

# Coneburn

Special Housing Area

Urban design Review

436 Kingston Road, Coneburn Valley



# Coneburn SHA

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## Urban Design Review

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Cover Image Aerial View - Source: QLDC GIS

Figure 1: Site Photograph Set, 11 December 2018.

Attachment A: Context Map, Vivian+Espie.

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# 1 Introduction

- 1.1 Vivian+Espie Limited have been approached by Highlander Trusts Limited to undertake an initial urban design review on part of the property at 436 Kingston Road, Coneburn for the purposes of development as a Special Housing Area.
- 1.2 This urban design review is based on the 'Indicative Masterplans – Options A and B' submitted as part of the Expression of Interest Document as well as visiting the site and surrounds most recently on the 11 December 2018.
- 1.3 It is my understanding that the developers' intention is to provide affordable housing supported by public reserves and a community hub. The predominant form of the development is intended to be low-density residential (stand alone houses on fee simple lots) with potentially a smaller area of medium density residential closer to proposed amenities. I understand the development will be marketed as house and land packages, with dwellings to be constructed off-site and transported to the site once foundations and infrastructure have been readily established, and marketed.
- 1.4 The design process of the Indicative Masterplans of the proposal to date have been multidisciplinary to which I also have provided some early feedback and input and have reviewed the application in relation to urban design matters and not detailed landscape assessment. It is my understanding that the proposal is still an evolving process in terms of design although key urban design components of this plan in terms of urban structure have been established.
- 1.5 This report is to be read in conjunction with other reports as a formal 'Expression of Interest' for a 'Special Housing Area' (SHA) request and is intended as a broad introduction as to the suitability of the subject site for further development as a Special Housing Area relative to matters of high-level strategic urban design.

## 2 The Site and Context

- 2.1 The subject site (referred to herein as 'the site') is part of the property located at 436 Kingston Road, Coneburn, legally described as Lot 1-2 DP475609 held in CFR 65559. For reference, a Context plan has been appended to this report as Attachment A and Site Photographs as Figure 1. The site itself is located on the western side of Kingston Road (State Highway 6) within the Coneburn Valley. The total land area allocated for the sites development is 48.3046ha.
- 2.2 The site is of rural farmland character and has been used primarily for grazing of stock with the majority of land in grassed paddocks. A row of mature poplar trees extends along the southern edge of the site. No other items of landscape or cultural value have been identified on the site.
- 2.3 Current access to the site is via a farm track entrance off the western side of Woolshed Road, near the site's southeastern corner and Kingston Road.
- 2.4 The site has only a gradual downward fall in slope from the Kingston Road eastern boundary west to an unformed drainage watercourse along the valley floor that bisects the site flowing in a northerly direction. The western areas of the site have a slightly steeper sloped grade falling to the east from southeastern lower terraces of Peninsula Hill towards the same watercourse. The site has a high water table with limited fall across the lower parts of the site.
- 2.5 The site lies between two mountains which shade over the site in the earlier and later hours of the day, however is unobstructed from solar gain to the north during most of the day. The site's predominant wind comes from the West-south-west, and West.
- 2.6 The site is zoned under the QLDC Operative District Plan (ODP) Resort Zone – Open Space Landscape, and has landscape categorisation as Visual Amenity Landscape categorisation (VAL). Under the Proposed District Plan (PDP) the site is zoned as Jacks Point – Open space Landscape and has landscape categorisation as Rural Character Landscape categorisation (RCL). The site is also located within the proposed urban growth boundary limits, although to my understanding this line is in part subject to appeal. Adjoining the site to the north and south is land of rural farmland character, and an area east of Kingston Road opposite is the Coneburn Industrial zone.

