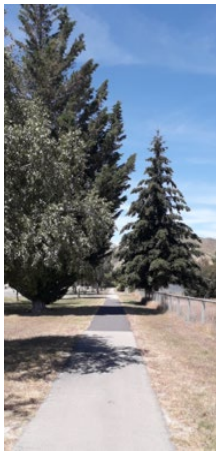
Ex-Rabbit Board land along State Highway 83



The ex-Rabbit Board land sits alongside the fire station and is currently vacant. This site is currently owned by Environment Canterbury and is approximately 2.5 hectares in area.

This area of State Highway 83 has a clearly defined walkway/cycleway along the southern side of the road which is tree-lined in parts.

View towards centre along SH83





VISUAL CHARACTER – COMMERCIAL ALONG STATE HIGHWAY 8

The two storey alpine style Countrytime Hotel building signals the entrance to the township of Ōmārama heading southwards along State Highway 8. The streetscape in this area is characterised by wide roads and wide berm areas.



State Highway 8 gateway into Ōmārama

A gravel footpath is provided along the eastern side of the road. There are a few sporadic street trees along this section of the road. The Hot Tubs Ōmārama facility is located along the western side of SH8 and is fronted by a large gravel car park area. The building is set back from the road by approximately 60 metres.



Tree lined gravel footpath/cycleway along SH83



Berm planting on SH8 southbound (photo courtesy Google Maps)



High-country architecture at the Wrinkly Rams

The road reserve area narrows alongside the Wrinkly Ram and Motel area and the footpath has no separation along this stretch of the road. The Wrinkly Rams building has a high country feel and stone wall frontage treatment.

Other buildings along this area of SH8 are functional and basic in design. The western side of SH8 provides some gravel track and parking areas with a small area of berm planting signaling the 50kph speed limit zone.

There are several gravel off-road gravel parking/stopping areas closer to the intersection with SH83. A view shaft towards the public toilets and SH83 retail area is provided to the north of the Ōmārama Hotel. This area is visually cluttered and appears more of a service area at present.



View shaft from SH8 towards SH83 and public toilets

Land to the west along this section of SH8 is residential and set back from the road with a separate vehicle driveway. These buildings are located on a slightly lower contour than the road.

The area to the south of the SH8/SH83 intersection is dominated by the presence of the service station and Heritage Hotel. This building is two storey and has a standard motel type design with an alpine influence. Landscaping and a defined footpath is provided along the road frontage



North bound SH8 towards centre

Southwards from the Pinot Noir Court intersection is more rural in character with the fewer visible buildings and pasture land with views opening up towards the Ahuriri Conservation Park.

The holiday park is located opposite the hotel. The holiday park is bordered along the road with a number of mature trees and grass berm. There are no defined footpaths along this side of the road. The iSite building and Ōmārama School are located further along this stretch of the road. A footpath and some landscaping is provided.



iSite building along SH8

SWOT ANALYSIS

Strengths

- Key location and intersection on Christchurch/Queenstown route
- Surrounding environment
- Large number of passing visitors
- Airfield and world class gliding
- Key stop off point for Alps to Ocean
- Outdoor activities on offer; gliding, fishing, walking etc
- Small and motivated community
- Flat land and open and dry climate



Weaknesses

- Number of unused/vacant areas
- Lack of suitable streetscape & landscaping treatment
- Undefined character for the village
- Seasonal traffic congestion/parking
- No gateways into village area
- Reliance on tourism
- Tourism pressures
- Low connectivity to key destinations
- Poor signage
- Low resident population
- Lack of housing choice



Opportunities

- Positive community with a desire for change
- Increased employment opportunities and growth in permanent residents
- Building a thriving and resilient community with potential for a sustainable community model (closed cycle economy)
- Creation of a vibrant alpine/high country centre
- Gateway township to the Waitaki and Ahuriri Valley
- Increased use of the airfield



Threats

- Retain visitors in the area
- Encouraging visitors to turn off onto SH83
- Providing safe access and connectivity
- Provision of suitable land to enable change
- Buy-in from the community, developers and investors
- Attracting investment and funding to make changes
- Physical and infrastructure constraints
- Growth of airfield – reverse sensitivity etc



DESIGN

MASTERPLAN OPTIONS

We've identified three options for consideration. Each option focuses on key themes and the guiding principles for change the community have identified. Each option proposes elements that can be combined with elements from other options. They are not proposed as stand-alone options, but are presented as a basis from which to build a mix of options that reflect the needs of the Ōmārama community.

Each option also gives the chance to have a key set of design guidelines for new buildings in Ōmārama and a signage and lighting strategy. This has been identified as a community desire to ensure that the quality of future development in the village is lifted and that opportunities for dark skies are enhanced where possible.

Other general urban design themes to carry through into masterplan options:

▶ Define and enhance arrival points into Ōmārama.

▶ Improve connectivity (footpaths) within the centre and to key amenities.

▶ Create high quality streets and public spaces, including features such as public art and lighting.

▶ Use local materials for future development and streetscape enhancement. Reflect the high country character and cultural references.

▶ Where possible to develop new homes and buildings that have a low environmental impact, using materials and technology that reduce its carbon footprint and lowers energy needs (referred to as 'eco-housing').

▶ Protect important views and develop additional opportunities for views of surrounding environment.

▶ Improved wayfinding along key routes to better guide pedestrians, cyclists and traffic. Provide opportunities for visitors to learn about the natural and cultural heritage of the area.

▶ Promote the principles of crime prevention through environmental design (CPTED). An example of this would be to design public spaces that benefit from passive surveillance and have well defined routes, spaces and entrances. Also important is having places that are designed with management and maintenance in mind, to discourage vandalism and anti-social behaviours.

GUIDING PRINCIPLES FOR CHANGE



THE OPTIONS FOR ŌMĀRAMA:

OPTION 1

Status quo with streetscape & traffic improvements

This option maintains the status quo of the retail area with improvements to streetscape amenity and traffic improvements to alleviate congestion and parking issues.



OPTION 2

Additional retail area and low impact Eco Housing

The main focus of this option is to improve the village centre, provide more housing choice and create a pedestrian and cyclist friendly environment.
A new road link is provided from SH8 to SH83 and an option to provide an activity / adventure zone



OPTION 3

Additional retail area and new visitor destination

The main focus of this option is to provide an additional retail area and create a new visitor attraction and visitor accommodation.



Please refer to the following pages for more details on each of these options

OPTION 1

Status quo with streetscape & traffic improvements

Maintain the status quo of the retail area with improvements to streetscape amenity and traffic improvements to reduce congestion and parking issues.

1 Mixed use development opportunities along SH8 road frontage with accommodation above. Parking along frontage. Tree planting/ landscaping at gateway area to centre. Slow the flow of traffic using landscaped berms.



2 Mixed density housing with a range of housing choice for seasonal workers, elderly persons, first-time buyers etc. Provision for visitor accommodation. Sustainable design with community gardens.



MAP 1



3 Community recreation & sports area. Native tree planting and walkway with connection to Ōmārama river walk and loop walk along Black Peak Road and foothills. Informal recreation and picnic areas. Road frontage tree planting. Parking & rest area for vehicles








OPTION 1

Centre enhancement

Improve streetscape amenity and pedestrian/cyclist connections. Additional landscaping and tree planting along State Highway 8 to create a sense of arrival into Ōmārama and to passively slow traffic.

1 Widened pavement frontage to allow for safer pedestrian/cyclist access and street furniture. Provide for parallel parking.

