



Glenpanel Masterplan - Design Statement

Frankton - Ladies Mile, Queenstown
June 2022



Prepared for

Maryhill Limited

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Introduction

Introduction

Purpose

This design statement has been prepared to support a request for a referral under Schedule 20 of the COVID-19 Recovery (Fast-track Consenting) Act 2020 made by Maryhill Ltd for an area of land (“the Site”) fronting Frankton – Ladies Mile Highway approximately 10km east of Central Queenstown.

This report explores the opportunities and constraints relevant to urban design outcomes in the context of potential redevelopment that will demonstrate how the Site can help meet Queenstown's critical housing needs in a way that supports relevant design outcomes of the Te Pūtahi Ladies Mile Masterplan and the Queenstown Lakes Spatial Plan (Grow Well – Whaiora) as well as good urban design practice.

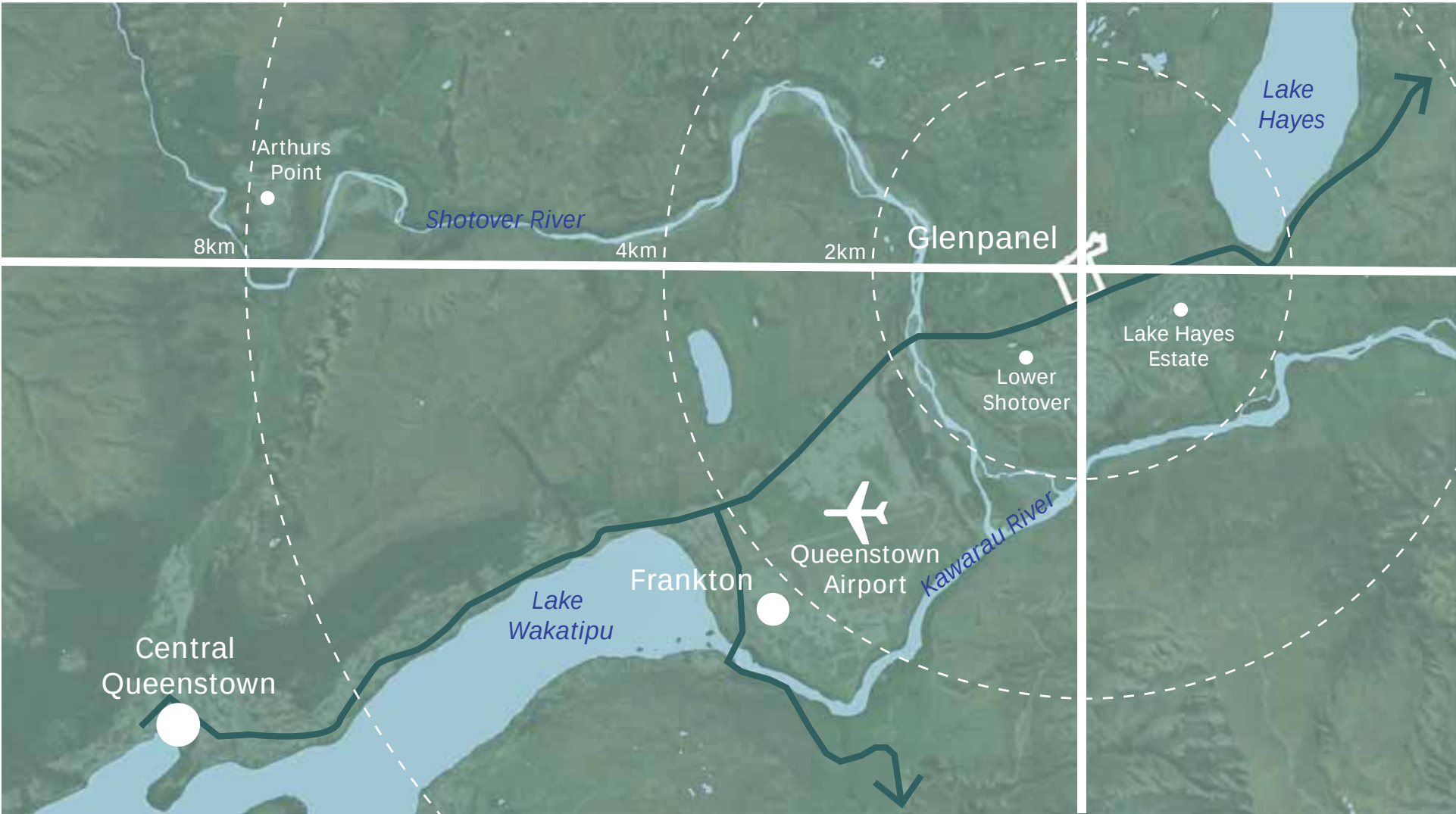
Report Structure

- This report is structured in three parts as follows:
- Part 1 provides an assessment of the site and its surrounds with reference to the relevant strategic planning documents which guide development in the Queenstown area. This includes a broad assessment to identify key constraints and opportunities that any future development should respond to and address.
 - Part 2 sets out the guiding design principles that have informed the development of the masterplan as well as the masterplan itself.
 - Part 3 provides precedent and high-level bulk and location imagery to understand the development potential and inform more detailed design work over the next phase of the project.

The Site

The Site comprises approximately 17.7ha of land, currently in rural use as pasture, and formed part of the former Glenpanel Farm. The Site is currently zoned for Rural Lifestyle uses within the Proposed District Plan although has long been identified as suitable for future urban development.

The Site is located north of Frankton - Ladies Mile Highway (SH6), a key regional arterial route that connects Queenstown with other inland settlements. Immediately south of SH6 are the emerging developments of the Lake Hayes Estate, Queenstown Country Club and Shotover Country.



Planning Context

Grow Well - Whaiora

The Queenstown Lakes Spatial Plan, Grow Well – Whaiora, was created by Queenstown Lakes District Council, Central Government, Aukaka and Te Ao Marama inc.

Queenstown Lakes District is facing growth-related challenges across housing, transport and the environment. The Grow Well - Whaiora Spatial Plan sets out the approach to address these challenges. To address these challenges the Spatial Plan focuses on three principles and five outcomes in order to achieve the “Grow Well” goal as shown in the figure below.