- 2.7 The horizon lines of the site are largely defined by views to mountains with the lower southeastern terrace slopes of Peninsula Hill situated along the site's western boundary. Peninsula Hill is visually prominent towards the site's west and northwest, with Ferry Hill and Coronet Peak visible to the site's north. The eastern edge of the site slopes gently downward from Kingston Road in a continuation of the topographical condition of the western face of the Remarkables Range lower valley slopes before leveling out along the valley floor where the majority of the site's central area is predominantly flat and has a wide range of visibility from all directions. The western edge of the site then rises against the southeastern lower slopes of Peninsula Hill. The site is approximately 3km south of the Kawarau River.
- 2.8 The nearest town centre located to the site is Frankton which is 4.5km further north accessed by the Kingston Road (SH6). In late 2017, the Kawarau Falls Bridge enabled two-lane traffic at this point along the highway that has improved the flow of connectivity between areas south of the Kawarau River. The closest growing community is Hanley Downs (marketed as Hanleys Farm), which is currently in the early stages of development and over approximately 3km of site area. and is located approximately 900m further south along Woolshed Road with formal access into this subdivision off Kingston Road (SH6). This development is primarily residential with associated open space and infrastructure provision and was approved through a Publicly Notified Plan Change process. The Jacks Point Resort zone is located immediately south of Hanley Downs accessed a further 2.6km south along Kingston Road. The Jacks Point Village (retail and commercial development) is currently under construction. Some internal street connections between Hanley Downs and Jacks Point have been planned, however to date have not been constructed. The Queenstown public trail network currently links Jacks Point to Queenstown along the edge of Lake Wakatipu.
- 2.9 Attachment A illustrates how the proposed site and development in topographic form will be arranged and located in relation to the surrounding context. The site's urban development is largely constrained by the underlying ODP and PDP zoning and there is the potential for visual amenity values to be adversely affected. Although the proposed development location is a greenfield site and has rural amenity value, the site is within the proposed urban growth boundary and is not within an area of outstanding natural landscape. Pending efficient use of the land for comprehensive neighbourhood development which includes economic viability as well as social and environmental outcomes, the site would not be considered as urban sprawl due to being within the urban growth boundary line, and within closer proximity to the established centers of Frankton and Queenstown than both Hanley Downs and Jacks Point further south.

**Figure 1 – Site Photographs (11 December 2018).**



Panoramic of site from south eastern corner where access is proposed from Woolshed Road. Peninsula Hill is in the central background with Ferry Hill and Coronet Peak in the distance.



View immediately north of proposed roundabout and central avenue location



Woolshed Road intersection with Kingston Road (view to northeast)

## 3 Design Concept & Rationale

3.1 The design concept has developed has evolved with recognition to the site's unique location, characteristics and features as well as a number of important visual and environmental considerations.

3.2 From the beginning the development of the indicative masterplan has been based on the following key objectives:

- The provision for well-designed affordable housing in a desirable location;
- Ensuring all development responds to the site, surrounding environment and future public areas through controlled design and build packages;
- The safe and efficient design of an integrated vehicle and pedestrian network with allowances for public transport connections (bus route and stops);
- Providing integrated well-designed open spaces of high amenity and a development with a strong connection to the wider landscape;
- The opportunity to establish a community hub to service the neighbourhood and the wider community;
- Architectural reference to the rural vernacular by re-incorporating simple farm building design aspects into the built form;
- Recognising the drainage needs improvement in the lower areas of the site, and incorporating this into a greenways network as both an environmental and social response;

3.3 With these objectives in mind, the multidisciplinary process of evolving the Indicative Masterplans has formed the following key features;

- The site design to accommodate between 550 and 565 lots and houses allowing the development to retain a level of affordability, whilst managing potential environmental effects;
- The provision of a strong key axis connection from the east to the northwest of the site's extent, linking to State Highway 6 by a future roundabout;
- The potential for integration with adjoining the sites and managing the effects of development by allocating areas along the sites boundaries for connections and open spaces;

- The allocation of space for a focal community and recreational neighbourhood hub centrally within the site;
  - Respect for the natural environment through potential greenways, with landscape and planting measures enhancing biodiversity;
  - Retaining visual linkages to the surrounding mountainous landforms;
  - Designing an efficient, integrated and safe movement networks for pedestrians, cyclists and vehicles in the predominant form of a grid street/block layout with integrated greenways across the site
  - Developing a legible Urban Structure that informs the placement of built form to create safe and attractive streets and healthy homes
- 3.4 The Indicative Masterplans allow for between 550 and 565 lots ranging between 250-1200m<sup>2</sup>. This allows for diversity and variety in within the overall site layout. The average lot size is 512m<sup>2</sup> with the majority of sites between 400-500m<sup>2</sup>. This intended form will provide for the development of stand-alone dwellings in a typical fee-simple subdivision format with enough space for garaging/carport space and private outdoor areas.
- 3.5 The retention of a highway setback along the site's eastern interface with Kingston Road (SH6) will provide an amenity buffer enhanced by landscaped mounding and native planting to enhance biodiversity. A trail link along the buffer area will extend lengthwise north-south providing for the opportunity for integration at points west into the site, and at a later stage into a potential trail along SH6 north toward Frankton (although to my knowledge the Queenstown Trails Trust would prefer trail connections away from the State Highway). Although the development will still be visible, this setback will reduce and soften the effects of the developments proximity to the highway by being a minimum of 50m wide.
- 3.6 The movement of the sun has influenced the lot layout, ensuring all lots have the potential for house placement on sites with allowance for daily solar gain. The predominant winds are from the West-southwest. The existing row of Poplars along the site's southern boundary provide amenity value, but limited wind shelter provision, and have the potential to fail in high winds which is hazardous. Peninsula Hill provides a natural wind buffer to more westerly winds and a proposed landscaped edge aligns the sites southwestern boundary as well as the local street network extension that has the potential for landscape and streetscape design and plantings to address wind shelter where possible.
- 3.7 Although the site does not adjoin the land parcel which accommodates the trail network to the south from Hanley Downs, the indicative masterplans have shown where the development intends to connect to the trail network and it is strongly recommended that engagement with stakeholders to secure the link over the

