

The background features a series of concentric circles on the right side, transitioning into a grid of horizontal and vertical lines on the left side. The lines are hand-drawn and have a textured, slightly irregular appearance. The text "DEVELOPMENT APPROACH" is centered over the intersection of these patterns.

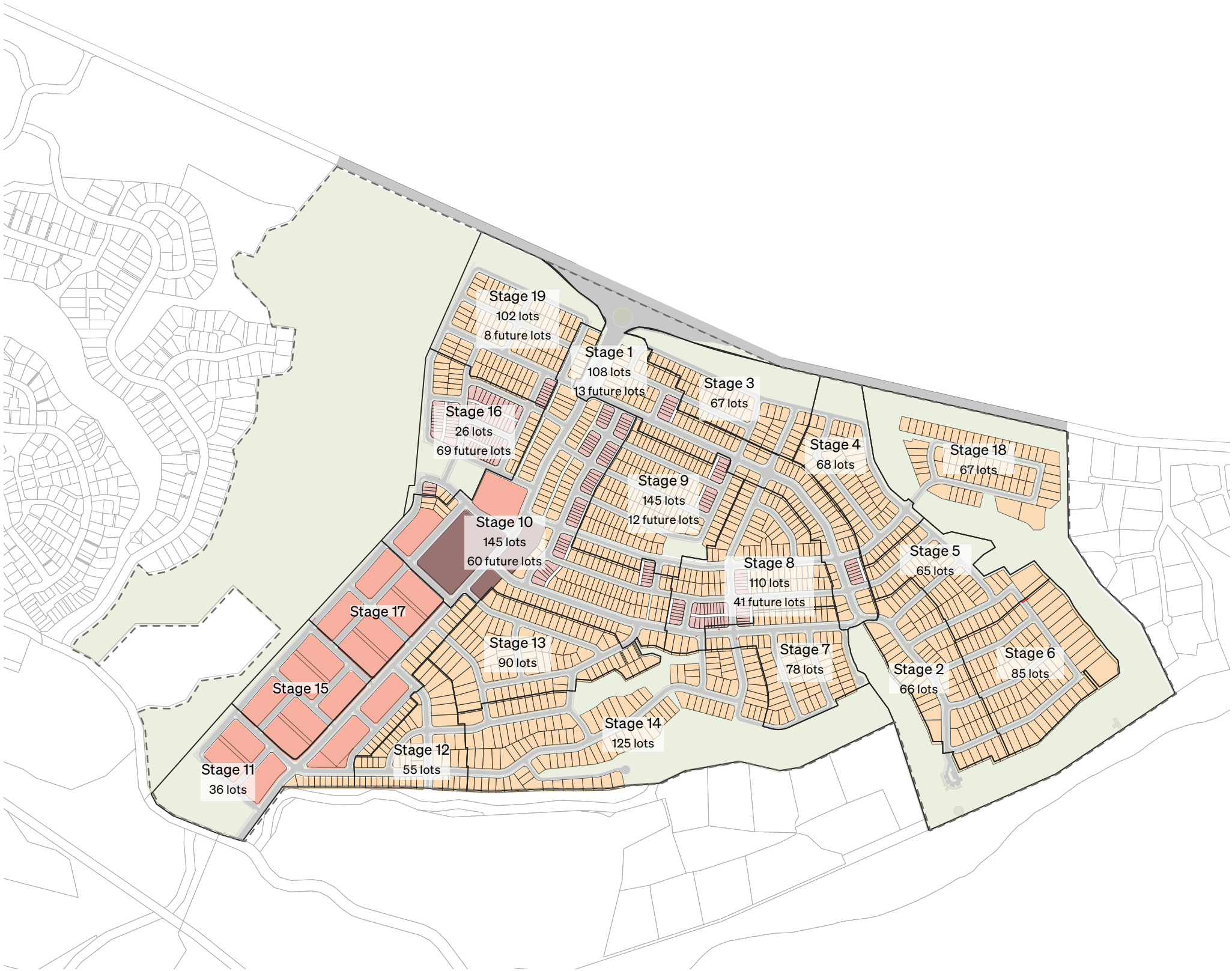
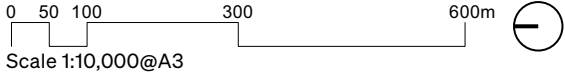
DEVELOPMENT APPROACH

