

SILVER CREEK, QUEENSTOWN

Urban Design & Landscape Report

Prepared 26th April 2024



1.0 Introduction

This report provides Urban Design review and assessment for the construction of a residential subdivision at Silver Creek, Queenstown to support a Fast-Track application to schedule 2 of the Fast Track Approvals Bill to the Ministry for the Environment.

It provides explanation around the context of the proposal, design features that will lead to beneficial urban design outcomes and assesses against the 'Seven C's' of the New Zealand Urban Design Protocol (MfE 2005). It also provides assessment against the National Policy Statement on Urban Development 2020.

The masterplan (as attached in Appendix A) was prepared by the Author of this report in collaboration with Eliot Sinclair and the project's Architect. Site Landscape Architects are the lead Landscape Architect and Urban Designers for the project, undertaking preparation of the masterplan through to detailed landscape plans for streetscapes, parks and residential areas.

Appended are the following supporting plans prepared by the author:

- Silver Creek Masterplan SK-01
- Silver Creek Staging & Density Plan SK-20

2.0 Site Context

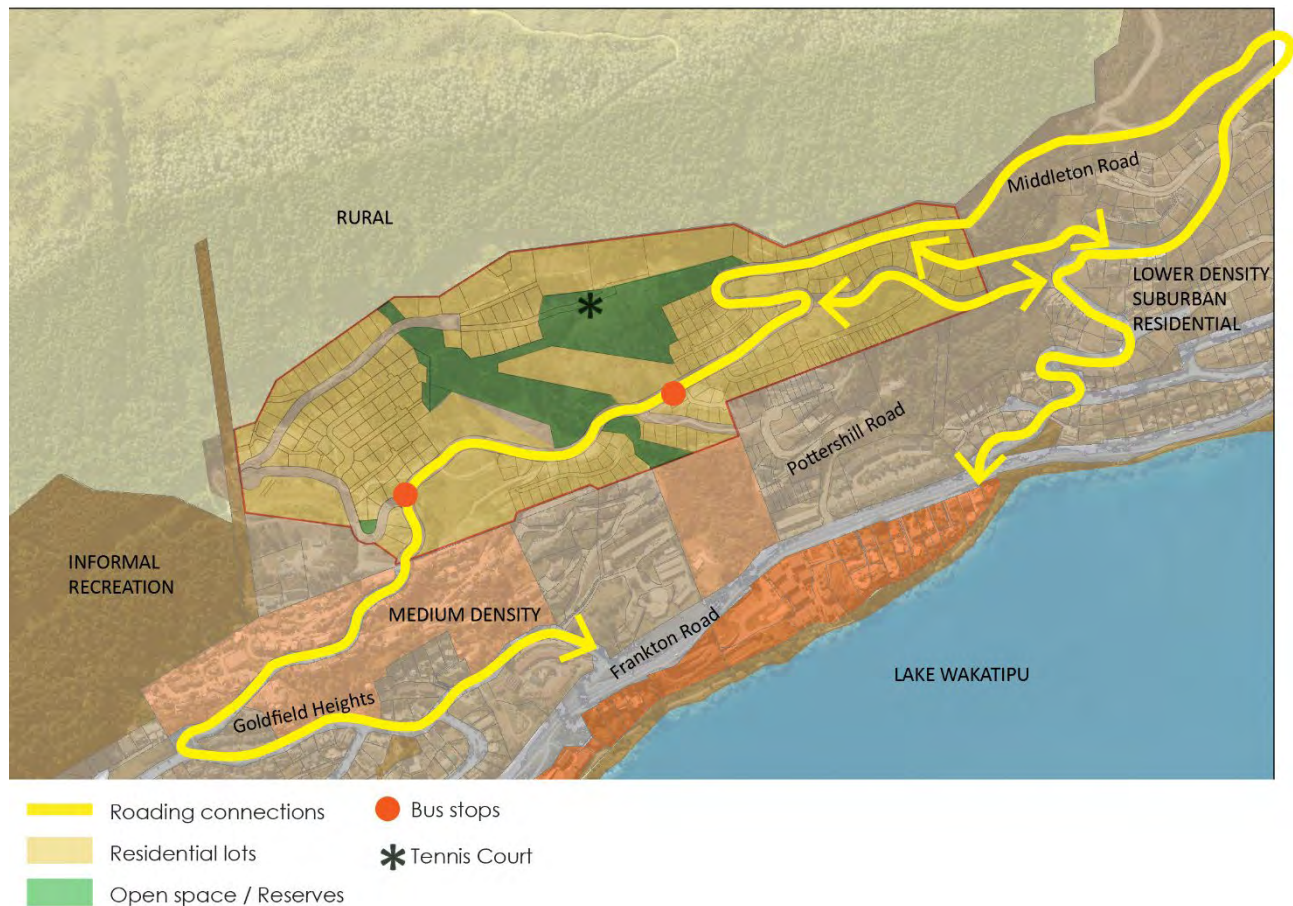
The site, legally described as Lot 2 DP409336, 4 Tree Tops Rise, 33.71Ha in size is located between Goldfield Heights and Middleton Road above Frankton Road, 1.5kms west of Frankton in Queenstown.



