

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 Pūtahi 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 Pūtahi 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.



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



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



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.