Homestead Bay Development Areas

Development Structure Plan

Legend

--	Boundary
—	Roads
■	Reserves
■	Lower density
■	Future Medium Density
■	Superlots
■	Commercial / Town Centre (Local Centre)



Homestead Bay Areas

Indicative Masterplan- 3d Model Of Town Centre/Local Centre And High-Density Housing

An indicative masterplan of the town centre (local centre) and high density residential areas shows one possible outcome for the development of these areas. These would be subject to resource consents at later stages in the development and the final built form would be dependent on a variety of factors including demand, construction costs and overall feasibility.

Located on the spine road between SH6 and Homestead Bay Road, the local centre is in a central location within the development and is easily accessible by buses, cycles and cars.

The existing Skydiving building provides an opportunity to kickstart the local centre with interim commercial activities once the skydiving operation ceases. This could be replaced with a community facility as the local centre develops over time.

The high density residential areas are located on the site of the former airstrip which provides a relatively flat area close to the spine road, town centre (local centre) and potential school overlay. The site is sited in a valley with relatively low visibility from SH6 and Lake Whakatipu, and with an extensive open space to the north between Jacks Point and Homestead Bay

- ① Medium density residential.
- ② Overland flowpath.
- ③ Neighbourhood park.
- ④ Existing skydiving building & parking.
- ⑤ Supermarket.
- ⑥ Town centre and main street.
- ⑦ Spine road with bus route.
- ⑧ Low density residential.
- ⑨ Open space.
- ⑩ High density residential.
- ⑪ Existing recreation reserve.
- ⑫ Stormwater facility.



Homestead Bay Areas

Living Areas - High Density

The areas of high density residential use are located on the former air strip in the north-western part of the site adjacent to the town centre (local centre), main spine and bus route.

The high density area is formed by an offset grid of 16 metre streets to create a primary grid of 100 × 50 metre blocks. The larger blocks would form two 100 × 50 metre blocks with a nine metre shared laneway between.

The 100 × 50 metre blocks provide a walkable urban form with flexibility to incorporate a range of building typologies, open spaces and internal parking areas including rear access townhouses and larger apartment buildings.