Context Plan

The property is zoned Low Density Suburban Residential in the ODP with a Wahi Tupuna Area – Te Tapunui (Queenstown Hill) overlay and is with the Urban Growth Boundary of the PDP (Proposed District Plan).

The existing property is generally undeveloped and is currently cleared of most vegetation. To the east of site is the existing low-density zone accessed by Middleton Road. To the west of site is existing pine forest, zoned Informal Recreation. To the north of site, also existing pine forest is zoned Rural comprising the land leading up to the top of Frankton Hill.



Proposed masterplan overlaid with PDP planning map and proposed road network linkages

3.0 Nearby Amenities / Features

The subdivision is in a strategic location mid-way between Frankton and Queenstown accessed via Frankton Road, a growing arterial route between the two town centres. The Queenstown Region contains a vast array of outdoor recreation pursuits, retail and commercial activities and living opportunities. A continued issue facing the region is a housing shortage for low to medium income workers and families.

Frankton Town Centre located 1.5km to the east contains a growing range of retail and recreation amenities, with Queenstown Airport within a short drive from site. Queenstown Town Centre is 3km to the west with established retail and commercial activities, access to numerous tourism and recreation activities. Remarkables and Coronet Peak ski fields are within 30 minutes' drive or accessed via public transport options from Frankton and Queenstown.

The Frankton walking / biking trial runs alongside the Lake frontage providing off-road access to the wider Basin including direct access to Queenstown, Arrowtown and Gibbston.

4.0 The Site

The property has been largely cleared of wilding forestry pines and is subject to on-going bulk earthworks to form the main spine roads and first stage bulk lots. The south-east facing topography is steeply sloping and undulating with elevated views of the Remarkables, Cecil Peak, Lake Wakatipu and Kelvin Heights.



Viewing south-east from the lower part of site towards the newly formed primary road connection



Viewing east towards Creekside neighbourhood, Silver Creek gully in the foreground

Running centrally to site is a deeply incised gully containing Silver Creek around which will form the central open space reserve to the neighbourhood. A series of smaller minor drainage gullies run through site with some steeper areas of schist rock outcrops on exposed slopes.

5.0 Masterplan

The proposal comprises approximately 250 residential lots, and between 400 – 800 apartment units / terrace house lots, a Lodge and open space facilities including a tennis court and trail network.

The low-density residential lots will range between 300 – 1,000m² in size, with a small number of larger lots between 1,000 – 5,000m² located within the higher slopes. The majority of houses will be constructed on moderate to steeply sloping sites and it is anticipated the dwellings will be terraced into the slopes either built out and up or downslope from the lot access.

The following is examples of the anticipated housing typologies:

Detached Housing:

The majority of site will be detached lots and housing ranging from 300 – 1,000m² in size. These lots will be subject to standard residential setbacks with more spacious gardens around the buildings. It is anticipated many properties will be steeply terraced with smaller lawns and planted slopes.

On-street parking will be kept to a minimum. A covenant will be included to all detached housing properties requiring on-site parking to be provided with each lot. Where garages face the road, a minimum setback of 5m will be required for driveway parking. Where garages are perpendicular to the street frontage, the garage can be within the 2m setback. This will ensure garaging does not dominate the street frontage, and to provide for guest parking within the private lots.



2m and 5m setbacks allowing on-site guest parking within the driveways



Example of proposed housing on 400-600m² lots adjacent to Silver Creek. In this example, vehicle access is at the rear on the top level with the living floors terraced downslope. (Render supplied by the project architect)

Terrace Housing:

Located at the south-western end of site is proposed a worker accommodation village which will include terrace house type units and on-site laneway parking. This will provide a range of affordable housing for smaller families and seasonal workers.



Example of terrace housing type development

Apartments:

In two locations surrounding the central Silver Creek Reserve and towards the south-eastern end of site will be 300 – 600 unit / apartments of 150 – 300m² lot size. The buildings will range in height from 2-4 stories with a combination of shared underground parking or lane access for terrace type housing. The apartments surrounding the Silver Creek Reserve will contain shared private open space surrounding the buildings with pathways directly access the adjoining public open space reserves and wider trail network.



Queenstown Scenic apartments with shared centralized underground parking

Lodge:

A Lodge building is located towards the western end of site which will include a restaurant and other commercial activities. A series of terrace house units will be associated with the Lodge for Visitor accommodation use.



Render of proposed Lodge with serviced apartments – image supplied by the project architect

Roading and Trail Network:

Connections with the wider road network will be formed with a primary east-west roading corridor running through site, connecting at the western end to Goldfield Heights, and the eastern end via a new roading connection to Middleton Road. This primary road will comprise a wide carriageway and footpaths and will cater for buses with two bus stops centrally to site providing a public transport link to Frankton Road (subject to QLDC altering or adopting a bus route through the Queenstown Hill area).