The Plan sets out where our district will grow out to 2050 and the subject site and wider Ladies Mile area is identified as a high priority growth area.

The Queenstown Lakes Spatial Plan was adopted by full Council on 29 July 2021.



Recieving Environment

The site is located centrally within the Whakatipu Basin, at the base of the Outstanding Natural Feature of Slope Hill between Kimiākau (Shotover River) and Waiwhakaata (Lake Hayes).

The site is currently split zoned, with the flat plane zoned Rural Lifestyle, and the sloped northern area zoned Rural. The zones are divided by the toe of Slope Hill, a mapped Outstanding Natural Feature.

The Rural Lifestyle zone provides residential living opportunities on the periphery of urban areas and within specific locations amidst the Rural Zone.

Between 2001 and 2019 significant residential growth has occurred, following upzoning and resource consents of the land south of State Highway 6. Most recently, the Queenstown Country Club development has established on the Ladies Mile flats, opposite the subject site, which was a Special Housing Area within the Rural Zone.



Te Pūtahi Masterplan

The Queenstown Lakes District Council appointed the Ladies Mile Consortium (LMC) to undertake a masterplan, and resultant District Plan variation, for the Te Pūtahi Ladies Mile area in August 2020. Maryhill forms a central portion of the wider Masterplan area.

The Masterplan sets out a direction for the future of the Te Pūtahi Ladies Mile with aspiration to deliver highly efficient land use which will include medium to high density urban development and achieve a high degree of connectivity.

The Masterplan has been adopted by Council with outstanding matters to resolve in relation to the provisions themselves. Draft provisions of particular relevance to the site include the application of a high density residential housing, a 20m deep amenity buffer along SH6, a 24.5m height limit for the northern portion of the site and a 13m (3-storey) height limit within 115m of SH6.



Regional Context

Accessibility

The Site is currently in rural uses and is located at the periphery of Queenstown's newest residential subdivisions. The Site itself is located centrally within the Te Pūtahi Ladies Mile Masterplan area which stretches from the Shotover River through to Lake Hayes and is planned to accommodate a significant amount of Queenstown growth needs over the coming decades. Key features of the Site in terms of its access to commercial and social services include:

- The site is located in close proximity to an emerging major employment node in Frankton. Major employment destinations within this area include Queenstown Airport, Queenstown Hospital, Five Mile Shopping Centre and the Glenda Drive light industrial/ commercial area. Access to this area via both frequent public transport and active travel modes is a key part of the Queenstown Lakes Spatial Plan.
- Five Mile Shopping Centre is a major retail destination that provides access to a number of large format and finer scaled retailers. It is located approxiamtely 3km west of the Site and can be accessed by frequent public transport and active travel modes.
- The emerging residential areas of Lower Shotover and Lake Hayes provide proximate access to a number of social facilities including schools, open spaces and a medical centre. Addressing severance caused by State Highway 6 will be necessary to help support future residents.
- The site is located approximately 10km east of central Queenstown via State Highway 6. Due to topographical constraints this forms the only convenient vehicle, public transport and active travel corridor from the site to central Queenstown.
- A new town centre is proposed adjacent to the Site along with key social infrastructure including a new primary school, secondary school and sub-regional open space.
- Prior to the development of any secondary school on adjacent site(s), active mode access to Wakatipu High School is available via the Twin Rivers Trail.



Site Analysis

Landscape

Key landscape matters for the Site and surrounding environs include:

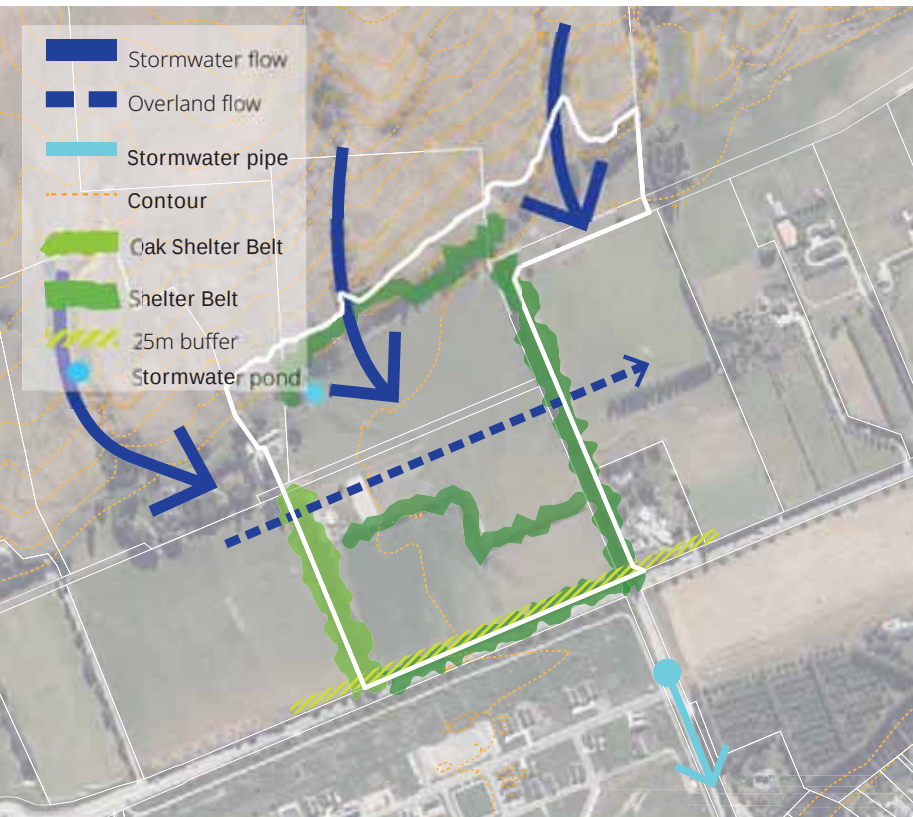
- The northern portion of the Site falls within the Lake Hayes/ Slope Hill Outstanding Natural Feature (ONF).
- The existing Site environment, including that of the ONF in this location is a working rural landscape. The lower slopes of Slope Hill are criss-crossed with existing farm tracks, water races and drainage channels.
- The receiving environment will change significantly from the current rural-residential character to a fully urban environment in line with the Te Pūtahi Ladies Mile Masterplan. This document envisions predominantly attached housing typologies (e.g. terrace housing or apartments) with buildings potentially 6-8 storeys in height.
- The Site benefits from expansive views south towards the Remarkables. The low density and height of development south of Frankton - Ladies Mile Highway (SH6) means that views towards the Remarkables will remain largely unobscured by ongoing urban development in this area.