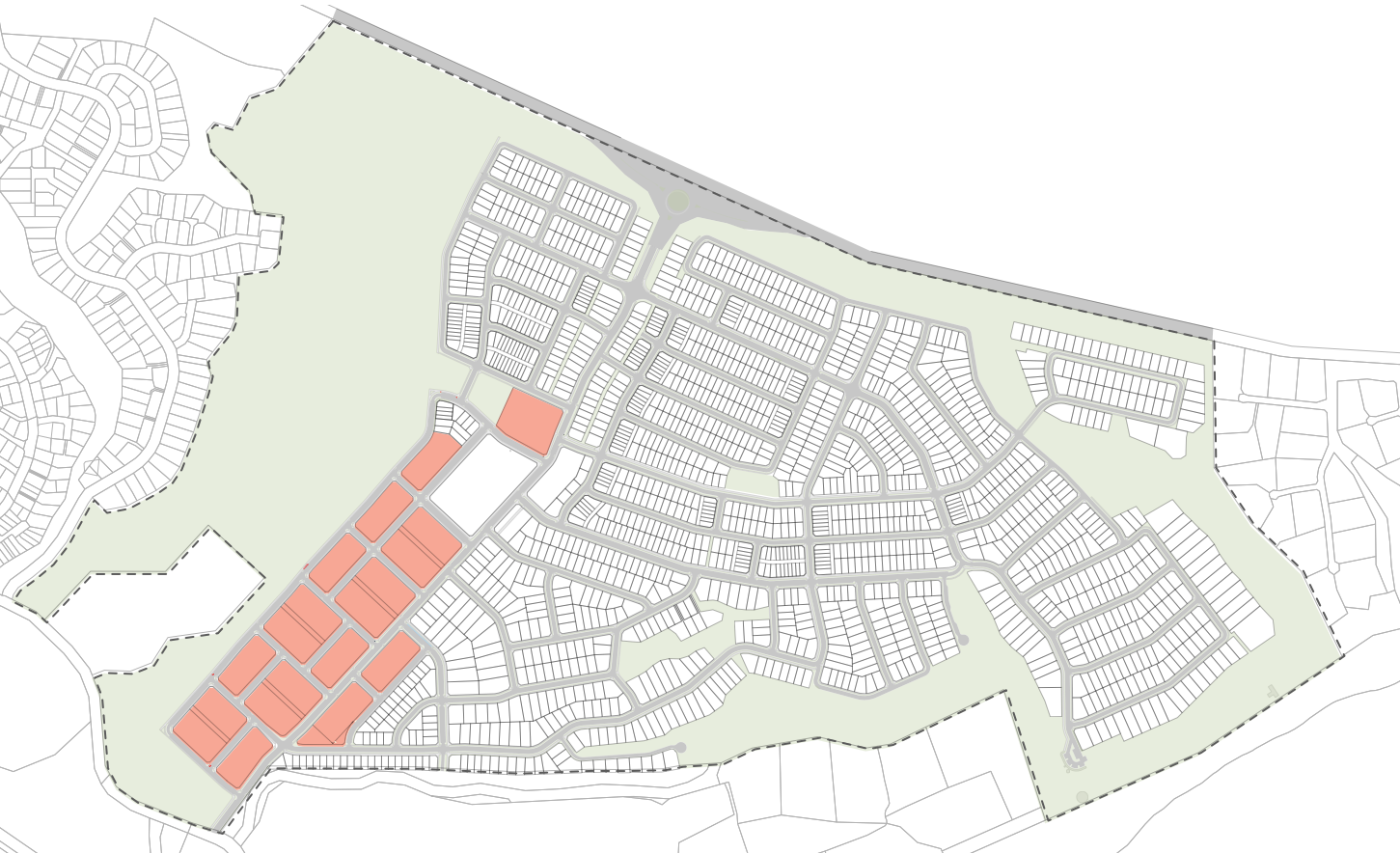
The indicative masterplan for the high density areas is intended to show a range of potential options for building typologies and arrangements in order to demonstrate that there is flexibility to achieve higher densities in a variety of ways.

The blocks within the masterplan have indicative densities ranging from 47 - 87 units per hectare. While increased height does allow greater density this is partially offset by the need to provide greater areas for on-grade carparking.

In general the scale of built form increases closer to the town centre and centre of the site, with two and three storey townhouses predominantly located along the northern and western edges. Where possible the apartment buildings have been oriented north-south to receive sunlight in the apartments on both sides.

A strong built edge is created along the northern edge of the spine road without driveways or vehicle crossing points. Potentially this edge could support commercial uses on the ground floor creating a mixed-use neighbourhood.

While apartments or townhouses with a southerly aspect are not usually as desirable, in this location the views south across the lake towards the Bayonet Peaks are arguably the highest quality views.



Legend

---	Boundary	Reserve
—	Roads	High Density

Not to scale

- ① 16m residential street with parking & street trees.
- ② Shared liveable street (9m).
- ③ Undercroft parking.
- ④ 3 storey apartments.
- ⑤ Shared outdoor space with playground.

- ⑥ 5 storey apartments
- ⑦ Spine road with bus route & cycle path.
- ⑧ Private outdoor living space.
- ⑨ 3 storey townhouses.
- ⑩ 2 storey townhouses



Homestead Bay Areas

3D Model - Indicative High Density Super Lots

The indicative masterplan includes representative three and five storey apartment buildings, and two and three storey townhouses. It also includes driveways and a minimum of one carpark per unit, private outdoor spaces for the townhouses (minimum dimension 4m) and shared outdoor spaces for the apartment buildings.