2 Safe crossing point across SH8 to access river walk and campsite. Provide footpath along this strip of road.

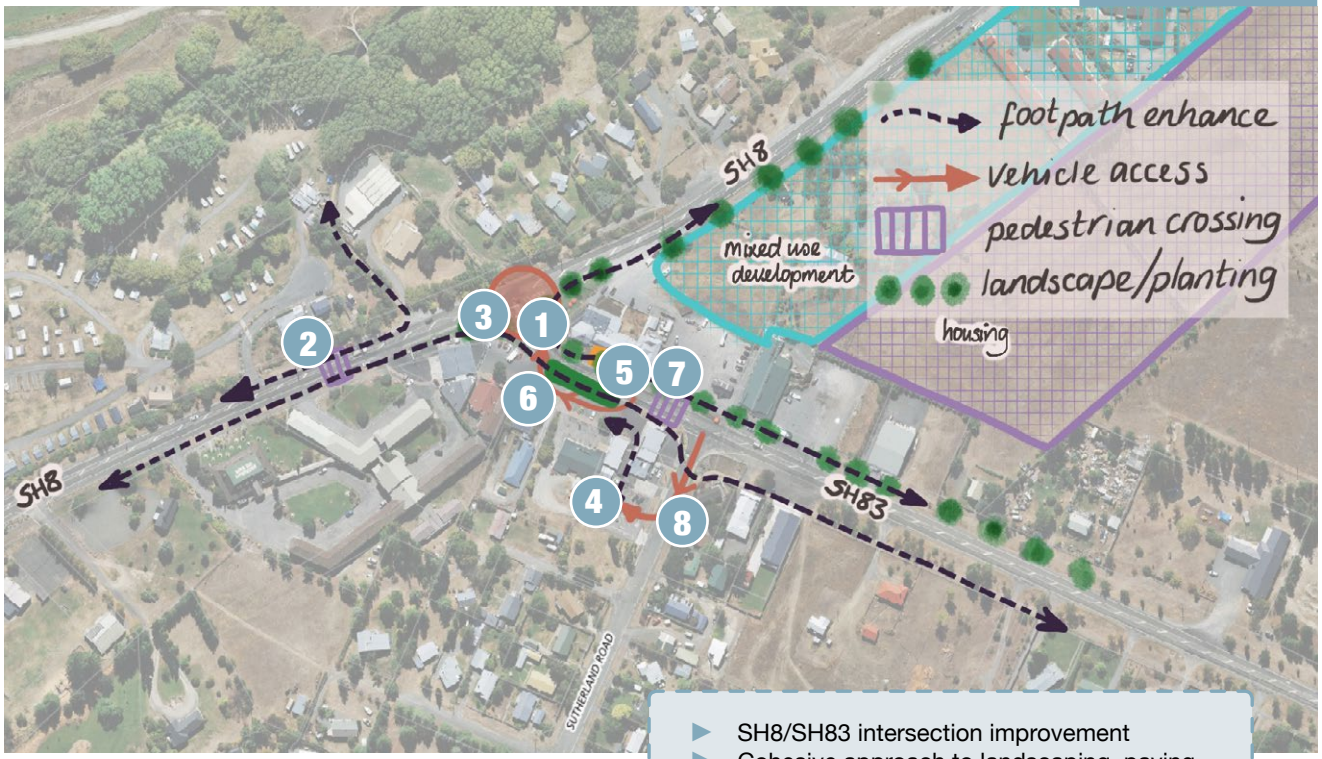


3 Footpath and landscape separation along road frontage of retail area and garage to connect to existing footpath along SH8

4 Improved **pedestrian link** through to retail area from rear car park



MAP 2



- SH8/SH83 intersection improvement
- Cohesive approach to landscaping, paving, lighting, street furniture and signage.
- Develop design guidelines for new buildings to reflect local style with focus on environmental design.

5 Street landscaping and footpath to provide a connection along the roadside. May require the loss of some frontage parks. Provide informal seating area.



6 One way entry/exit into parking area to reduce congestion.

7 Crossing point to provide safe access across State Highway and to encourage flow of pedestrian movement towards retail area from tour buses stopping at public toilets.



8 Improved wayfinding to direct traffic to rear public parking area to reduce burden on frontage car parking.

OPTION 2

Additional retail area and low impact Eco Housing

The main focus of this option is to improve the village centre, provide more housing choice with low impact eco-housing, and create a pedestrian and cyclist friendly environment. A new road link is provided from SH8 to SH83 and an option to provide an activity zone.

MAP 1

See Map 2 for village centre area options



1 **Communal eco-housing** for the elderly, fist time home buyers, workers and visitors.

Allow for community gardens and orchard.





2 **New road link** to provide alternative access to SH83 & SH8. Improved access to airfield activities and relieve traffic volumes at main intersection

3 **Relocate iSite** next to public toilets – see Map 2. Re-use existing building as a **Cultural/ Dark Skies Centre**



4 Option for **habitable hangars** adjoining airfield.



5 **Residential housing** to south of airfield. Potential for visitor accommodation mix to support airfield activities.

6 **Activity zone** area for community and visitors.

- Sports facilities
- High ropes/ abseiling (maximize views of mountains)
- Adventure zone hub – potential for links to airfield activities








OPTION 2

Create new retail/café area.

New area of retail and outdoor dining with nearby parking and wide pedestrian paths. Two storey to allow for living/visitor accommodation above

1 Wider pavement and landscaping to allow for outdoor dining and pedestrians/cyclist movement



2 New access into garage from SH8 only. New landscaping and 'place of light' sculpture.

3 Create **safe crossing zone** and improved footpath on north bound side of road to access holiday park and river walkway.

4 Parking area to be accessed as **one-way flow** from SH83. Landscaping strip with pedestrian/cyclist path along road frontage



MAP 2



- SH8/SH83 intersection improvement
- Cohesive approach to landscaping, paving, lighting, street furniture and signage.
- Develop design guidelines for new buildings to reflect local style with focus on environmental design.

5 Retail & café hub with some frontage onto SH8. Access from SH83. Vehicle and cycle parking with pocket park area for rest, outdoor eating etc. Two storey buildings to allow for residential/ visitor accommodation on upper floor.

6 Pedestrian link from eco-housing/community gardens to retail area



7 Relocate iSite office next to public toilets and new retail area.

OPTION 3

Additional retail area and new visitor destination.

Provide an additional retail area and create a new visitor attraction and visitor accommodation.

MAP 1

See Map 2 for village centre area options



1 Mixed use development with **visitor accommodation** and service activities.

Landscaping along SH8 and footpath to provide a sense of arrival coming towards the village centre.



2 Medium density low impact designed housing with pedestrian links through to centre and community recreation area.



3 Visitor attraction such as a High Country Farm experience with crafts/café etc. Access from SH83



4 Extend existing community recreation area to provide courts, skate-park, picnic areas etc. Potential for a small covered facility.