Stormwater & Ecology

Key stormwater and ecological matters or relevance to future development include:

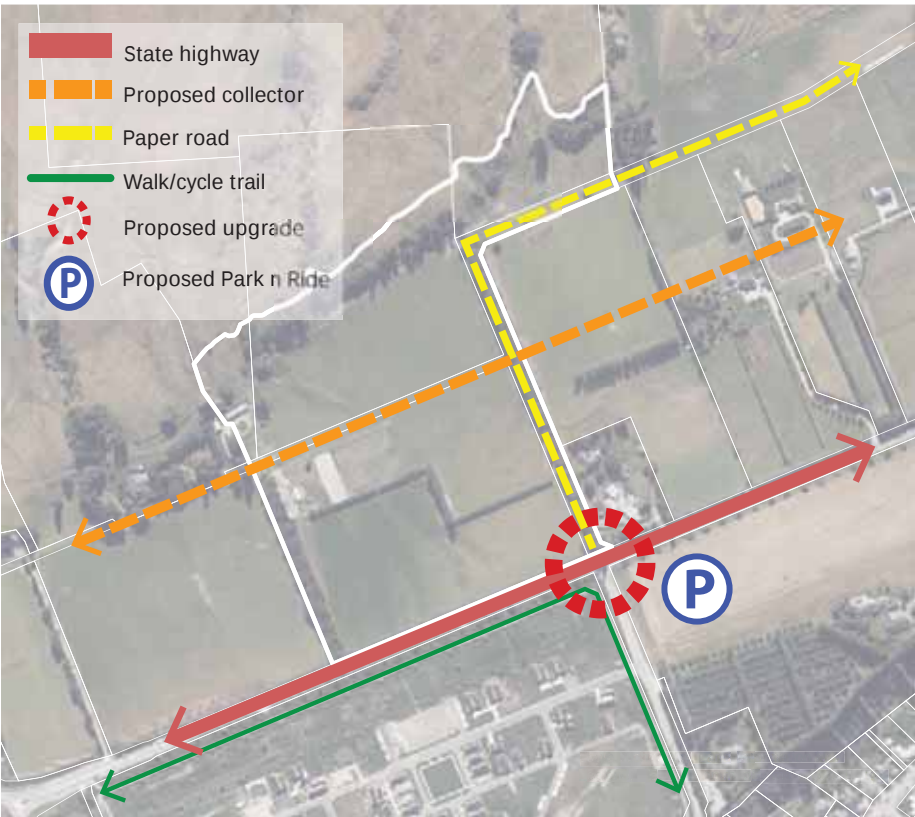
- The Site is predominantly in use as pasture. There are no notable indigenous stands or specimen trees within the Site. There are a number of mature shelter belts established around the Site and is reflective of its current rural use. This includes a stand of Oak trees which the Council are proposing to retain within the Te Pūtahi Ladies Mile Masterplan.
- Stormwater run-off is generated from Slope Hill and enters the Site where it is attenuated through natural soakage.
- A secondary overland flow path runs east-west through the Site consistent with the general contours falling towards Lake Hayes.
- A stormwater connection that provides access to the wider reticulated network is located just south of the Site along Howards Drive.
- The Te Pūtahi Ladies Mile Masterplan and Proposed District Plan include a requirement to maintain a 25m deep landscaped buffer along the frontage of Frankton - Ladies Mile Highway.



Transport

Key transport matters within the immediate site context include:

- Frankton - Ladies Mile Highway (SH6) is an arterial road and a regional state highway providing a major inland transport route. The road is managed by Waka Kotahi (NZTA) and is a Limited Access Road (LAR).
- A roundabout intersection at Howards Drive has committed funding and will be opened in 2024. An underpass of SH6 in the vicinity of the Site also has funding allocated via the Housing Infrastructure Fund (HIF).
- An existing walking and cycling trail is located opposite the site on the southern side of SH6. This trail provides links to neighbouring residential areas as well as the wider Queenstown Trails Network at the Lower Shotover Roundabout which provides off road links to Frankton and other destinations in the Wakatipu region.
- The Te Pūtahi Ladies Mile Masterplan and Queenstown Lakes Spatial Plan propose a number of active travel and public transport upgrades through and adjacent to the Site which will support long-term urban development of the area.



Site Photos



Looking north towards Slope Hill along the shared ROW access, with the mature Oak shelter belt on the right.



Looking east from the vicinity of the existing ancillary farm buildings. The farm trail is generally aligned with the proposed east-west connector road through the Site.



Looking south across the site towards the Remarkables. The existing shelter belt planting obscures views of Frankton - Ladies Mile Highway and the Queenstown Country Club.



Looking south-west across the site towards the mature Oak shelter belt which forms the boundary with 429 Frankton - Ladies Mile Highway.



Looking north-east and showing the rise towards the base of Slope Hill (left).



Looking south-east across the site towards Morven Hill.

Adjoining Sites

Flints Park

Flint's Park is a proposed development located directly west of the subject site and has recently been referred under the COVID-19 Recovery (Fast-track Consenting) Act 2020, as a fast-track project to the Environmental Protection Authority, Te Mana Rauhi Taiao. The site has a similar topography to the subject site, including the flat land that occupies the space between Slope Hill and the State Highway, as well as part of Slope Hill itself.

The land is included in the Council's Te Pūtahi Ladies Mile Masterplan area and is generally consistent with the concept adopted by Council. The site has a dedicated consented SH6 access and so can be developed independently of the Masterplan process. The referred proposal contains an internal roading system, which has provision for future connections to Glenpanel. The concept plans include a range of land use and house typologies to achieve an integrated urban development. Typologies include walk up apartments, terrace housing, duplex town houses and free-standing dwellings. Land uses include a mixed-use area, and potentially an early learning centre and primary school site. The Flints Park site further contains a heritage Homestead which has an existing resource consent to be used as a café and art gallery.