The apartment building are generally double loaded with apartments on either side of a central corridor. Half of the ground floor of the apartment buildings is used for undercroft parking, and the apartments on the other half have small private outdoor living spaces.

The townhouses have generous outdoor living spaces (4-8m dimensions), and the rows are separated by a minimum 10m back to back or 14m front to front to ensure a reasonable level of privacy.

The shared street and open spaces include seating, picnic and recreational elements (e.g., table tennis tables), and play equipment as well as planted areas and trees.

- ① 3 storey walk-up apartments.
- ② 5 storey apartments.
- ③ Undercroft parking.
- ④ Shared outdoor spce with with playground.
- ⑤ 3-storey townhouses.
- ⑥ 2-storey townhouses.
- ⑦ Shared driveway with back-to-back townhouses.
- ⑧ Shared liveable street (9m).
- ⑨ Shared cycle / pedestrian path.
- ⑩ Potential commercial uses on ground floor.
- ⑪ Private outdoor living space.
- ⑫ Spine road with bus route (22m).



Homestead Bay Areas

Local Centre

A new local centre provides commerical and community activities to meet the needs of the proposed residents of Homestead Bay and surrounding areas.

The commercial zone is located centrally within the site on the main ‘spine’ road running between SH6 and Jack Tewa Road. The bus loop and the cycle street both terminate at the town centre (local centre) providing easy access. On-street parking is provided along the mainstreet and side streets as well as a central parking area associated with the supermarket

An indicative masterplan for the town centre (local centre) provides for a ‘mainstreet’ along the spine road with a pedestrian hospitlaity street, laneway and courtyard on the northern side. A small-mid sized supermarket with carparking is sleeved behind the mainstreet.

The indicative masterplan provides for a combination of single and two storey buildings along the mainstreet with retail below and offices and other mixed uses above. Workshop style buildings along the laneways provide for

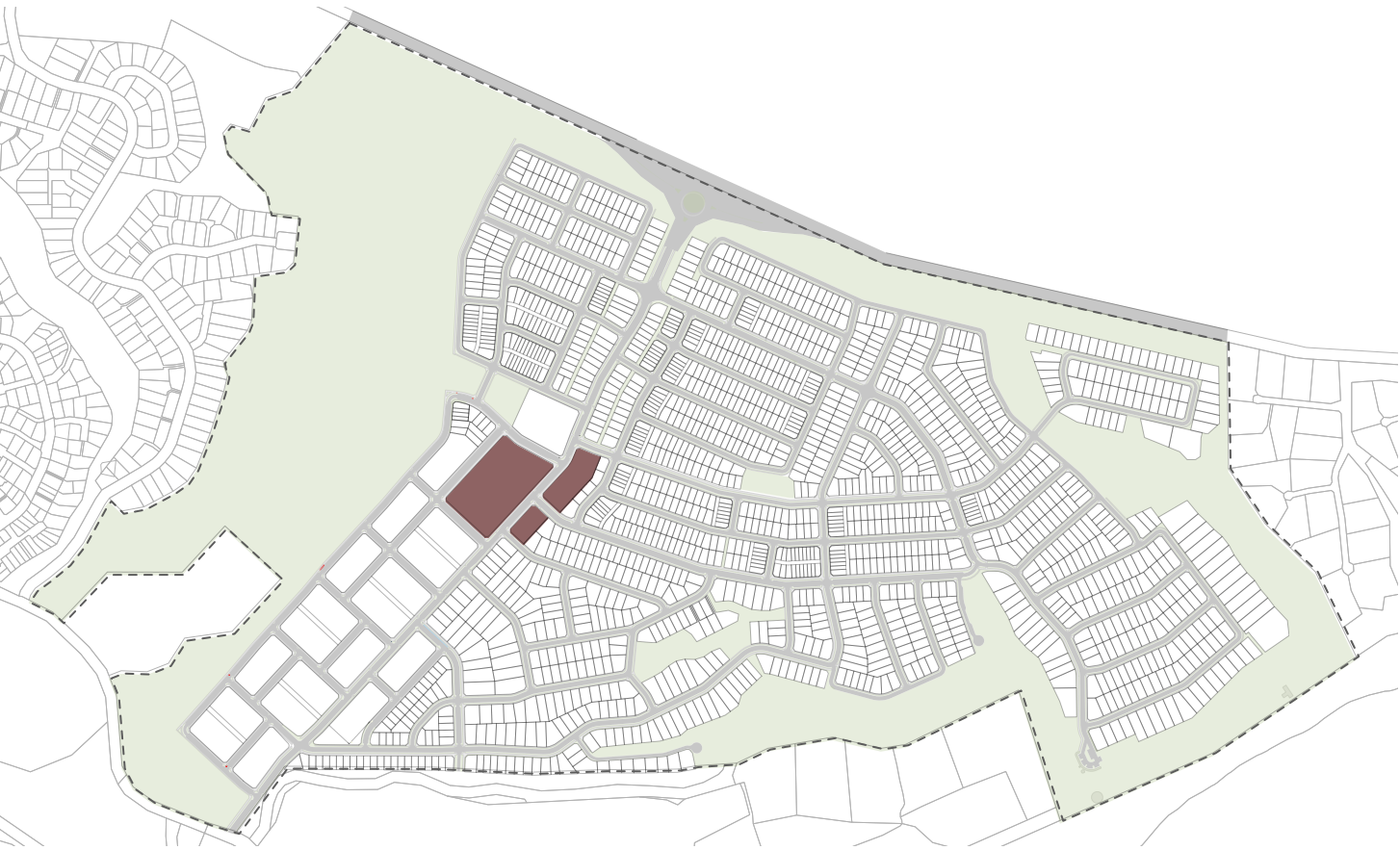
flexible uses and creative spaces.