parcel of land where there will be a gap of only 18m in the trail is undertaken for optimum connectivity and integration.

- 3.8 The southwestern corner of the site has also been potentially allocated for an area of medium density housing which further contributes to house and community diversity while being in an area of the site which is less visually sensitive, but close to the main recreation reserve, community retail hub and central avenue.
- 3.9 Understanding the drainage patterns across the site has also informed the urban structure of the Indicative Masterplan. Recreational reserves have also been integrated into the design to be both centrally located for optimal community access, but also to provide for natural processes such as water flows in a recreational setting. The street network will also be the primary route for stormwater flows to be sufficiently managed. Utilising environmentally responsible methods such as low impact urban design is currently being investigated which is supported.
- 3.10 It was acknowledged that intensity of development at elevated levels to the west and where sites adjoin the Kingston Road boundary in the east may not be appropriate in recognition of the potentially more sensitive landscape values due to greater visibility. Larger lots have been located at elevated areas in the western parts of the site and where the site's interface is with Kingston Road to accommodate the landscape buffer which will be a 'no build' area.
- 3.11 In promoting a legible and well connected development, a central avenue provides the key axis route along the site's length (east-northwest) and also provides direct linkages into, out of, and across the site. There is the strong opportunity for a well-designed entry area at the avenue's eastern end that will assist with defining neighbourhood character of the development, and aligning avenue street trees in potential build outs to provide a clear linear canopy.
- 3.12 A clear and legible street grid structure stems from this central avenue also providing further opportunities for future cross-site integration at its northwestern end. While well connected, the road network design should be focused on creating slow speed environments.
- 3.13 The opportunity for street and open space integration of the site immediately north has also been provided along the majority of the sites' eastern boundary.
- 3.14 The main community retail hub and recreation reserve are centrally located within the site ensuring ease of access in close proximity for all residents allowing for improved neighbourhood liveability in terms of spatial design.

- 3.15 The road network within the western elevated areas of the site is more organic in response to the shape and contours of the terrace and hill slopes. Connectivity is to be retained in these areas via linkages to the potential greenway and trail network.
- 3.16 House building design is currently being worked through taking architectural cues from simple rural buildings while providing healthy homes that positively address the public realm. Some working examples of the proposed house and street designs are attached to the main EOI document.

## 4 Urban Design Review

4.1 The seven essential design qualities that create quality urban design outcomes are outlined in the Urban Design Protocol published by the Ministry of the Environment. These are context (previously described in Section 2 of this report), connections, character, choice, creativity, custodianship and collaboration.

4.2 The Housing Accords and Special Housing Areas Act also has high quality residential design criteria that also align with these outcomes and are assessed in relation to the proposal below;

### 1. Integrating into the Neighbourhood

#### *a. Connections*

*Does the scheme integrate into its surroundings by reinforcing existing vehicular, pedestrian and cycling connections and creating new ones; while also respecting existing buildings and land uses along the boundaries of the development site?*

4.3 The Indicative Masterplans have been through the feasibility and design evaluation process to determine connectivity into, out of and through the site. As the site is a greenfield development the current opportunities for integration are limited.

4.4 The two nearest public roads, are the arterial connection of Kingston Road (SH6) to the north, and Woolshed Road to the south. Hierarchies of streets have been considered in the design process to date based upon a key arterial entrance from Kingston Road and an additional connection from Woolshed Road allowing for convenient integration and connectivity to Hanley Downs and further south Jacks Point without needing to use State Highway 6.

4.5 The key entrance into the site is to be in the form of a roundabout on the Kingston Road (SH6) proposed to be located at the point of a formed gravel driveway which services the opposite site immediately east of Kingston Road. This roundabout is proposed to be located at an approximate half way point along the site's easternmost boundary connected by a central key route in the street typology form of a broad avenue.