Queenstown Country Club

Queenstown Country Club is located directly opposite the site, to the south. In 2017, via the Housing Accords and Special Housing Areas Act, approval was received for the establishment of a retirement village (the Queenstown Country Club), including ancillary commercial activities and residential lots on two areas of land (North and South Blocks) south of Ladies Mile/ State Highway 6.

The development includes approximately 300 retirement units, a club house, retail units, cafe, medical centre and childcare centre. In addition the commercial node of the development now encompasses a hospital, consultation centre and radiography building.

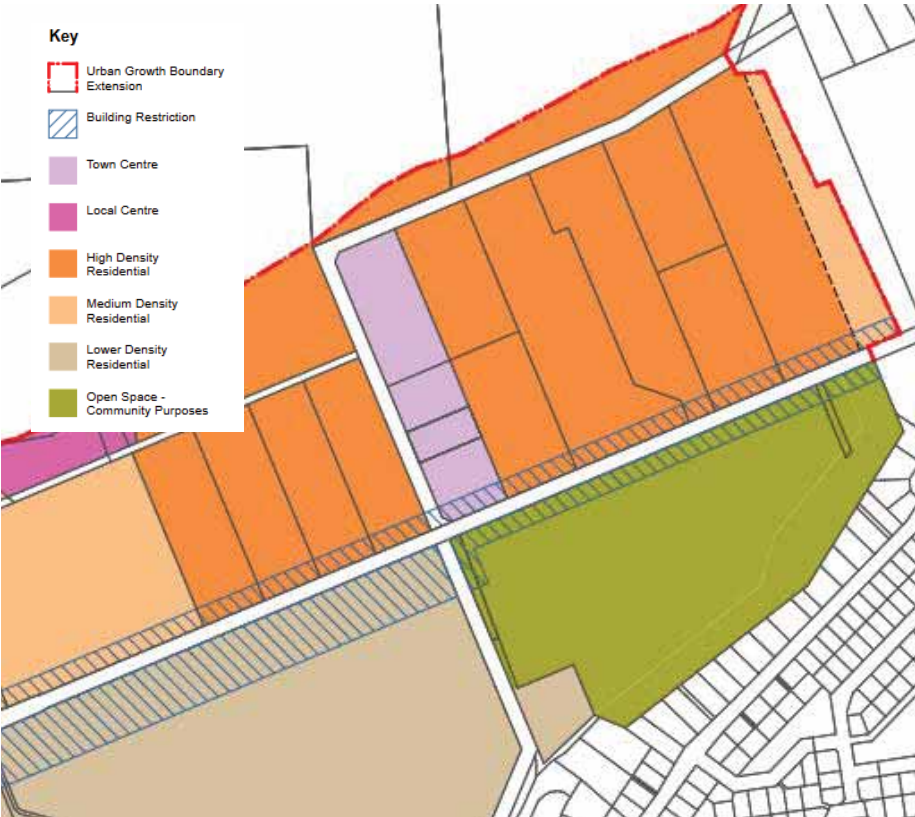
The site is located largely in the Rural Zone, however a undeveloped portion of the site has recently been up-zoned (on the back of a Proposed District Plan appeal) to Medium Density Residential, and a residential subdivision of 105 lots has since been consented in place of retirement villas.