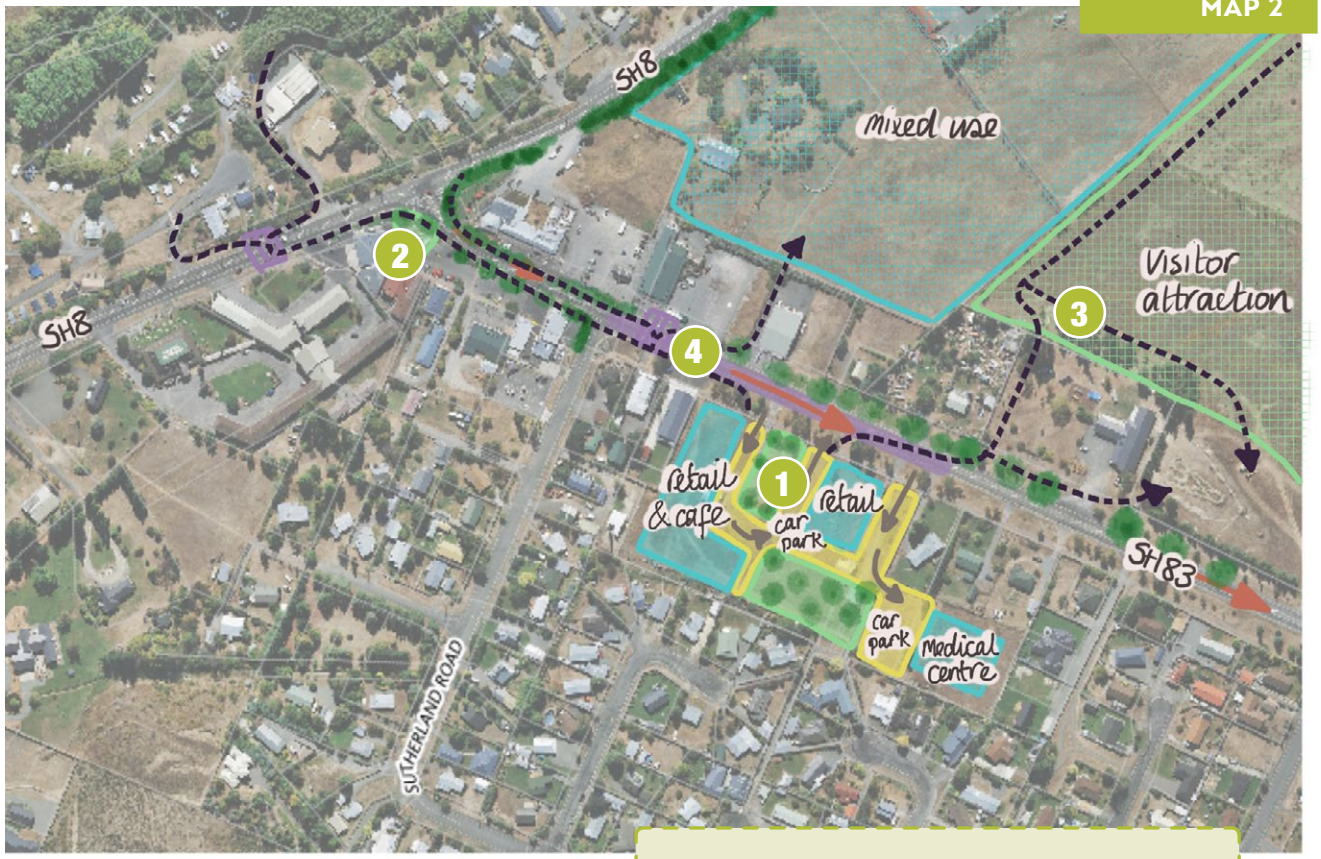



OPTION 3

Additional retail area.

Create additional retail area with parking and landscaping areas.
Provide a new community medical facility.

MAP 2



1 New **retail hub** with landscaping and pocket parks, car parking and local medical centre.



2 Improved **landscaping** and feature **sculpture** area



3 Additional and improved **pedestrian/cyclist** connections to retail, housing, mixed use, visitor attraction, community centre & recreation areas. Crossing points across SH8 and SH83 to provide continuous link to existing walkways and key destinations..

4 **Reduced road width** with additional road landscaping and wider shared pedestrian/cycle paths with cycle parking areas.



- SH8/SH83 intersection improvements
- Cohesive approach to landscaping, paving, lighting, street furniture and signage.
- Develop design guidelines for new buildings to reflect local style with a focus on environmental design.

UNDERSTANDING THE COSTS & BENEFITS

Here's a summary of each option and project with the key cost considerations and benefits.

OPTION 1

Status quo with streetscape, landscaping and traffic improvements

PROJECT	COSTS	BENEFITS
STREETSCAPE & LANDSCAPING ENHANCEMENT	▶ Funding requirements ▶ Detailed landscape plans required ▶ Identification of appropriate species ▶ Landowner consultation and agreement ▶ Ongoing irrigation and maintenance costs ▶ Provision of dedicated pathways and crossing points ▶ New Zealand Transport Authority (NZTA) consultation & approval required for state highway planting/landscaping	▶ Provide attractive entrances and exits from the township ▶ Serve as passive traffic calming for through traffic ▶ Encourage more vehicles to slow down and stop at facilities ▶ Flow on effects from more traffic stopping and using retail and services ▶ Improve ecological values along the roadside ▶ Enhanced stormwater retention ▶ Potential driver for reduced speed limits ▶ Enhanced amenity and civic pride for the community
IMPROVED PEDESTRIAN & CYCLIST CONNECTIVITY	▶ Funding requirements ▶ Establishment and ongoing maintenance of tracks and paths ▶ Provision of safe separation for both cyclists and pedestrians ▶ Potential loss of on-street car parking spaces ▶ NZTA consultation and approval for crossing points ▶ Landowner/key stakeholder/business consultation ▶ Further identification and assessment of areas in need of improvements and to provide connectivity	▶ Safer environment for pedestrians and cyclists ▶ Improved community health & wellbeing ▶ Improved provision and wayfinding for A2O users ▶ Additional foot and cycle traffic and improved circulation/exploration ▶ Enhanced vibrancy for retail centre ▶ Improved streetscape amenity and accessibility ▶ Opportunity to incorporate additional trails throughout the town to provide a walking network between destinations
TRAFFIC IMPROVEMENTS	▶ Funding requirements ▶ Cost of traffic impact assessment to determine most appropriate measures at intersection of SH8 and S83 and additional parking requirements/layout changes to improve traffic flows ▶ NZTA consultation and approval ▶ Community/key stakeholder consultation ▶ Disruption to existing road network and flows of any changes undertaken ▶ Ongoing monitoring and maintenance	▶ Improved traffic, pedestrian and cyclist safety ▶ Improved urban environment (visual/noise amenity) ▶ Improved parking layout and circulation ▶ Better wayfinding for visitors ▶ Less congestion and vehicular conflict ▶ Enhanced pedestrian and cyclist environment ▶ Flow on effects from improved usability and safety of the central area

PROJECT	COSTS	BENEFITS
MIXED USE DEVELOPMENT: STATE HIGHWAY 8	▶ Rezoning through the District Plan Review to allow for mixed use development (associated costs and consultation) ▶ NZTA consultation and approval required ▶ Environment Canterbury consents may be required. ▶ Landowner consultation ▶ Land availability is not guaranteed as all in private ownership ▶ Additional infrastructure provision requirements ▶ Attracting private developer interest to construct ▶ Attracting new businesses to the area and supporting them ▶ Impact on existing retail business ▶ Additional vehicular movements and parking requirements ▶ Potential for vacant premises due to seasonal fluctuations ▶ Lack of permanent resident base to support ongoing viability of business ▶ Effects on local community in terms of increased traffic, visitors, crime etc	▶ Opportunity to enhance roadside appeal of the village and local distinctiveness ▶ Boost to local economy ▶ Opportunity for further expansion and diversification of existing retail area ▶ Creation of additional local employment opportunities ▶ Provide additional facilities and services for local residents thereby reducing need to travel ▶ Attract additional visitors to the area and flow on effects ▶ Catering for seasonal growth and encouraging expenditure within local economy ▶ Support for all year round visitor opportunities ▶ Attract more inward investment and permanent residents ▶ Accessible site with good roadside visibility and opportunities for car parking ▶ Working towards a resilient economy and community
MIXED DENSITY HOUSING	▶ Rezoning through the District Plan Review of existing Business 6 land to Residential zone (associated costs, time and consultation) ▶ Landowner consultation (including Department of Conservation ministerial approval) ▶ Land availability is not guaranteed as most in private ownership ▶ Subdivision required to split existing parcels of land from existing Business zoned land ▶ Environment Canterbury consents may be required. ▶ Additional infrastructure requirements to service the site ▶ Particular consideration for wastewater management ▶ New road infrastructure required ▶ Needs analysis to identify housing demand and type ▶ Reverse sensitivity issues with housing to south of airport	▶ Partial existing Residential zoned land ▶ Provide a range of housing type with focus on meeting local needs for seasonal workers accommodation, the elderly and first time buyers ▶ Focus on sustainable housing design and materials ▶ Increased housing construction will provide additional employment and investment within the local economy ▶ Existing road infrastructure off Nimbus Drive to serve part of site ▶ Water and sewer connections to boundaries of the sites ▶ Adjoins existing residential ▶ Opportunity to provide for a range of housing densities ▶ Additional population growth will support increased service provision in the town ▶ Opportunity to provide a sustainable housing model/showcase with community gardens. ▶ Close proximity to existing retail and service centre provision
COMMUNITY RECREATION & SPORTS ZONE	▶ Funding set up costs and ongoing maintenance costs ▶ Landscape plan required ▶ Community consultation to identify preferred options for recreation/ sports provision ▶ Achieving community buy-in and support ▶ Provision of additional infrastructure (water/sewerage/car parking) if required	▶ Community enhancement and additions to existing facilities ▶ Improved amenity/landscaping ▶ Potential health and physical benefits for community ▶ Increased wellbeing of the community ▶ Providing for younger age groups in the community ▶ Additional visitor attraction for families ▶ Existing parking already provided for ▶ Additional toilets to be established to the rear of community centre