4.6 This avenue will be the key connector route of the development forming the base of the urban structure street/block form that will in the majority be in the form of a grid network. This layout is considered to be the most efficient site layout for the site where not hindered by environmental constraints.

- 4.7 As noted in Part 2 of this report, the site and adjoining areas are of predominant rural character with nearby residential areas to the south, and an industrial hub of zoned land to the northeast. No buildings are located on the site, which can be integrated into the development. The Indicative Masterplans have been developed with respect to existing land use along the boundaries of the site, which to my knowledge will remain in rural character for the time being. The Indicative Masterplan has allowed for the potential connections to be integrated into adjoining sites, while allowing for the ongoing existing land uses to continue with limited reverse sensitivity through the intended placement of reserves and streets along boundaries forming spatial setbacks. With recognition that the site is within the Urban Growth Boundary, the concept plans have allowed for integration into adjoining sites to potentially occur in the future.
- 4.8 The rise in topography against Peninsula Hill reduces the site's street connectivity in the west of the site, however the concept plans have allowed for potential future trail connectivity to be established which is supported.
- 4.9 For optimal connectivity and integration of development the opportunity for key linkages to the north and south should be established. Importantly, proposed street layout ensures the potential for connections to be integrated at a later date through the placement of streets and linear open spaces through the site potentially and preferably forming greenways. An additional key connector route that bisects the site from north to south could be established to provide for future growth of the Coneburn Valley.
- 4.10 The proposed layout enables integration of a cycle network through the site both on street and in the form of trails along green network corridors. Ideally, an off-street alternative network for both cyclists and pedestrians through the site will be placed along high amenity open space greenway linkages with direct access to community facilities and amenities, i.e. the recreation reserves and community shops. Design controls are recommended for private lots, which interface with these connections, and spaces to ensure these routes are both desirable to use and safe.
- 4.11 Although the site does not adjoin the land parcel which accommodates the trail network to the south from Hanley Downs, the Indicative Masterplans have shown where the development intends to connect to the trail network and link through the site for best integration and connectivity outcomes.
- 4.12 Overall, the establishment of the roundabout at the main entrance to the proposed development will change the character and future form of development that extends along the Kingston Road within the Coneburn Valley. Ideally, analysis as to how the development of this area could be formed in a strategic and spatial manner would result in a comprehensively planned outcome in terms of connections, however the proposed concept plan attempts to provide good connections and importantly allows for the opportunity for linkages

to improve integration of the development outside of the site at a later stage. It is anticipated to allow for neighbourhood place making; a highly connected network will be designed to encourage walking and cycling throughout the development and also to integrate the site into wider surrounds. It is however recommended in further design development of the masterplan additional linkages be established to improve connectivity and integration of the development. Well-designed streetscapes with the inclusion of large avenue street trees and a native planting palette to be implemented site wide will provide for strong character and high amenity values of the public realm.

*b. Facilities and services*

*Does the development provide (or is it close to) community facilities, such as shops, schools, parks, workplaces, play areas?*

- 4.13 The nearest main center is Frankton which is a 10 minute drive north along Kingston Road (SH6) for access to medical, recreational, educational, retail and commercial services and facilities, as well as the Queenstown Airport.
  
- 4.14 The establishment of facilities and services within closer proximity of the site further south are in developing stages which include a mixed use 'Village' in Jacks Point, and potentially a Primary School at Hanley Downs. Both Jacks Point and Hanley Downs provide parks for open space and recreation opportunities (Jacks Point sports fields and playground, and Hanley Downs playground and bike pump track).
  
- 4.15 To its benefit, the concept plan has placed the main recreation reserve in co-location with the Community retail hub both at an appropriate scale to adequately service the future neighbourhood with the recreational reserve 2.5ha and the community hub space allocation between 0.15 and 0.3ha. These amenities are key to providing variety and choice within neighborhoods and aid in creating local destinations with the goal of neighbourhood place making.
  
- 4.16 If the development is staged I strongly recommend that the development of the recreation reserve and community hub be ensured through implementation in the early stages of the development for community use as key social infrastructure within the neighbourhood. Further details of these amenities within these spaces for local community benefit should also be provided.

*c. Public transport*

*Does the scheme have good access to public transport?*

- 4.17 The opportunity of choice in transportation methods are important in the establishment of this development and the opportunity to catch the bus to areas outside of the site will play an important role in reducing the necessity for private vehicle use.
- 4.18 The proposed development intends to be connected to the bus route, which currently serves the public domain within the Wakatipu Basin up to Jacks Point. The central avenue will include bus stops and it is recommended that the main bus stop servicing the proposed community into and out of the development be located outside of the local community hub and recreation reserve. This further enhances this hub to be the central area of 'people based' activity on the site, enriches the potential for place making within the neighbourhood and has the potential to be designed with additional traffic calming measures along the Avenue that will slow the traffic in this vicinity without the need for additional roundabouts.