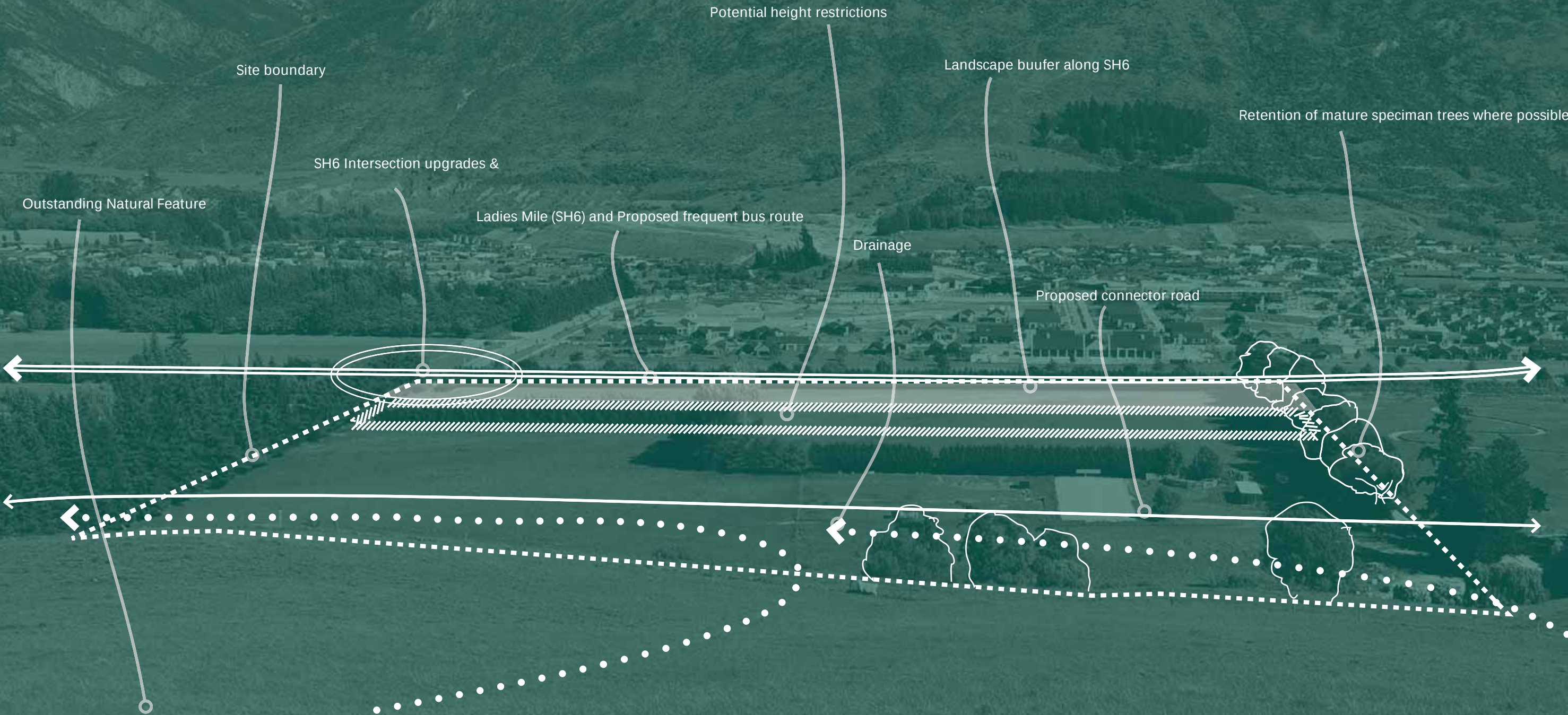
467 Frankton-Ladies Mile

467 Frankton-Ladies Mile is located to the east of the subject site and is also within the Te Pūtahi Ladies Mile Masterplan area. The site has a similar topography to the subject site, being a continuation of the flat land that occupies the space between Slope Hill and the State Highway. The site will be accessed via the new roundabout at the Howards Drive intersection.

The Masterplan has earmarked this site to contain the 'Town Centre' area where the largest concentration of commercial development will occur. The Masterplan shows a high school site beyond the Town Centre area.



Site Understanding



O2:

Conceptual Masterplan

Vision

The goal of the Queenstown Lakes Spatial Plan is to “Grow Well – Whaiora.” In achieving this goal a number of outcomes have been identified by Council and their Spatial Plan partners. Of relevance to the development of Glenpanel, the following outcomes need to inform future development:

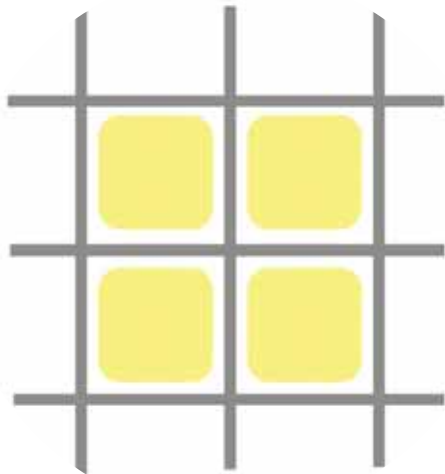
- Consolidated growth and more housing choice.
- Public transport, walking and cycling is the preferred option for daily travel.
- Well-designed neighbourhoods that provide for everyday needs.

These outcomes have in turn informed the specific design principles set out opposite which underpin the Glenpanel Masterplan.

Design Principles

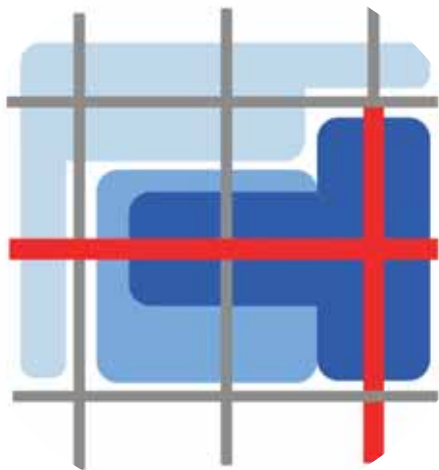
1. Connected Grid

The flat topography and regular site boundaries provide a good opportunity to establish a conventional urban grid. This has the benefit of supporting connectivity within the site and establishing flexible development platforms suited to a range of uses and typologies.



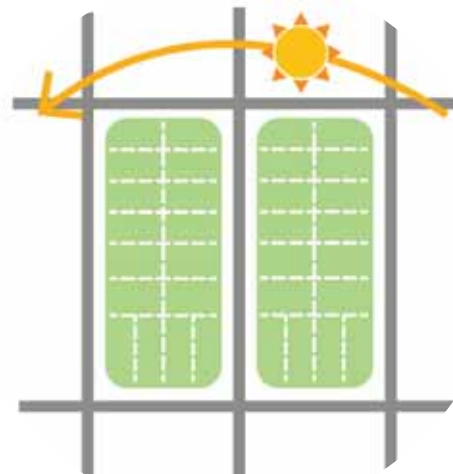
3. Density & Choice

Density will be focused around the centre and east of the Site in response to the proposed future Town Centre and collector road location. Density and building heights should reduce towards the Slope Hill Lake Hayes ONF to reduce potential visual impacts and provide a wider range of housing



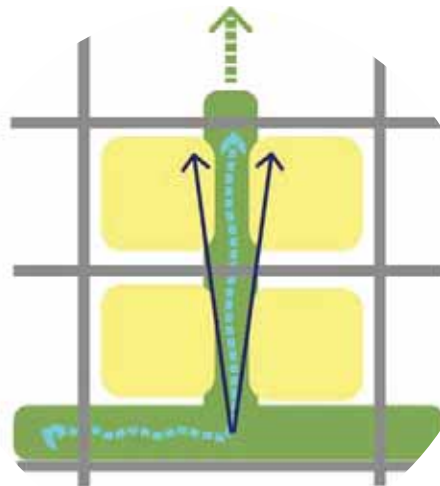
2. Solar Orientation

Urban blocks will generally be configured to align with a north-south orientation. This will enable predominantly east-west facing lots which better supports on-site amenity for more intensive forms of residential development.



4. Landscape & Sustainability

Multi-functional open space corridors will be provided to support movement, stormwater treatment/ overland flow, views between Slope Hill and Frankton - Ladies Mile Highway, recreational activities as well as amenity/ outlook from more intensive residential typologies.