Active frontages are identified along the retail streets with entranceways and a high degree of glazing along the street fronts. A wide pavement and street trees along the main street provide a high level of pedestrian amenity and opportunities for street activities.

The plan provides for up to 11,000m2 of retail space including a small - mid sized supermarket based on an economic assessment of likely retail demand in Homestead Bay and the broader Southern Corridor.

Opportunity for interim commercial and community uses at the Skydiving building as Homestead Bay is developing in order to provide initial activation and to support the first stages of the development.

Potential sites for community facilities are located adjacent to the town centre (local centre). In particular the site of the Skydiving building provides an opportunity for the Council to provide a community facility to support the southern end of the Southern Corridor.



Legend

---	Boundary	■	Roads
■	Commercial area	■	Reserve

Not to scale

- ① Courtyard & laneway.

② Neighbourhood park.

③ Re-use of existing skydiving building.

④ Primary cycling route.

⑤ 2 storey mixed use buildings on mainstreet with parking behind.

⑥ Mainstreet with 4m wide footpaths.
- ⑦ Bus stop.

⑧ Supermarket.

⑨ Supermarket carpark.

⑩ Pedestrian hospitality street



Homestead Bay Areas

3D Model - Indicative Local Centre with Streetscape



- ① Primary cycling route.
- ② Mixed-use 2 storey buildings.
- ③ Parking behind main street shops.
- ④ Main street with 4m wide footpaths .
- ⑤ Bus stop.
- ⑥ Courtyard.
- ⑦ Pedestrian hospitality street.
- ⑧ Supermarket.
- ⑨ Supermarket loading bay.
- ⑩ Supermarket carpark.
- ⑪ Warehouse-style retail.
- ⑫ Re-use of existing skydiving building.
- ⑬ Neighbourhood park.



Homestead Bay Areas

Living Areas - Future Medium Density

The medium density superlots would be located in the centre of the site on the quieter streets close to the spine road and proposed town centre. They are proposed as a rear lane typology with parking and garages off a narrow rear lane while the units address the streets around the block.

Typically garages and parking spaces would have a zero to 1.3 metre setback from the rear lane, and the gaps between the garages would have a low fence / gate to clearly demarcate private and public spaces. A gap between the garages and the unit provides light to the rear of the unit and the opportunity for a small courtyard. Landscaped areas along the lane can provide character and soften the utilitarian nature of the rear lane.