*d. Meeting Local Housing Requirements*

*Does the development have a mix of housing types and tenures that suit local requirements, including the need for lower cost housing options?*

- 4.19 The current demand for housing within the Queenstown area is high and in particular is the demand for affordable entry-level housing to which this development is largely planned for. It is intended to increase the supply of housing in the district by developing the site primarily for entry level and affordable stand-alone houses ranging from 2-4 bedrooms. These houses will be based on controlled housing designs to ensure a comprehensive built form with secured urban design outcomes. A smaller area of medium density for further housing affordability and diversity in close proximity to amenities is supported.
- 4.20 It is my understanding that the developer is exploring a range of methods to deliver and retain affordability explorations of including Kiwibuild and involving the Queenstown Lakes Community Housing Trust. The EOI further outlines the potential mix of housing types and tenures currently being explored as workable options for the proposal, and conditions which will ensure sales are effectively managed to ensure first home buyers the opportunity to step onto the property ladder.

## **2. Creating a Place**

*a. Articulation and Design*

*Does the scheme provide for a good degree of visual interest and variation, as opposed to blandness and homogeneity?*

4.21 At this stage the detailed design of the houses are working drawings which are being refined to ensure their suitability and location in relation to site and street achieve best urban design outcomes while retaining affordability. The form of the dwellings will be simple structures in architectural form with reference to farm barn buildings. The majority of buildings will incorporate pitched gable roof form and a varied material and colour palette with diverse tones which are sympathetic to the natural landscape tones that will be utilised across the site ensuring both continuity and variation in the built form.

4.22 Although the future house drawings are still being refined, building articulation and variation will be essential in ensuring a quality development, which should be established prior to resource consent. The developer will manage the building process and plans will be lodged at resource consent stage. Streetscape, public open space and landscape areas are yet to be designed and should be formulated to respond to context and maximize visual interest and variation.

*b. Working with the site and its context*

*Does the scheme take advantage of existing topography, landscape features, habitats, existing buildings, site orientation and microclimates?*

4.23 The indicative masterplans have been designed with direct reference to context as previously described in Part 3 of this report. The streets, blocks and site lot layout ensure for visual connections to the mountains to be retained and responds to hydrology/drainage. The indicative masterplan provides a foundation for the establishment of a place based neighbourhood in terms of integrated connections, legible block structure, sites with good views and sunlight aspect, provision for integrated greenway reserves and open spaces, and a community retail hub.

4.24 The site is highly visible as the majority of the site sits slightly below Kingston Road (SH6). A 50m setback will extend along this frontage, which will be mounded and planted providing a visual and spatial buffer zone as a form of mitigation to reduce potential adverse effects. The indicative masterplan illustrates a highly legible grid street format that takes advantage of the site's topography for ease in way finding. Housing design that is still in drafting stages will ensure that each dwelling will have solar access to main living areas.

4.25 Design control of the built and wider landscaped form, particularly street and reserve trees and roof colour and design will ensure that the overall visual impression of the development from elevated public areas, such as the Kingston Road will produce a consistent visual design language, i.e. control in pitch of roof form with limited material and colour range that is visually recessive. Again, landscape and public space design

should respond to this. This will overall support visual emphasis on both immediate and wider landscaped form (street tree canopies and mountains).

### **3. Street & Home**

#### *a. Car parking and Access*

*Is sufficient – but not excessive – parking and access provided in an integrated manner, in a way that the street and internal site environment is not dominated by it?*