OPTION 2

Additional retail, low impact eco-housing and activity zone

PROJECT	COSTS	BENEFITS
STREETSCAPE & LANDSCAPING ENHANCEMENT	▶ Funding requirements ▶ Detailed landscape plans required ▶ Identification of appropriate species ▶ Landowner consultation and agreement ▶ Ongoing irrigation and maintenance costs ▶ Provision of dedicated pathways and crossing points ▶ New Zealand Transport Authority (NZTA) consultation & approval required for state highway planting/landscaping	▶ Provide attractive entrances and exits from the township ▶ Serve as passive traffic calming for through traffic ▶ Encourage more vehicles to slow down and stop at facilities ▶ Flow on effects from more traffic stopping and using retail and services ▶ Improve ecological values along the roadside ▶ Enhanced stormwater retention ▶ Potential driver for reduced speed limits ▶ Enhanced amenity and civic pride for the community
NEW ROAD LINK: AIRPORT ROAD	▶ Funding requirements ▶ NZTA consultation and approval ▶ Landowner constraints (land is owned by Department of Conservation - ministerial approval maybe required) ▶ Traffic impact assessment required to identify traffic flows and demands ▶ Less passing traffic to service existing and new business within the central area ▶ Increased traffic volumes and adverse amenity effects on existing residents	▶ Will provide alternative road access between the State Highways to alleviate traffic volumes at town centre intersection ▶ Provide easy access to any new development off Nimbus Drive and Council owned recreation land ▶ Enhanced profile of airfield and adjoining businesses
COMMUNAL LOW IMPACT ECO-HOUSING: EAST OF STATE HIGHWAY 8	▶ Rezoning through the District Plan Review of existing Business 6 land to Residential zone (associated costs, time and consultation) ▶ Landowner consultation ▶ Land availability is not guaranteed as area of land is in multiple private ownerships ▶ Subdivision required to split existing parcels of land from existing Business zoned land ▶ Environment Canterbury consents may be required. ▶ Additional infrastructure requirements to service the site ▶ New road infrastructure required ▶ Needs analysis to identify housing demand and type	▶ Provide a range of housing type with focus on meeting local needs for seasonal workers accommodation, the elderly and first time buyers ▶ Focus on sustainable housing design and materials ▶ Increased housing construction will provide additional employment and investment within the local economy ▶ Water and sewer connections to boundaries of the sites ▶ Opportunity to provide for a range of housing densities ▶ Opportunity to provide a sustainable housing model/showcase with community gardens. ▶ Provision of community gardens to improve health and wellbeing of community ▶ Additional population growth will support increased service provision in the town ▶ Close proximity to existing retail and service centre provision

PROJECT	COSTS	BENEFITS
HOUSING & VISITOR ACCOMMODATION: SOUTH OF AIRFIELD	▶ Rezoning through the District Plan Review to allow for visitor accommodation provision (associated time, costs and consultation) ▶ Additional infrastructure requirements to service the site ▶ New road infrastructure required ▶ Environment Canterbury consents may be required. ▶ Needs analysis to identify housing demand and type ▶ Landowner consultation ▶ Reverse sensitivity issues with housing and visitor accommodation close to airport	▶ Existing Residential zoned land ▶ Land owned by Omarama Airfield Limited ▶ Provide a range of housing densities ▶ Increased housing construction will provide additional employment and investment within the local economy ▶ Existing road infrastructure off Nimbus Drive to serve part of site ▶ Water and sewer connections to boundaries of the sites ▶ Adjoins existing residential ▶ Additional population growth will support increased service provision in the town ▶ Additional opportunity for visitor accommodation to support airfield activities ▶ Flow-on effects from increased visitor accommodation provision
ADDITIONAL RETAIL AREA	▶ NZTA consultation and approval required to provide access off/on to state highway 83 ▶ Land is in private ownership ▶ Additional infrastructure provision requirements, in particular to provide for new access and car parking ▶ Environment Canterbury consents may be required. ▶ Site is identified has been previously used for hazardous activities and would require site investigation and possible remediation prior to any future development. ▶ Attracting private developer interest to construct ▶ Attracting new businesses to the area and supporting them ▶ Impact on existing retail business ▶ Additional vehicular movements and parking requirements ▶ Potential for vacant premises due to seasonal fluctuations ▶ Lack of permanent resident base to support ongoing viability of business ▶ Effects on local community in terms of increased traffic, visitors, crime etc	▶ Land is already zoned for retail uses ▶ Site is bare land and flat with services along boundaries, good access ▶ Enhances roadside appeal of the village and local distinctiveness ▶ Boost to local economy ▶ Potential for retail frontage along SH8 to encourage traffic to turn off at intersection and visit centre retail/café etc ▶ Opportunity for further expansion and diversification of existing retail area ▶ Consolidated expansion which supports existing infrastructure and retail ▶ Creation of additional local employment opportunities ▶ Provide additional facilities and services for local residents thereby reducing need to travel ▶ Attract additional visitors to the area and flow on effects ▶ Creation of a village centre environment ▶ Catering for seasonal growth and encouraging expenditure within local economy ▶ Attract more inward investment and permanent residents ▶ Opportunity to provide additional residential and visitor accommodation above ground floor retail/dining areas. ▶ Accessible site with good roadside visibility and opportunities for car parking ▶ Working towards a resilient economy and community

PROJECT	COSTS	BENEFITS
MIXED USE DEVELOPMENT: STATE HIGHWAY 8	▶ Rezoning through the District Plan Review to allow for mixed use development (associated costs and consultation) ▶ NZTA consultation and approval required ▶ Environment Canterbury consents may be required. ▶ Landowner consultation ▶ Land availability is not guaranteed as all in private ownership ▶ Additional infrastructure provision requirements ▶ Attracting private developer interest to construct ▶ Attracting new businesses to the area and supporting them ▶ Impact on existing retail business ▶ Additional vehicular movements and parking requirements ▶ Potential for vacant premises due to seasonal fluctuations ▶ Lack of permanent resident base to support ongoing viability of business ▶ Effects on local community in terms of increased traffic, visitors, crime etc	▶ Opportunity to enhance roadside appeal of the village and local distinctiveness ▶ Boost to local economy ▶ Opportunity for further expansion and diversification of existing retail area ▶ Creation of additional local employment opportunities ▶ Provide additional facilities and services for local residents thereby reducing need to travel ▶ Opportunity for additional visitor accommodation to support local economy ▶ Attract additional visitors to the area and flow on effects ▶ Catering for seasonal growth and encouraging expenditure within local economy ▶ Support for all year round visitor opportunities ▶ Attract more inward investment and permanent residents ▶ Accessible site with good roadside visibility and opportunities for car parking ▶ Working towards a resilient economy and community
HABITABLE HANGARS	▶ Additional infrastructure requirements to service the site (water only is provided to the western boundary of the site) ▶ New road infrastructure required ▶ NZTA consultation and approval for new access from state highway 8 ▶ Environment Canterbury consents may be required. ▶ Land is in private ownership and no guarantee it will become available for development ▶ Subdivision required to provide for smaller parcels of land	▶ Existing Rural Residential zoned land ▶ Provision of additional housing choice ▶ Easy access to airstrip ▶ Support for airfield activities and future growth ▶ Attract inward investment to the area and flow-on effects to local economy
ACTIVITY ZONE	▶ Funding set up costs and ongoing maintenance costs ▶ Landscape plans required ▶ Additional infrastructure requirements (water, sewerage, access roads etc) ▶ Increased number of users/traffic can effect amenity of surrounding residents ▶ Parking provisions ▶ Achieving community buy-in and support ▶ Attracting inward investment to establish commercial recreational facilities such as high ropes, abseiling etc.	▶ Community enhancement and facility ▶ Potential for visitor attraction (high ropes, abseiling etc) ▶ Improved amenity of the area ▶ Potential health and physical benefits for community ▶ Increased wellbeing of the community ▶ Increased visitors to the area ▶ Additional attraction for Ōmārama.