The front of the units would address the streets with windows and a front path and gate leading to the front door. A low fence around the outdoor living space clearly defines the private property while maintaining passive surveillance over the street to enhance safety and encourage community ownership.

The indicative masterplan proposes a range of building typologies including duplex, triplex, terraces and two units on a site including one-up-one down and back-to-back units. It is anticipated that these superlots would be developed at a later stage and number of factors would determine the final mix including market demand and economic feasibility. Developing these superlots will require further resource consents together with appropriate design guidelines. The indicative masterplan demonstrates that a range of quality built outcomes are possible subject to further design work.

- ①

Terrace housing
- ②

Garages front the rear lane
- ③

Rear lane for vehicle access
- ④

'Granny' flat above garage
- ⑤

Space between garage & unit
- ⑥

Townhouses with attached duplex garages
- ⑦

Private outdoor living space
- ⑧

Two units back-to-back
- ⑨

Two units - one-up-one-down
- ⑩

Front of house addresses street
- ⑪

Outdoor living space with front door and gate to street



Homestead Bay Areas

3D Model - Indicative Medium Density Block

- ① Terrace housing.
- ② Garages front near the lane.
- ③ Rear lane for vehicle access.
- ④ 'Granny' flat above garage .
- ⑤ Space between garage and unit.
- ⑥ Townhouses with attached duplex garages.
- ⑦ Private outdoor living space
- ⑧ Two units back-to-back
- ⑨ Two units - one-up-one-down
- ⑩ Front of house addresses street
- ⑪ Outdoor living space with front door and gate to street