- 4.26 It is intended for each house to have two vehicle spaces provided on each lot, most with one garage or carport and one off street car park, although options are being explored so as to retain affordability . Cross sections are provided as part of this EOI that illustrate potential future street design and integration of carriageway, on-street parking, street trees and footpaths and are in the process of being refined.
- 4.27 If carparking and access measures are designed poorly it can make houses hard to access, compromise safety and amenity and make the overall street environment unattractive. Garages and parking are typically located to one side of the proposed houses. The critical design consideration in this arrangement are the site widths, some of which are narrow, and therefore designing to accommodate vehicles is important to ensure that the house form is more prominent than the garage.
- 4.28 As the majority lots have narrower boundaries at the front and rear, the position of the garage can become the more dominant part of the building, and the driveway has more impact on the street. Therefore, garages should be designed to be as narrow and visually recessive as possible with applicable design controls ensuring a house to garaging/carport ratio of no more than 40% of the combined house and garage/carport frontage and in most circumstances further recessed from the street front elevation of the house. Where this has not been possible, an option has been explored which allocates the garaging to the front of the house with a planted frontage in the form of a climber and/or hedge which will assist with visually receding the garage form. It is important that this design layout should not be the dominant form used in the development and should only be used sparingly in order for the majority of houses to positively engage with the street. Where possible the location of driveways and access ways should be located on shaded areas of the site reserving sunnier areas for outdoor living spaces and habitable rooms of the houses.
- 4.29 Street footpaths will be separated by swales and/or raised kerbs in order to ensure parking does not occur along allocated footpaths. Local roads should be designed for slow speed traffic passage with potentially including street tree build outs, integrated off street parking and low environmental impact storm water design measures.

*b. Public and private spaces – Are public and private spaces clearly defined and designed to be attractive, functional, well managed and safe*

- 4.30 The orientation of lots has been a key design consideration from the concept stage of the Indicative Masterplan in order to develop healthy living environs for the future residents and to reduce the potential for conflict between public and private spaces. The spatial allocation of lots within blocks ensures that all dwellings can have private open space to the rear of dwellings, however corner lots will need particular design consideration in order to provide elevations that address both adjoining streets as well as providing private open space.
- 4.31 The Indicative Masterplans identify clearly defined street and reserve allocation. All reserves proposed have some street frontage. It is recommended that the main recreation reserve have a minimum road frontage on 3 sides for optimum access provision and Crime Prevention through Environmental Design (CPTED) considerations. Other reserves across the site have also been located so as to be clearly visible and accessible from at least one public street frontage.
- 4.32 It is recommended that either guidelines be established, and/or further design controls be proposed that ensures future dwellings will positively engage with common areas and the public realm inclusive of streets, reserves and open spaces in order to manage the interfaces between the public and private realm. These measures are to include matters of techniques, ensuring the visual connections are retained between dwellings and the street, and reducing the adverse impacts of fencing and garaging on streetscape amenity.

**c. Good Quality homes**

*Are the homes well designed, comfortable, well insulated and practical, optimise solar gain, and provide good storage?*

- 4.33 As previously noted the Indicative Masterplans illustrate a logical urban structure that allows for the layout and orientation of the majority of dwellings on lots to utilise solar gain opportunities. The houses will be constructed of high quality building materials with thermal qualities suited to the Queenstown climate to ensure warm and dry homes. Detailed design of the houses are currently progressing to provide for homes that are healthy, practical and comfortable with storage options while retaining affordability to enable sales to the first home owner bracket.

**4. Environmental Responsibility**

*a. Reducing environmental footprint*

*Does the scheme demonstrate methods for minimising its environmental footprint?*

- 4.34 It is intended for stormwater runoff from the street network to potentially flow through swales prior to reaching the main drainage watercourse through the site, which will also extend the greenway network.

A native planting palette is currently being developed which will extend from the highway mitigation landscaped buffer area along the street network and reserves improving biodiversity and creating a green network through the potential development. These greenways also provide the opportunity for pedestrian and cycle connectivity, recreation and amenity while improving environmental outcomes.

- *Buildings are healthy and comfortable, where it is easy to keep the warmth in and the moisture out*
- *Site and building aspect to maximise passive solar gain*

- 4.35 Although some morning and afternoon shade occurs across the site, particularly during the winter months, the site is otherwise well exposed for solar gain to allow for houses to be designed for solar access. Orienting the majority of living areas for solar access will facilitate healthy home designs for natural warmth and reduced moisture levels internally.

- *Minimise energy consumption through energy efficient devices, reducing appliance numbers and onsite energy generation*
- *Water efficiency of taps, showers and toilets. Reusing, collecting and treating water onsite.*
- *Systems for reducing waste and increasing recycling*

- 4.36 Detailed design of the houses are still in progress and the installment of energy and water efficient devices, reusing, collecting and treating water on-site, reduction of waste and increasing recycling measures are being investigated.

- *Select sustainable building materials. Does the scheme provide compact housing in locations near centres or on / near public transport routes and pedestrian and cycle routes, and access to food growing areas?*

- 4.37 The Indicative Masterplans are evolving plans that have been developed for integration and connectivity for pedestrians, cyclists, private motor vehicles, and public transport route linkages based on a site specific urban structure as previously outlined in this report. The proposed site density is considered an appropriate level of development intensity in relation to the sites context and environmental constraints. The development is in close proximity to the facilities and amenities of Frankton, and the establishing neighbourhoods of Hanley Downs and Jacks Point including the Village Center that is currently under development. The use of sustainable building materials in the built form of the development that can be absorbed into the affordable housing price bracket market is still being investigated.