Conceptual Masterplan

Based on the vision and design principles, a conceptual masterplan has been developed to inform future development of the Site. This masterplan provides for up to 748 new residential units with a density of 70 dwellings per hectare of the net developable area (10.65Ha). Depending on the final configuration of open spaces and stormwater management areas along with detailed building design, the masterplan would deliver at least 640 dwellings (equivalent to 60 dwellings per hectare). In addition, a limited amount of commercial floor area is also proposed. Key features of this conceptual masterplan include:

1. Concentrating higher density typologies, including potential mixed-use buildings, in the eastern portion of the site adjacent to the proposed Town Centre.
2. Integration with Waka Kotahi's proposed Frankton - Ladies Mile Highway (SH6) roundabout upgrade and HIF underpass.
3. A modular block structure running along a north-south grid to support a range of different housing typologies with good solar orientation and on-site amenity. The gridded block structure will also better support a higher number of direct and convenient connections through the site to better support active mode travel.
4. Retention of the mature belt of Oak trees along the Site's western boundary. Residential blocks are set back from this to also enable future walking connections within the drip line of the Oak trees.
5. Key road connections and blocks have been aligned with the neighbouring Flints Park Fast Track application to ensure development within the area can be integrated.
6. Provision of a new 20m east-west collector with a supporting stormwater swale system in line with the Te Pūhahi Ladies Mile Masterplan.
7. A cut-off swale system and revegetation within the Lake Hayes/ Slope Hill ONF to help manage stormwater. Lower density residential typologies are also proposed near the ONF to reduce potential visual impacts.
8. A flat, centrally located neighbourhood park to provide for passive recreation and leisure opportunities for future residents.
9. Provision of a 20-25m landscaped buffer along Frankton - Ladies Mile Highway (SH6) in line with the Te Pūhahi Ladies Mile Masterplan.
10. A combination of open swales, detention basins and pipes to manage on-site stormwater and connect into the reticulated network south of the Site.
11. The block structure can be easily revised to incorporate a future primary school (ca. 3Ha) or retirement village (ca. 5Ha) subject to ongoing negotiations with MoE and/or other education provider and retirement village operators.



Form & Mass

This diagram demonstrates the proposed distribution of density and typologies across the site. The greatest density (and height) is concentrated around the proposed town centre to the east of the site and along the collector roads which will function as the key public and active travel routes through the area.



Masterplan Integration

Masterplanning undertaken for the Glenpanel site has taken into consideration key features of the Te Pūtahi Ladies Mile Masterplan as well as neighbouring Fast Track applications for Flints Park and Flints Park West.

This includes ensuring consistency in the alignments of the east-west collector road as well as a secondary east-west local road ensuring good connectivity across all three sites through to the proposed town centre, delivery of the east-west swale system, provision of on-site stormwater management areas, retention of the stand of mature oak trees on the Glenpanel site and provision for an active travel link within the landscaped buffer along State Highway 6.

Legend

- Swale system
- Key local road
- Collector road
- State Highway 6
- Commercial
- Community
- Grocery
- Hospitality
- High School
- Primary School
- Parks
- Sports hub
- Stormwater



Conceptual Masterplan - School Option

The image to the right demonstrates the changes to the conceptual masterplan should MoE or other private education provider proceed with the development of a new primary school within the Site.

The masterplan provides for a school site approximately 3Ha in size. It has been located in the south-west corner of the Site to enable integration of school playing fields with key fixed landscape features of the Site - the landscaped buffer from Frankton-Ladies Mile Highway (SH6) as well as the mature belt of Oak trees along the western boundary.

The inclusion of the proposed primary school would result in a reduction of yield to approximately 630 dwellings. However, additional dwellings would that make up this lost capacity could be delivered on the adjacent Flint Park site which is also in discussion with MoE.

Precedent Imagery



Remarkables Primary



Hobsonville Point Primary



Conceptual Masterplan - Retirement Village

The image to the right demonstrates the changes to the conceptual masterplan should the development incorporate a retirement village within the Site. The masterplan can provide for a retirement village approximately 5Ha in size. Like the potential school, it has been located in the south-west corner of the Site to enable integration of school playing fields with key fixed landscape features of the Site - the landscaped buffer from Frankton-Ladies Mile Highway (SH6) as well as the mature belt of Oak trees along the western boundary.

The inclusion of the proposed retirement village would not reduce the estimated yield /density that can be obtained from the Site. It is intended that the retirement village would incorporate approximately 215 dwellings through a combination of specialist care units (i.e. apartments) and independent villa/ duplex units. The conceptual masterplan currently anticipates 194 dwellings will be provided in this area.

Precedent Imagery



Urban Tissue Study

A tissue study has been undertaken to help understand the potential built form outcomes of the conceptual masterplan based on existing patterns of development from across New Zealand. This study demonstrates that the densitiies and built form proposed is consistent with established city fringe areas in Auckland and other comprehensively planned greenfield developments such as Hobsonville.

1. Glenpanel Masterplan

The conceptual masterplan provides for up to 748 new dwellings, giving a net density of up to **70 dwellings per hectare**.



2. Hobsonville, Auckland

Hobsonville provides an exemplar benchmark for medium to high density greenfield development in New Zealand. Gross density within a comparable area to Glenpanel is equivalent to 33 dwellings per hectare (gross), with a total of 572 dwellings provided.



3. Addison, Auckland

Addison is a well established suburb and one of New Zealand's earliest attempts at comprehensive medium density greenfield development. This example has a gross density of 20 dwellings per hectare.



4. Eden Terrace, Auckland

The Eden Terrace around Normanby Road is an established mixed-use neighbourhood at the fringe of the Auckland City Centre. This area includes 793 dwellings and a gross density of 44 dwellings per hectare in addition to significant amounts office, retail and hospitality floor space.



5. Rolleston, Canterbury

New subdivisions in Rolleston established following the 2011 Canterbury Earthquakes feature increased densities over and above typical suburban development. This neighbourhood in south Rolleston includes 317 dwellings with a gross density of 18 dwellings per hectare.



6. Shotover Country, Queenstown

Shotover Country sits adjacent to the Site. It features a typical suburban gross density of approximately 11 dwellings per hectare (183 dwellings), less than half that proposed for Glenpanel.



Block Plan

The conceptual masterplan is based on a north-south grid structure, utilising a 50m wide block as the basis of development. The width and orientation of the block is adjusted in places to ensure an efficient development pattern and align with the proposed development to the west at Flints Park.

The block structure and dimensions provide a large degree of flexibility to support a range of attached housing typologies in a variety of configurations in response to market demand. The minimum 50m wide block structure within the centre of the Site can support attached dwellings, terraces, walk-up apartments and mid-rise apartments with sufficient space to accommodate generous outdoor open spaces and outlook spaces. The north-south alignment enables the majority of future dwellings to benefit from a northern, eastern or western orientation to support solar access, energy efficiency and on-site amenity.