PROJECT	COSTS	BENEFITS
RELOCATION OF ISITE	▶ Funding requirements for new building ▶ New site is on private land and no guarantee that land will be available for development ▶ Loss of high visitor visibility along state highway 8 ▶ Additional infrastructure requirements ▶ Additional parking requirements	▶ Existing business zoned land allowing for a range of commercial activities ▶ Located in central area and alongside existing public toilets ▶ Encourage traffic to explore further along the Waitaki Valley ▶ Capture visitors before they leave the district ▶ Convenient stop-off for A2O users and visiting tour buses ▶ Increased foot traffic in the central area and flow-on effects to other businesses
EXISTING RETAIL PARKING AREA TO ONE-WAY FLOW	▶ Funding requirements ▶ Cost of traffic impact assessment to determine most appropriate layout of existing car parking and turning areas ▶ NZTA road reserve – consultation and approval required ▶ Community/key stakeholder consultation ▶ Disruption to existing business during changes	▶ Improved flow of vehicular traffic into and out of existing car parking area ▶ Improved flow of traffic turning off SH8 onto SH83 ▶ Reduced conflict between vehicles trying to enter and exit the site ▶ Improved safety for pedestrians/cyclists ▶ Improved access to existing business ▶ Improved road safety along state highway 83 ▶ Opportunity for improved visual amenity and landscaping along road frontage and provision of a formed footpath. ▶ Potential for increased parking spaces within existing area
INTERSECTION IMPROVEMENTS	▶ Funding requirements ▶ Cost of traffic impact assessment to determine most appropriate measures at intersection of SH8 and S83 and additional parking requirements/layout changes to improve traffic flows ▶ NZTA consultation and approval ▶ Community/key stakeholder consultation ▶ Disruption to existing road network and traffic flows of any changes undertaken ▶ Ongoing monitoring and maintenance	▶ Improved traffic, pedestrian and cyclist safety ▶ Improved urban environment (visual/noise amenity) ▶ Improved parking layout and circulation ▶ Less congestion and vehicular conflict ▶ Enhanced pedestrian and cyclist environment ▶ Flow on effects from improved usability and safety of the central area

OPTION 3

Additional retail area, new visitor attraction and visitor accommodation

PROJECT	COSTS	BENEFITS
STREETSCAPE & LANDSCAPING ENHANCEMENT	▶ Funding requirements ▶ Detailed landscape plans required ▶ Identification of appropriate species ▶ Landowner consultation and agreement ▶ Ongoing irrigation and maintenance costs ▶ Provision of dedicated pathways and crossing points ▶ New Zealand Transport Authority (NZTA) consultation & approval required for state highway planting/landscaping	▶ Provide attractive entrances and exits from the township ▶ Serve as passive traffic calming for through traffic ▶ Encourage more vehicles to slow down and stop at facilities ▶ Flow on effects from more traffic stopping and using retail and services ▶ Improve ecological values along the roadside ▶ Enhanced stormwater retention ▶ Potential driver for reduced speed limits ▶ Enhanced amenity and civic pride for the community
ADDITIONAL RETAIL AREA: EX-RABBIT BOARD LAND	▶ Rezoning through the District Plan Review of existing Residential zoned land to allow for commercial uses (associated costs, time and consultation) ▶ NZTA consultation and approval required to provide access off/on to state highway 83 ▶ Land is currently owned by Environment Canterbury and would require to be gifted back to the Crown for future disposal and release for development (legal costs and time etc) ▶ Additional infrastructure provision requirements, in particular to provide for new access and car parking ▶ Environment Canterbury consents may be required. ▶ Attracting private developer interest to construct ▶ Attracting new businesses to the area and supporting them ▶ Impact on existing retail business ▶ Separation from existing retail area ▶ Additional vehicular movements and parking requirements ▶ Potential for vacant premises due to seasonal fluctuations ▶ Lack of permanent resident base to support ongoing viability of business ▶ Effects on local community in terms of increased traffic, visitors, crime etc ▶ Amenity effects on adjoining residential areas	▶ Site is flat with services along boundaries, good access ▶ Enhances roadside appeal of the village and local distinctiveness ▶ Boost to local economy ▶ Opportunity for further expansion and diversification of existing retail area ▶ Consolidated expansion which supports existing infrastructure and retail ▶ Creation of additional local employment opportunities ▶ Provide additional facilities and services for local residents thereby reducing need to travel ▶ Attract additional visitors to the area and flow on effects ▶ Catering for seasonal growth and encouraging expenditure within local economy ▶ Attract more inward investment and permanent residents ▶ Accessible site with good roadside visibility and opportunities for car parking ▶ Working towards a resilient economy and community

PROJECT	COSTS	BENEFITS
MIXED USE DEVELOPMENT: STATE HIGHWAY 8	▶ Rezoning through the District Plan Review to allow for mixed use development (associated costs and consultation) ▶ NZTA consultation and approval required ▶ Environment Canterbury consents may be required. ▶ Landowner consultation ▶ Land availability is not guaranteed as all in private ownership ▶ Additional infrastructure provision requirements ▶ Attracting private developer interest to construct ▶ Attracting new businesses to the area and supporting them ▶ Impact on existing retail business ▶ Additional vehicular movements and parking requirements ▶ Potential for vacant premises due to seasonal fluctuations ▶ Lack of permanent resident base to support ongoing viability of business ▶ Effects on local community in terms of increased traffic, visitors, crime etc	▶ Opportunity to enhance roadside appeal of the village and local distinctiveness ▶ Boost to local economy ▶ Opportunity for further expansion and diversification of existing retail area ▶ Creation of additional local employment opportunities ▶ Provide additional facilities and services for local residents thereby reducing need to travel ▶ Opportunity for additional visitor accommodation to support local economy ▶ Attract additional visitors to the area and flow on effects ▶ Catering for seasonal growth and encouraging expenditure within local economy ▶ Support for all year round visitor opportunities ▶ Attract more inward investment and permanent residents ▶ Accessible site with good roadside visibility and opportunities for car parking ▶ Working towards a resilient economy and community
VISITOR ATTRACTION	▶ Rezoning through the District Plan Review to allow for commercial development (associated costs and consultation) ▶ Attracting investor interest to develop and operate a visitor attraction ▶ NZTA consultation and approval required ▶ Environment Canterbury consents may be required. ▶ Impact on adjoining residents due to increased activity, noise and visual amenity ▶ Sufficient demand to operate a viable attraction	▶ Attract additional spend and visitor time in Ōmārama ▶ Encourage increased volumes of visitors to explore further along the Waitaki Valley ▶ Support for local visitor destinations and accommodation providers ▶ Additional local employment opportunities ▶ Encourage all year round vibrancy in the area ▶ Large flat and empty site with good access onto state highway 83 and links to the airfield
EXTENDED COMMUNITY RECREATION AREA	▶ Funding set up costs and ongoing maintenance costs ▶ Landscape plans required ▶ Additional infrastructure requirements ▶ Increased number of users/traffic can effect amenity of surrounding residents ▶ Parking provisions ▶ Achieving community buy-in and support	▶ Community enhancement and facility ▶ Improved amenity of the area ▶ Potential health and physical benefits for community ▶ Increased wellbeing of the community ▶ Increased visitors to the area ▶ Natural extension to existing community facilities and bike park

WHERE WE'RE AT IN THE MASTERPLAN PROCESS

COMMUNITY ENGAGEMENT

June 2018: Community Visioning Workshops

Jan 2019: Community engagement surveys and drop-in sessions

April 2019: Ōmārama School student workshop

DRAFT MASTERPLAN OPTIONS

After talking with the community, we've identified a number of projects and ideas that are presented here as masterplan options for the community to consider.



PREFERRED MASTERPLAN OPTION

August 2019: Consult with the community to develop a preferred masterplan option.

COMMUNITY BOARD & COUNCIL APPROVAL

December 2019: Ahuriri Community Board to give further feedback on preferred masterplan option.

Jan/Feb 2020: Final approval of masterplan by Ahuriri Community Board and Waitaki District Council

LONG TERM PLAN AND ANNUAL PLAN

Projects from the adopted masterplan option will be fed into the Long Term Plan and Annual Plans if needed. Any re-zoning or land use requirements will be considered as part of the District Plan Review process.

CONSULT

Have YOUR Say!

Please give us your feedback on the masterplan options for Ōmārama.

HERE'S HOW...

Fill out our online survey on the Omarama Masterplan page under 'Consultation' on Council's website www.waitaki.govt.nz

Fill out a feedback form available at Council offices and Libraries and return to us.

Come to the Community Masterplan Workshop on Sunday 25th August 2019 between 10am -12pm at the Ōmārama Community Hall.

All feedback needs to be returned to us by 6 September 2019.

For more information on the options and the community feedback received please visit: http://bit.ly/omarama-masterplan

NEXT STEPS

Once we've got all your feedback, we'll work to develop a preferred masterplan option. The final masterplan document will include detailed concept plans, drawings and sketch designs of the key concepts to help bring the masterplan alive and inspire the community.