## 5 Conclusion

5.1 The Coneburn Valley is undergoing a gradual transformation from a rural to a sub-urban environment. The potential development of this site for the proposed SHA is supported in terms of context because of the following:

- The potential to create a strong connection to the arterial of Kingston Road (SH6), which is a route directly connecting the site to Queenstown and beyond;
- The potential to integrate the site into the existing street and trail network and to provide an urban structure which supports these connections;
- The scale of the site in an area of relative low landscape sensitivity;
- The site's location and proximity of the site to nearby facilities and amenities in Frankton and other establishing areas such as Kelvin Heights, Hanley Downs and Jacks Point;
- The proximity of the site to nearby amenities for passive and active recreation, i.e. Lake Wakatipu, Kawerau River, Remarkable Ski fields, Queenstown Trails;
- The majority of the site lying slightly below Kingston Road (SH6) enables the potential for a design response that maintains amenity along the highway, and retains clear visual axis to the wider landscape.

5.2 Although the proposed development's location is a greenfield site and has rural amenity value, the site is within the proposed urban growth boundary and is not within an area of outstanding natural landscape. Pending efficient use of the land for comprehensive neighbourhood development which includes economic viability as well as social and environmental outcomes, the site would not be considered as urban sprawl due to being within the urban growth boundary line, and within closer proximity to the established centers of Frankton and Queenstown than both Hanley Downs and Jacks Point further south. A broader spatial plan of how the Coneburn Valley could be developed in the future would aid in comprehensive and integrated planning and design.

5.3 The provision of a roundabout at the main entrance to the proposed development will change the character and future form of development that extends along the Kingston Road within the Coneburn Valley. Ideally analysis as to how the development of this area could be formed in a strategic and spatial manner would result in a comprehensively planned outcome in terms of connections and integration. However, the proposed concept plan attempts to begin to provide good connections and importantly allows for the opportunity for linkages to improve integration of the development outside of the site at a later stage. For optimal connectivity and integration of development the opportunity for key linkages to the north and south

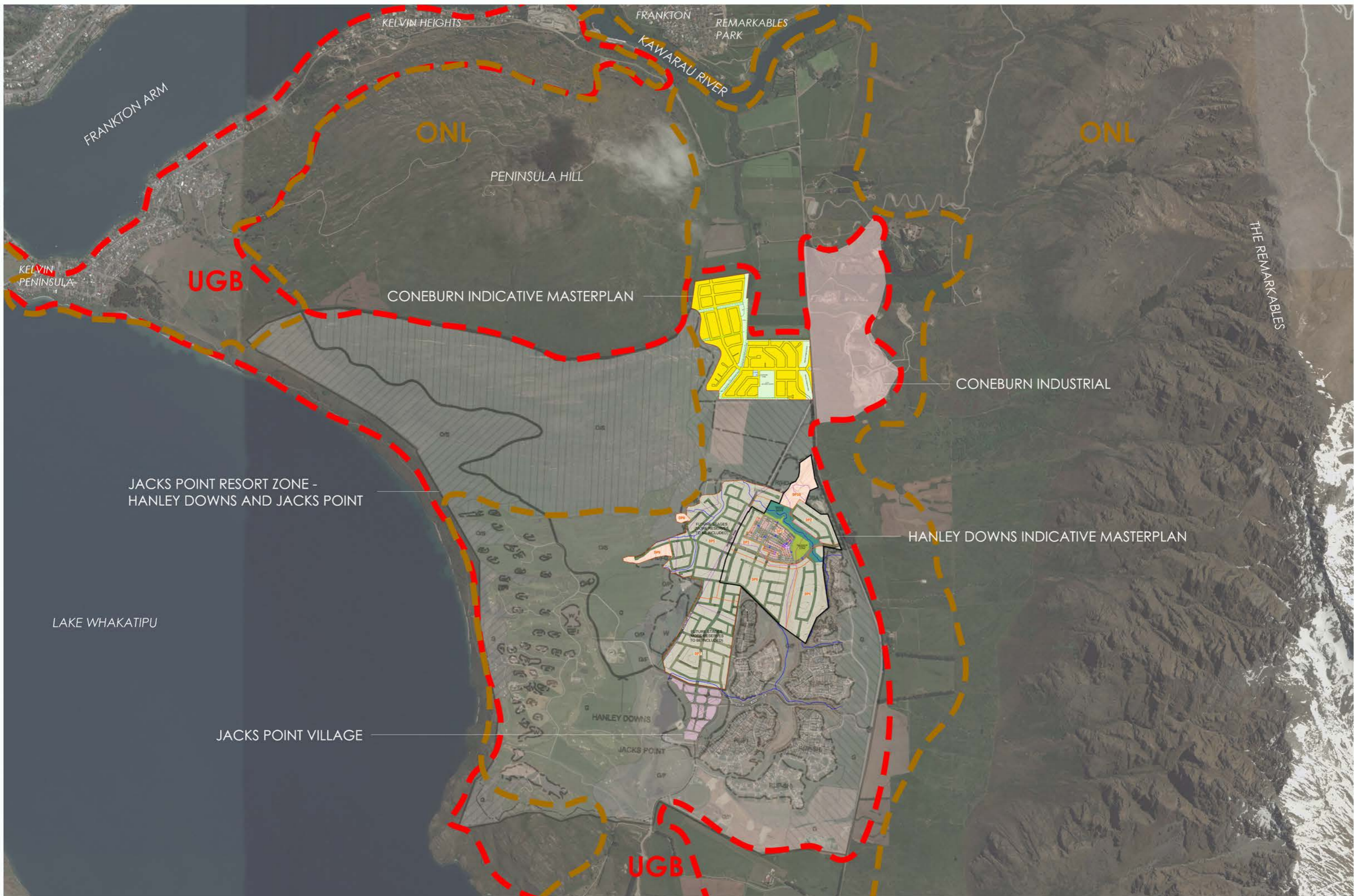
should be established. Importantly, proposed street layout ensures the potential for connections to be integrated at a later date through the placement of streets and linear open spaces through the site potentially and preferably forming greenways. An additional key connector route that bisects the site from north to south could be established to provide for future growth of the Coneburn Valley. It is anticipated to allow for neighbourhood place making, a highly connected network will be designed to encourage walking and cycling throughout the development and also to successfully integrate the site into wider surrounds. Well-designed streetscapes with the inclusion of large avenue street trees and a native planting palette to be implemented site wide will provide for strong character and high amenity values of the public realm.