Homestead Bay Areas

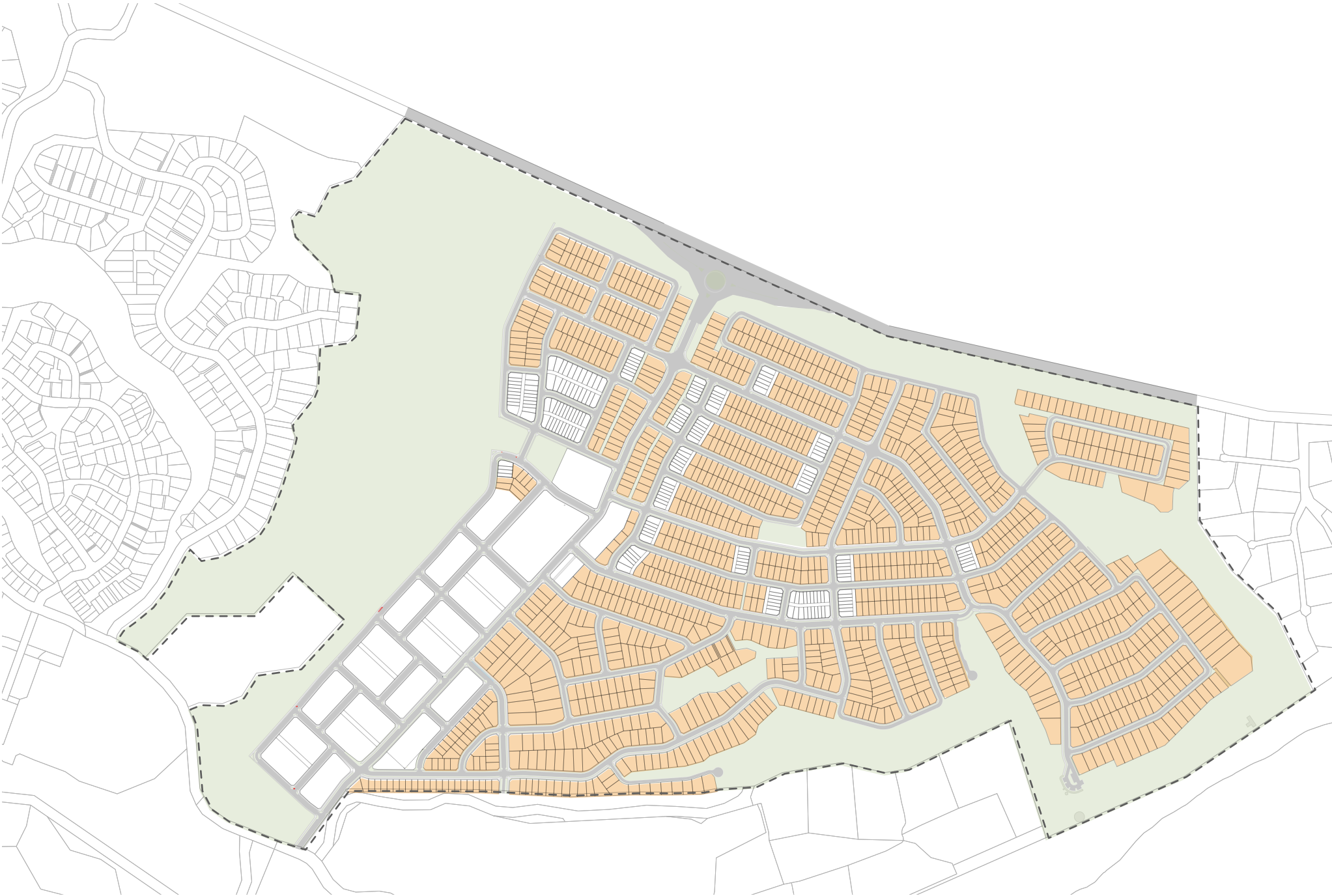
Living Areas - Lower Density

Key Features

More than half the site will comprise of approximately 1,443 lower density allotments. These lots vary in size from 200m² to 2,519m².

The design standards for the future dwellings include:

- There will be no more than one residential unit per lot.
- The maximum height of a building will be 8m.
- Buildings on lots less than 550m² will not exceed a maximum site coverage of 60%. Buildings on lots greater than 550m² will not exceed a maximum site coverage of 50%.