APPENDIX 1

RESULTS OF COMMUNITY ENGAGEMENT
JANUARY 2019



Community Engagement (20th Dec 2018 – 20 Jan 2019)

Drop-in sessions at Ōmārama held on 9/1/2019 and 16/1/2019

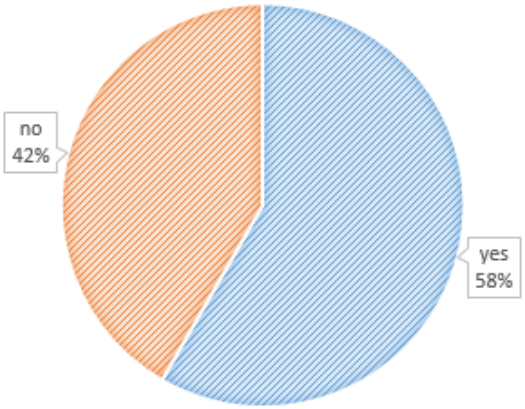
Feedback for: Ōmārama

Engagement Response



- **12** online submissions received
- **8** verbal submissions
- **22 responses in total**

Q1. Should we be providing for housing at higher densities in Ōmārama?



Comments received…

"Needed for tourist industry workers, especially. Could be where the unused Scout Den is. The big trees there need to be taken down - very dangerous beside the road in high winds"

"People come to Ōmārama with boats, trailers and often a second car. The streets are already narrow and do not allow for extra street parking so sections should be larger enough to contains vehicles"

"Lots of baches and holiday homes lying empty. Not much housing for young families and first time buyers. Makes it hard for people to move in to the area and settle"

"Lots of folks would love to live here...."

"In town the houses are already crammed in tight. New development shouldn't jam houses in like a bad Auckland suburb. There plenty of room between Chain Hills Highway and the airfield for development."

"There is a definite need for more housing in Ōmārama particularly to service staffing of existing business's and to allow the town to continue to grow. Quality housing is needed with staff accomodation also."

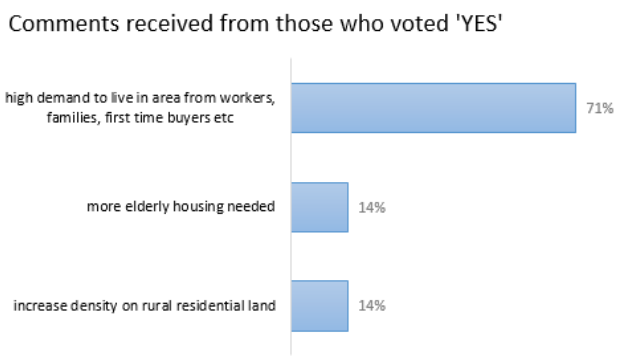
"Would like to see the ability to put more dwellings on rural residential land - put house on half hectare. This is for affordability. "

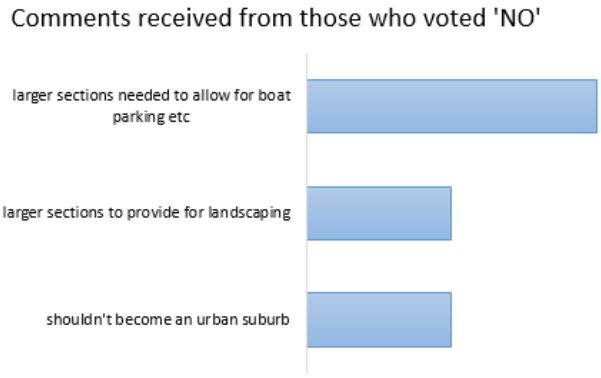
"Accommodate tiny homes in the District Plan for more elderly."

"Yes, but not through smaller section sizes"

"Large sections are in demand to provide for outside space to store boats, cars etc. There is a good balance of permanent and non-permanent residents. RR zone size should be less. "

"Provision should be made for multiple units on sites to cater for tourism demand and rental markets"





Q3. What do you like most about Ōmārama?

Comments received…

”The climate and the locals living in the small community. There are a lot of empty houses during the winter, as most are owned by holiday makers”

”Great climate, good people”

”The community. Everyone helps each other and provides a beautiful, safe place to live. ”

”The surrounding Mountain vista's and the Sky... ”

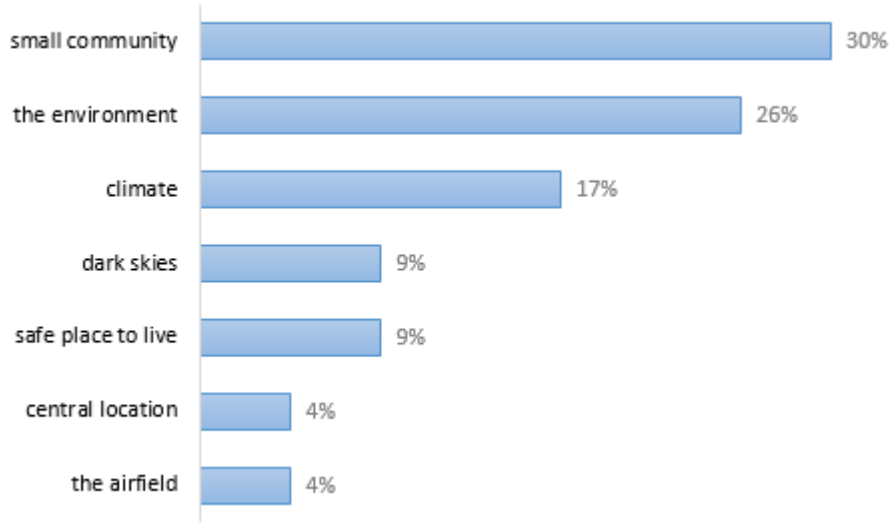
”The airfield. ”

”It's the junction between the coast and central Otago. I'm close proximity to many lakes and the amazing Ahuriri Valley.....it's all a huge playground surrounded by stunning mountains. ”

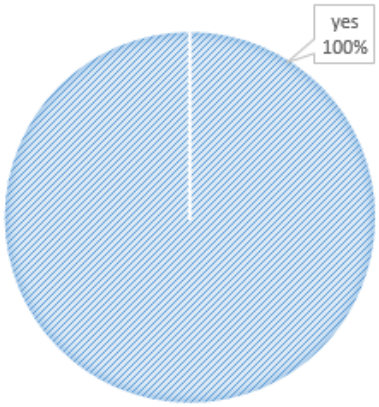
”Good mix of permanent and non-permanent residents”

”Dark skies, environment, community”

”Great weather, views, and people.”



Q4. Do you agree that Ōmārama has a unique character that is different to other townships in the area?



Comments received…

”Everything that Ōmārama is well-known for - Place of light"; hot and dry climate; fishing in the Ahuriri River & Lake Benmore; gliding. A small but busy township on the road between Christchurch & Queenstown; not far from iconic Mount Cook. Ōmārama needs to stay small to retain it's uniqueness"

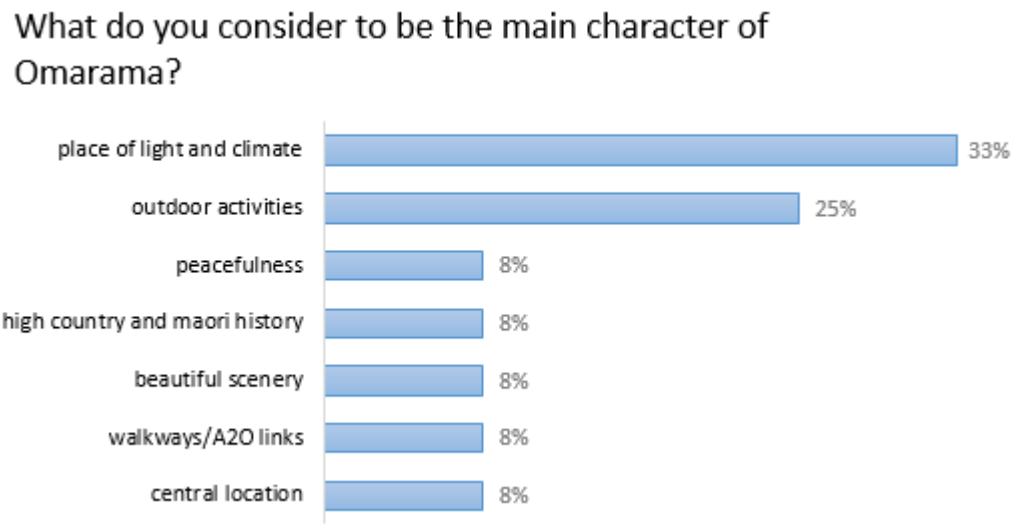
”The street walkways that link into each other, The A2O cycle has added to this. Gliding in Ōmārama also provides a unique diversity to our township”

”Place of light! Beautiful scenery and climate. Such a small town but so supportive of its residents and visitors”

”The airfield and gliding are unique. ”

”There is a rich history of high country stations and Maori settlement.....this is no Dam Town!”