Block 15 also includes provision for commercial uses and could also accomodate a temporary 'Park n Ride' facility during early stages of development.

A summary of block areas is set out in the table below.

BLOCK	AREA	BLOCK	AREA
B1	1735m2	B14	3380m2
B2	3285m2	B15	3691m2
B3	4140m2	B16	1585m2
B4	6245m2	B17	4435m2
B5	3540m2	B18	3460m2
B6	2115m2	B19	3460m2
B7	1628m2	B20	2342m2
B8	5271m2	B21	1416m2
B9	3065m2	B22	4430m2
B10	2022m2	B23	2750m2
B11	1681m2	B24	1995m2
B12	5436m2		
B13	3380m2	Total Dev	76,487m2



Landscape Strategy

The conceptual masterplan includes a variety of landscaped spaces. Precedent imagery that will inform the refined design of these areas is set out within Section 3 These include:

- General Open Space - These areas apply to the pedestrian accessways located throughout the Site. The accessways vary in width from between 6 to 15m and would seek to include, at a minimum, a 3m wide shared path along with a mixture of low level amenity planting and some specimen trees.
- Neighbourhood Park - A centrally located park space, circa 5000 square metres is proposed. This is intended to provide a flat area to support a range of leisure and recreational activities as well as some play elements integrated with the adjacent swale system.
- Stormwater conveyance, detention and soakage - The majority of open space areas are set aside to support the stormwater strategy which combines a mixture of open conveyance channels, detention basins and conventional piped systems. These spaces are intended to be multi-functional providing opportunities for ecological enhancement as well as movement.
- Ladies Mile Landscape Strip - A 20-25m deep landscaped strip is provided along the Site's frontage with Frankton-Ladies Mile Highway (SH6). This will help support a gateway into Queenstown and provide a physical and aural buffer from the state highway to future urban development. This area will also feature dedicated off-road walking and cycling facilities.

Legend

-  General open space with pedestrian / cyclist movement
-  Neighbourhood park
-  Stormwater conveyance, detention and soakage
-  Ladies Mile Landscape Strip - open space and pedestrian / cyclist movement
-  "Gateway" landscape treatment



Movement Strategy

The key component underpinning the movement strategy of the conceptual masterplan is the adoption of the gridded street network. This helps to maximise the number of direct and convenient connections available to pass through the Site to access existing or proposed destinations (e.g. town centre). Providing direct and convenient connections is a key requirement in supporting the uptake of active modes of travel. The proposed street network is also supported by a number of pedestrian accessways to further break down the block structure by those on foot.

Segregated cycling routes are proposed as part of the east-west connector road and within the landscaped buffer along Frankton-Ladies Mile Highway (SH6).

The conceptual masterplan has future proofed the design to enable buses to service the Site from the outset via a centrally placed bus stop which provides access to the majority of proposed blocks within a 300m walking catchment. There is also the potential to route a future bus route through the Site and the adjacent Flints Park development or rely on the proposed Park n Ride station adjacent to the Site, south of Frankton-Ladies Mile Highway (SH6).

As part of future design work, investigation into the viability of introducing walking trails around the stormwater works within the ONF will be undertaken.

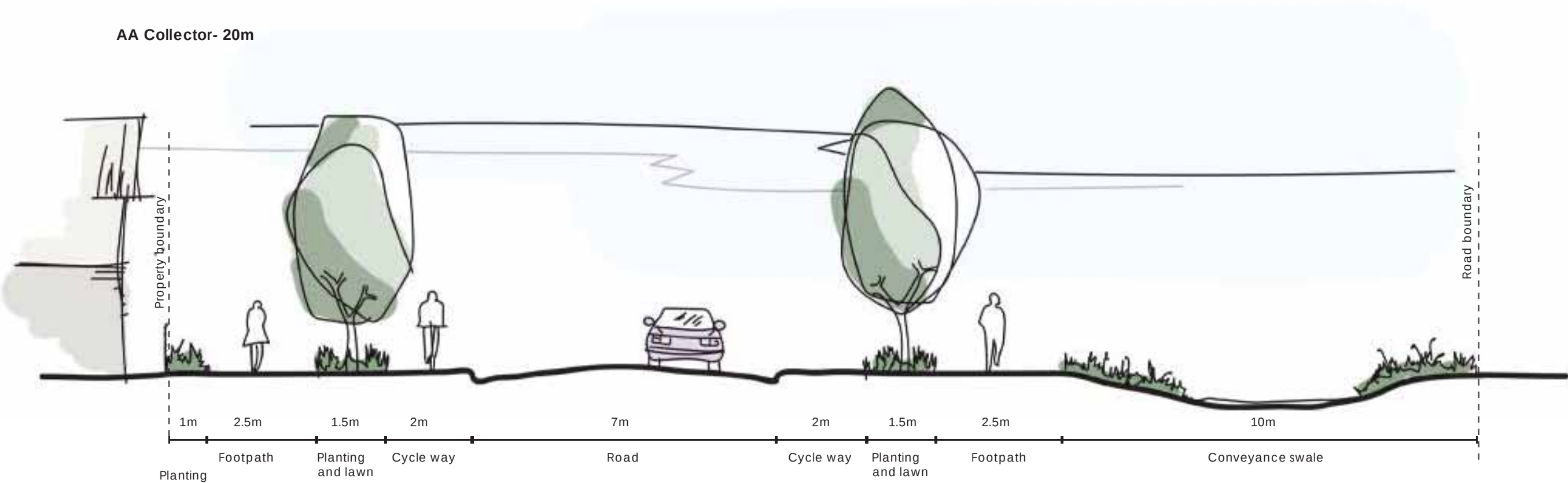
Legend

- Proposed bus route (early development)
- Bus stop
- Potential bus route (early development)
- Frequent bus route (full build-out)
- Shared path
- On-road segregated cycle lanes
- Primary off-road pedestrian routes
- Potential off-road pedestrian routes
- Park n Ride Site (early development)
- Potential SH6 Underpass