Legend

---	Boundary
Orange	Lower density housing
Grey	Roads
Light Green	Reserve



Scale 1:10,000@A3



LANDSCAPE MASTERPLAN

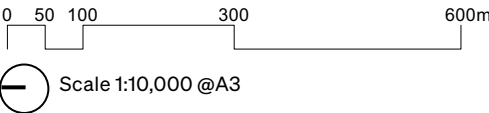
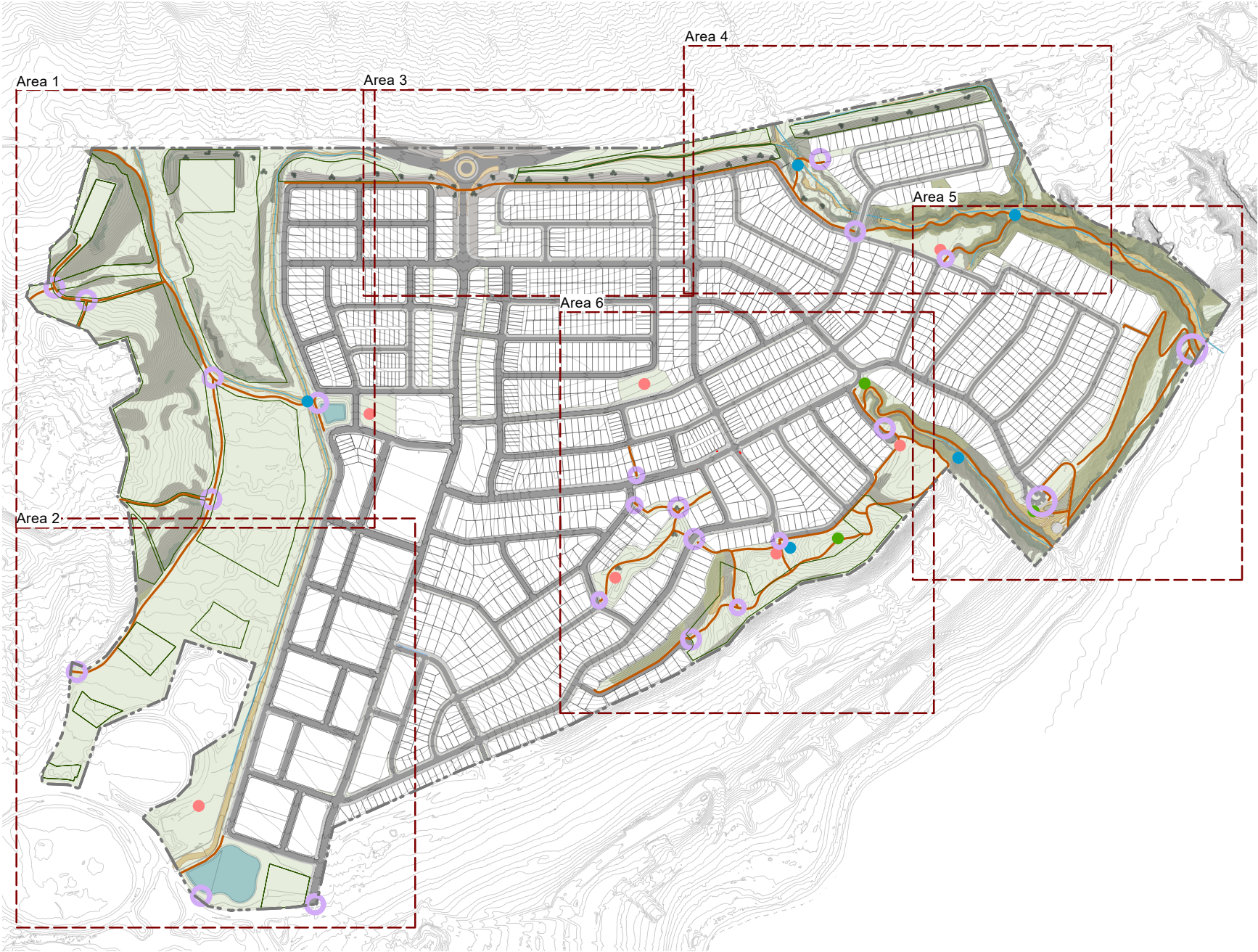
Landscape Masterplan

Overview

A network of reserves has been developed throughout the Homestead Bay Development. The reserve spaces have been designed to enhance most of the natural landscape features within the site by including high levels of indigenous vegetation planting proposed, contribute to the amenity of future residents, provide access throughout the development and dispose of wastewater.

The indicative walking / cycling trails will provide the primary internal trails that will connect onto the existing trail networks within the vicinity of the site including along the lakefront and to Homestead Bay Road.

General areas have been identified for Community Park, Community Shops, and a potential school. The size and extent of these areas, and the future activities that will be provided will be determined and designed through future analysis work and resource consenting processes.



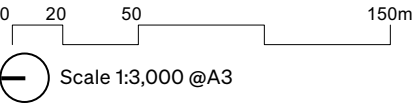
Landscape Masterplan

Area 1

Legend

- ① Screened water reservoirs
- ② Screened indicative waste water treatment plant location
- ③ Local purpose drainage reserve
- ④ Community node + playground - including local park/village green
- ⑤ Connection node
- ⑥ Nature node
- ⑦ Intermittently rock lined swale /overland flow path, wetland planting with occasional landscape boulders
- ⑧ Screening /stormwater diversion bund along highway, predominantly grass intermittent groupings of taller trees (eg. Mountain beech) plant steeper areas (>1:5 grade) with shrubland.

---	Boundary
	Indicative wastewater treatment areas
	Reserve
	Roads
	Walkways
	Riparian/ Low planting
	Shrubland high density
	Shrubland low density
	Beech high density
	Beech low density



Landscape Masterplan

Area 2

Legend

- ① Local purpose (stormwater and services reserve)
- ② Community node - community park including possible community centre
- ③ Possible parking area
- ④ Connection node

---	Boundary
	Indicative wastewater treatment areas
	Reserve
	Roads
	Walkways
	Riparian/ Low planting
	Shrubland high density
	Shrubland low density
	Beech high density
	Beech low density