”Not yet over run with crazy holiday makers.”



Q5. What do you see as Ōmārama's biggest challenges at the moment?

"Congestion in the business area, worse during the summer holidays."

"Lack of public car parks - far more need to be available further down SH 83, with an adjacent toilet block. More public toilets maybe next to the Community Hall."

"There is currently little room for business growth - more land needs to be available on SH 8 and SH 83."

"The Caltex Garage could move onto SH 8 between the Sierra Motels and the pub. Truck and bus parks could be here too. High density housing needed for tourism workers"

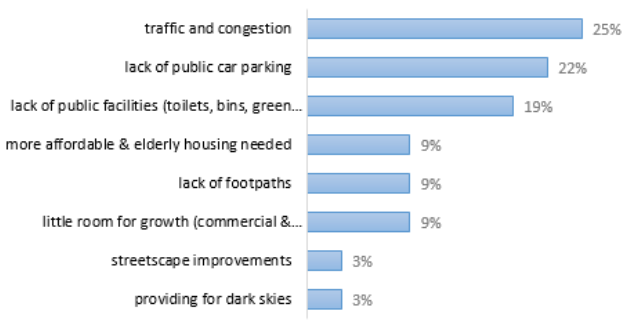
"Congestion in the business area, worse during the summer holidays."

"Keeping the green areas, Traffic congestion and keeping public safe on our lack of foot paths in certain areas
Parking, affordable housing, short term accommodation for seasonal workers. "

"Inertia, lack of big money and the guts to get the future sorted. Central Govt. don't give a toss for these small keystone towns that make NZ what it is."

"The ability for the town to expand being surrounded by high country farms. The town centre is far to congested with limited parking available. More housing is needed and so are more business's to service a growing town such as a hardware store chemist etc. More quality housing on display will quickly lift interest in the area as a place to live permanently as too many houses are unoccupied for much of the year used for holiday purposes only. More evening eating options during the peak season too"

General theme of comments received



"Coping with the tourist numbers. Car parking in town during the summer is difficult. Lots of campers in the campgrounds. Lack of facilities and rubbish bins."

"Lighting - want to reduce lighting for the night sky. Bollards facing downwards."

"Reducing RR for single dwelling from 1 ha to 0.5 hectare"

"Tiny homes (moveable - make allowance for these as more and more elderly are buying for affordability."

"Height restriction in township to be retained at 8m

More green space in township"

"Facilities for truck drivers to park trucks - rabbit board land. Past closed a lot and have a lot overlay for the night."

"Connection around the pub on corner- nowhere for the footpath to connect for cyclist. Cyclist use the footpath not clear that it is a dual passageway."

"Airfield is restraining future development - needs to be moved to outskirts of town. Town centre needs to be moved away from intersection as too congested. Lack of car parking. Utilise ex rabbit board land for a new business/retail space with car parking etc"

"Urban environment needs more care and maintenance. Bins need to be emptied, paths need repair, toilets need an upgrade, better recreational facilities and kids playgrounds. More parking needed for larger vehicles (motorhomes). Dangerous intersection"

"Coping with increasing visitors. -parking, traffic flow, loos, rubbish. Walking safely within the shop area."

Q5. And finally, what are your aspirations/visions for Ōmārama for the next 10-20 years?

Comments received…

“Keep Ōmārama small enough so it can maintain it's identity and not be swallowed up by commercialism and overpricing so ordinary families are unable to stay here. Reduce congestion in the business area by moving car parks further down Chain Hills highway down towards the hall.”

“A town that is pedestrian and cycle friendly, keeping green areas for children and sports, generous residential sections and a busy , safe and thriving business hub”

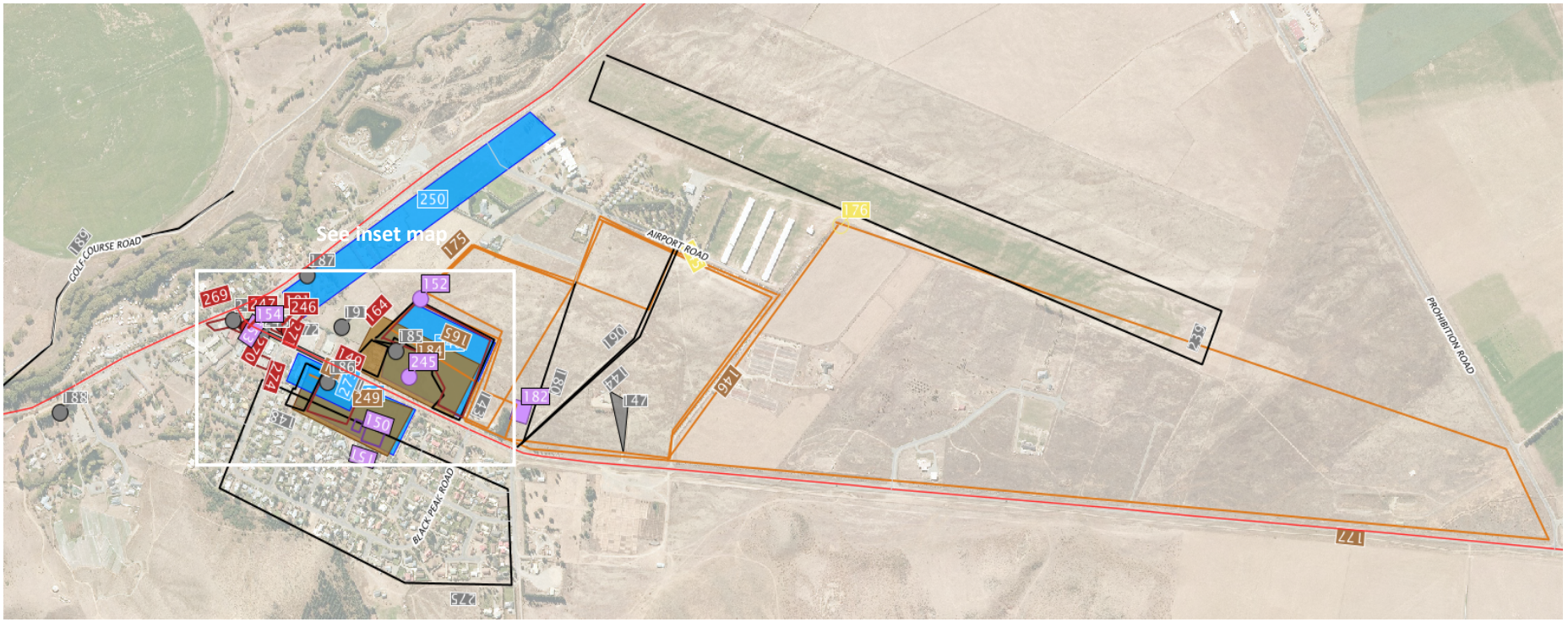
“To keep its small town spirit while growing in a controlled and sustainable way
to be my final home and resting place...”