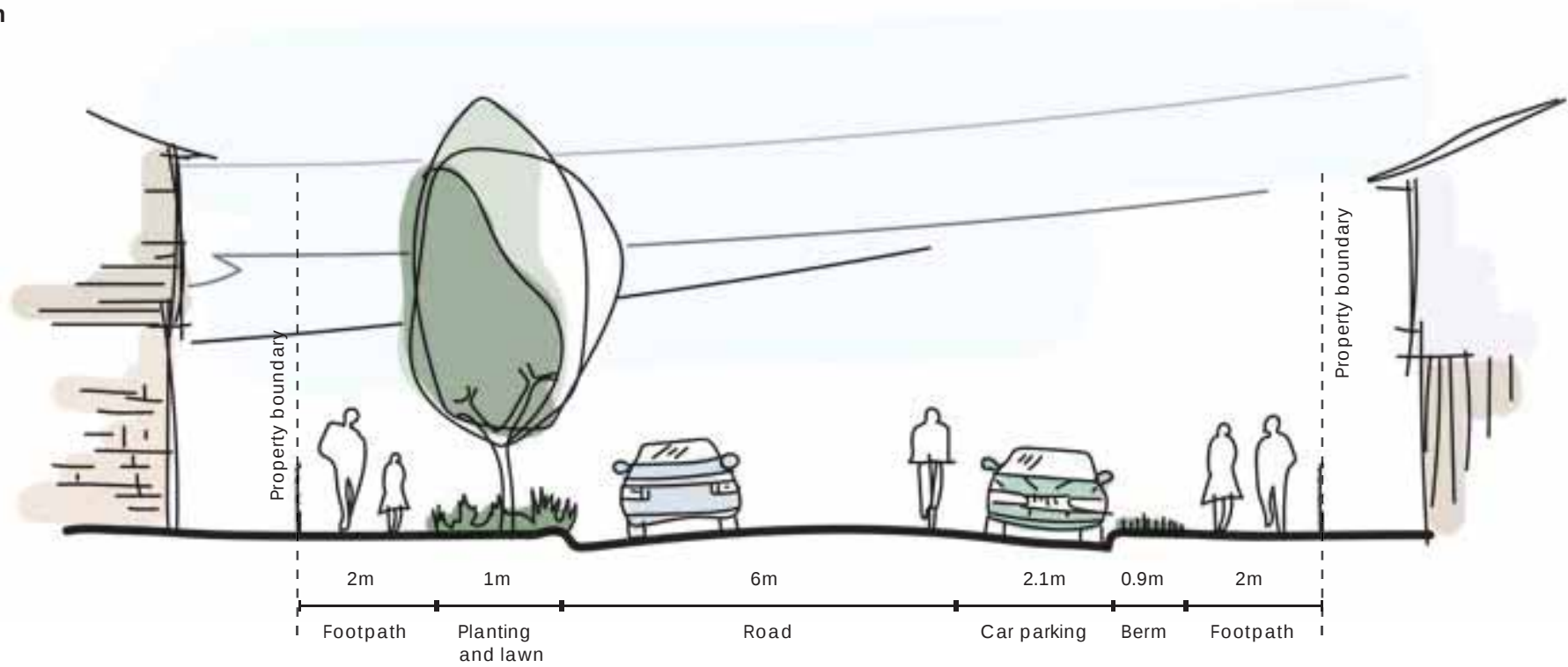
Typical Street Sections

AA Collector- 20m



1:100 at A3

BB Local Road - 15m



1:100 at A3

Indicative Staging

Indicative staging of development is shown on the adjacent plan. This remains subject to more detailed design and coordination with other stakeholders and adjacent landowners. However, indicatively it will include.

- The formation of the access onto State Highway 6 through to the east-west connector road will enable development of the entire site to be undertaken and will occur as part of Stage. This will also enable the site to be developed independently in the event that development of neighbouring sites is delayed.
- Following Stage 1, the working plan is for superlots to be progressively released and developed from south to north
- The staging of wider infrastructure works such as streets and stormwater management areas (including works towards the toe of Slope Hill) will be further refined through detailed design and investigation as part of the next phase of planning as well as alignment with the development of neighbouring sites including Flints Park.



O3:

Precedent Imagery

Typologies

Apartments



Walk-ups



Terraces



Semi-detached/ detached



Open space



General open space including seating, pathway and tree canopy



General open space including informal play opportunities and ecological considerations



General open space including planting treatments and local materials selections for functional requirements such as bollards



Stormwater treatment areas could include informal play, movement opportunities and ecological treatments



General open space, tree retention and informal play opportunities



Neighbourhood park could include seating, lawn area and art



Stormwater treatment areas including native planting and other landscape treatments such as local rocks



Stormwater treatment and planting along streetscape

Street trees and planting



Tree plantings include claret ash



Tree plantings include acer trees



Local native plants including snow tussock



Local native plants including astelia



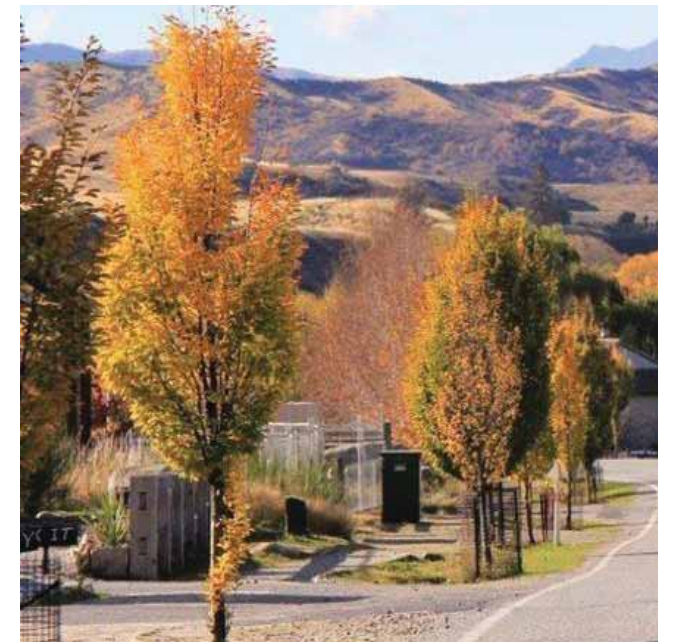
Local native plants including manuka



Tree plantings include ash trees



Local native plants include mountain flax



Tree plantings include hormbeam fastigatas

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Urban & Environmental