- 5.4 The streets, greenways and open spaces throughout the site will be a key strength of the development if well designed. These greenways will assist with the provision of an environmental and social design response to the site with its own unique identity.
- 5.5 Although the future house drawings are still being refined, building articulation and variation will be essential in ensuring a quality development and designs should be completed prior to resource consent. This includes how the houses will be designed for resident amenity as well as to how the buildings relate to the street for wider public amenity.
- 5.6 Design control of the built and wider landscaped form, particularly street and reserve trees and roof colour and design will ensure that the overall visual impression of the development from elevated public areas, such as the Kingston Road will produce a consistent visual design language, i.e. control in pitch of roof form with limited material and colour range that is visually recessive. This will overall support visual emphasis on both immediate and wider landscaped form (street tree canopies and mountains).
- 5.7 Although the site does not adjoin the land parcel which accommodates the trail network to the south, the indicative masterplans have shown where the development intends to connect to the trail network and it is strongly recommended that engagement with stakeholders occurs to secure the link over the parcel of land where there will be a gap of only 18m in the trail for best and logical integration and connectivity outcomes.
- 5.8 If the development is staged I strongly recommend that the recreation reserve and community hub be developed in the early stages of the development to ensure implementation for the communities use. Further details of these amenities within these spaces for local community benefit should also be provided.
- 5.9 It is recommended that the main recreation reserve have a minimum road frontage on 3 sides for optimum access provision and CPTED opportunity. It is recommended that either guidelines be established, and/or further design controls be proposed that ensures future dwellings will positively engage with common areas and the public realm inclusive of streets, reserves and open spaces. These measures are to include matters

of CPTED techniques, ensuring the visual connections are retained between dwellings and the street, and reducing the adverse impacts of fencing and garaging on streetscape amenity.

- 5.10 Overall the proposed Indicative Masterplans foster development potential of the site for residential living purposes whilst still being able to achieve high levels of amenity. A range of housing can be established for a variety of household compositions, which will support the development of a community resiliency and liveability. For the purposes of next iterations I also recommend providing for more integrated connections to possible future developments to the north and south. A broader spatial plan of how the Coneburn Valley could be developed in the future would aid in comprehensive and integrated planning and design.

## ATTACHMENT A – CONEBURN SHA CONTEXT MAP



Coneburn SHA Context Map