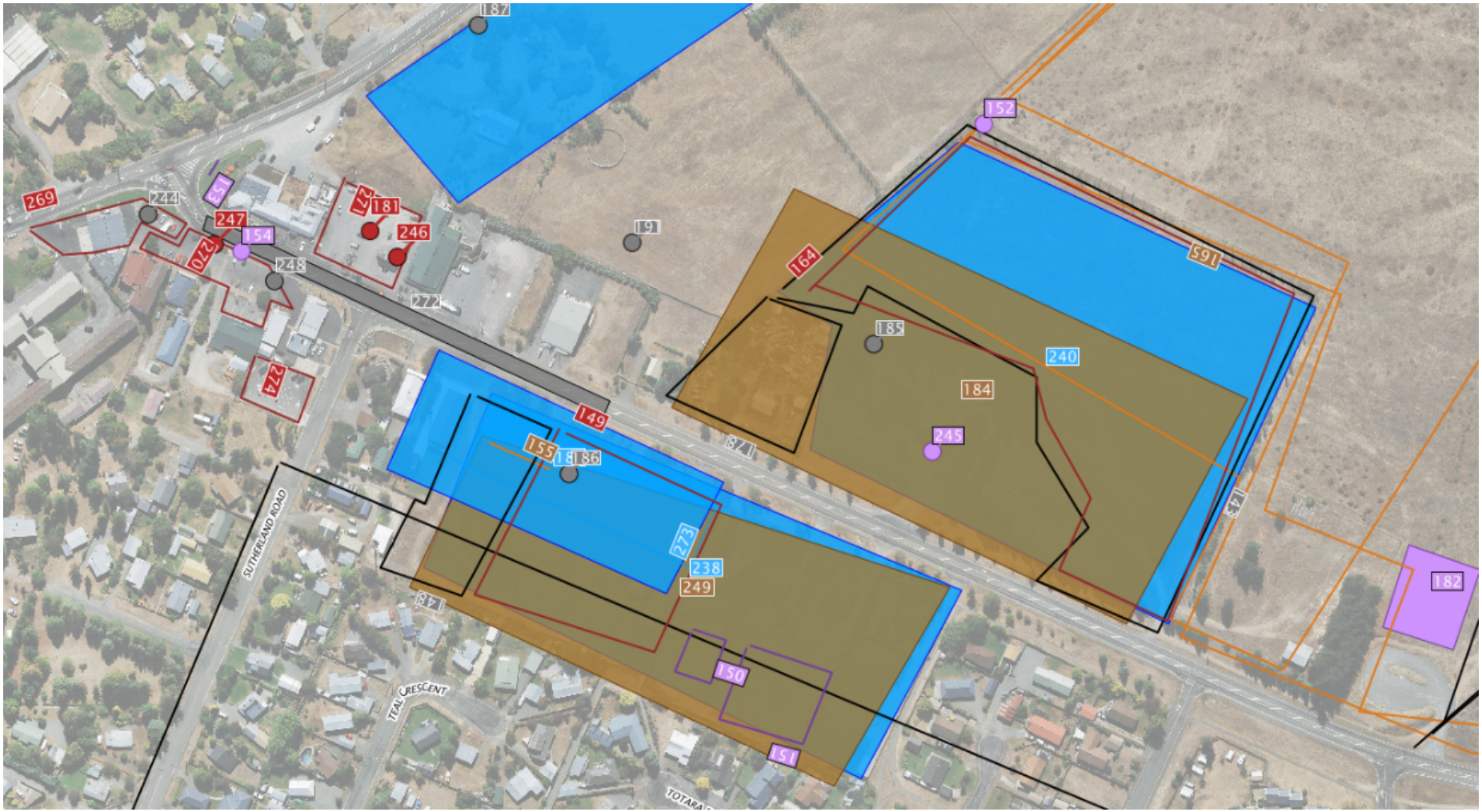
“Let the infrastucture grow as the town grows. Keep the town a nice place to stop for travellers through the area.
The location of Ōmārama lends itself well as a great stopover point. I'd like to see many more trees and gardens planted roadside in the immediate future to make the town more attractive, this planting should extend right out to Prohibition road forming a clear town boundary and linking back to SHW8. A cycle / walking track should be incorporated around the same loop linking with the A2O giving locals and tourists a safe area to walk and cycle. “

“Move town centre away from intersection.”

“That the Council remember we exist, that some effort is put in to long term solutions. That the community is something the people are proud of and respect.”

Interactive Maps




187
269
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SUTHERLAND ROAD
TEAL CRESCENT

Comments referenced on maps

Feature ref #	Category	Comment
143	General	upgrade and keep as green open area for sports field for the community
144	General	upgrade paper road to have access between SH 83 and Airport Road
145		
146	Housing	open up Reserve and DOC land for green areas and housing, including high density housing for workers in the tourist industry
147	General	move transfer station closer to SH 83 and further right.
148	General	Keep for emergency services facilities - Rural Fire, ambulance; plus car parking for all emergency volunteers
149	Carparking	draw traffic away from the busy areas in town, along Chain Hills highway and the junction of SH 83 and 8
150	Community and Tourism	more public toilets close to the car parking
151	Community and Tourism	rest area close to car parks - trees, picnic tables - draw people away from the busy areas in the business area
152	Community and Tourism	A reserve area to be kept for recreational activities rather than residential building area
153	Community and Tourism	proper walkway for residents and tourists around each side of the T intersection
154	Community and Tourism	Pedestrian crossing for safety between public toilets and shopping
155	Housing	Sell off ECAN land so housing can be developed
164	Carparking	Large Car Park for buses, caravans and visitors passing through. A footpath through to town would increase safety and ease congestion
165	Housing	Make available to housing with a mix of affordable housing and large lifestyle sections
175	Housing	..all the utility infrastructure from Cirrus Place and Nimbus Road are alongside....
177	Housing	Sections in the Rural Residential areas .the owners should have the right to build TWO Residential Dwellings on these as their needs will change as time goes by....otherwise they occur massive relocation costs when it is time to downsize !
178	General	31 Chain Hills Hwy.....is an 'eyesore' of this great tree lined avenue....any chance the Council can build a high wall around this area ???
180	General	Extend Nimbus Drive to Chain Hills Highway. This will allow vehicle and pedestrian traffic from the residential, airfield and camp ground access to Ōmārama without going onto the busy main road
181	Carparking	This is an obvious place to have more public parking in town.
182	Community and Tourism	Room here for some freedom camping parking? Maybe just put in some toilets and rubbish bins.

183	Business	Rabbit board land - Extend the business zone and create carparking and toilet facilities for trucks and other tourist vehicles. Shortage of car parking spaces in main business area. Who owns this land?
184	Housing	Large area of land zoned residential but cannot be developed (Land owned by LINZ?) Needs to be released for residential zoning. Also need more green/open spaces.
185	General	Open space and residential
186	General	Rabbit board land - open space, toilets and carparking
187	General	tree protection
188	General	tree protection
189	General	walkway
190	General	Walkway with significant vegetation and habitat on either side - needs protection/assessment. current a road but used as a walkway by locals
191	General	Maintain the domain for sporting events. Partially residential
238	Business	Owned by ECan and potential up for sale. Should be used for town centre type uses to draw focus of activity and traffic away from intersection. Lost opportunity if this area is developed for housing. needs to be business zoned for retail, car parking etc
239	General	airstrip should be moved to a location on outskirts of township to free up land for future development and also to encourage development to north of airfield on existing RR zone
240	Business	alternative location for new retail, car parking etc to move away from intersection where there are congestion and parking issues
244	General	garage should be relocated to free this site up for improved intersection (roundabout) and better traffic flow
245	Community and Tourism	park needs more facilities and better upkeep to encourage better use - needs to be irrigated and additional planting provided
246	Carparking	toilets need to be upgraded and land behind used for car parking - this site is currently for sale
247	Carparking	car parking at shops needs better marking and traffic flow to provide one way in and out
248	General	footpaths need improvement/upgrade and to be kept clear of signs etc.
249	Housing	area should be used for higher density housing
250	Business	mixed used and owner occupier business should be encouraged along this area. retail on ground floor and residential above to encourage home occupations
269	Carparking	You can't park, walk, or drive through here as it used by the Mobil, and vehicles being serviced.
270	Carparking	Parking nightmare area. At busy time s if you get in you may not get out. People use this area to get to and leave Mobil and Challenge.
271	Carparking	No parking here any more, as carpark has been sold.

272	General	Traffic turning problem. Big trucks and buses turn off State Highway 8 then don't know how to turn around to get back. Damage to tarseal in several place as they do tight turns. eg At Hall.
273	Business	Maybe this area should be re-zoned Business Zone?
274	Carparking	This is used mostly by Challenge workshop for tow truck and cars being serviced. There is no sign on SHW83 pointing to the park. So not helpful.
275	General	Fix the appalling foot paths so you can push a pram on them. Most people just walk on the road cos they are so bad!