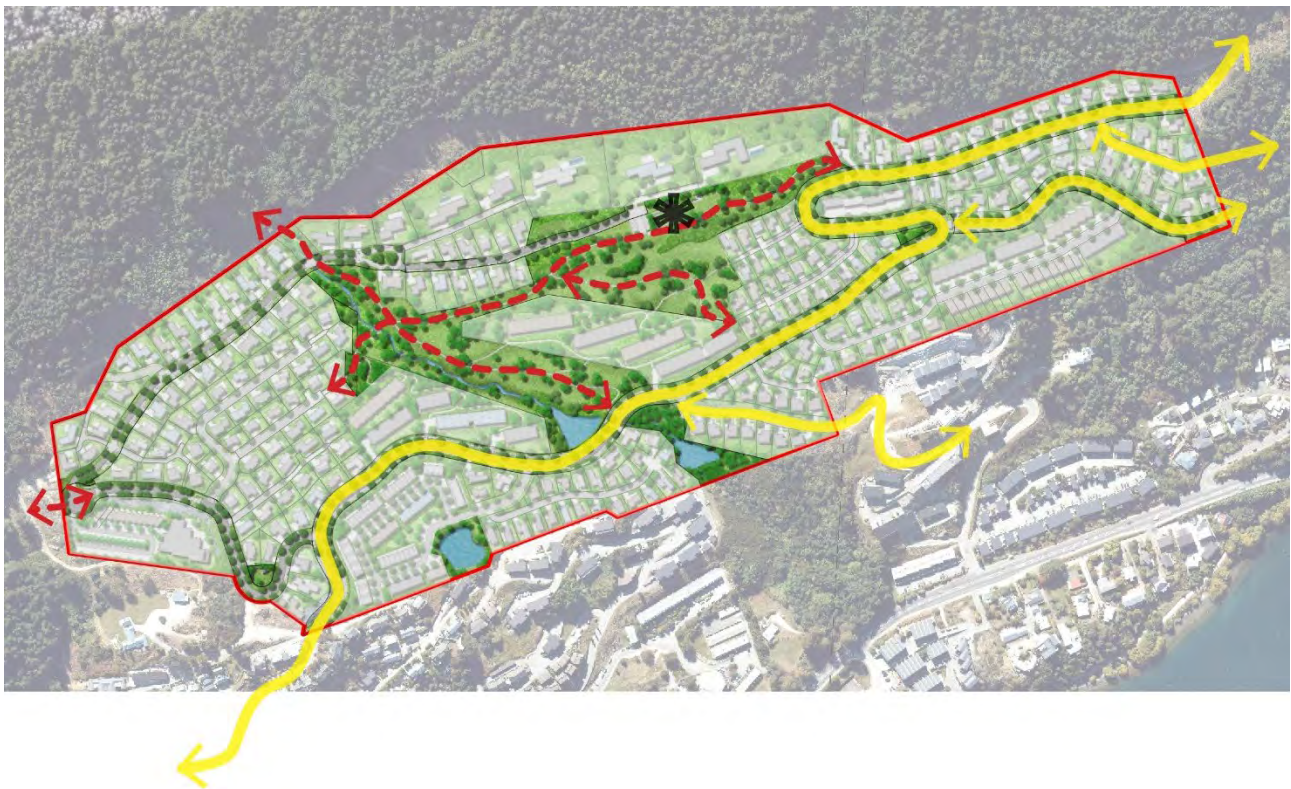
Secondary road connections will be formed to the south and east of site via Potters Hill Road connection, and two road connections that will eventually link up to Middleton Road.

The design profile of roading will be based largely around efficiencies on the steeply sloping ground. Where space permits, a verge will be provided with tree planting alongside the road. In steeper locations, footpaths will be adjacent to the carriageway to minimise earthworks and cut to fill slopes either side of the road.

Smaller lanes will be designed as shared space driveways where accessing smaller number of houses or cul de sacs.

A network of trails will be formed through the central Silver Creek reserve, connecting the main spine road with apartments and to the western neighbourhood. A potential western connection may be formed in the future to the Open Space Reserve to the west of site through negotiations with Parks Department.

Where possible trails will connect to cul de sac ends to provide a public link through to open space reserves.



Masterplan showing road connections in yellow with trail connections red dashed.

Public Open Space:

A reserve network located centrally to the development will be located around Silver Creek and land to the east, including native gully planting, amenity planting, trails and seating areas. The eastern reserve will contain a public tennis court on a flat terrace and a small flat area for passive recreation. The open space will be well connected with the wider residential areas via a series of tracks linking with road ends and the main spine road. The design of these trails will depend on the final grade / slope to enable safe and accessible access throughout.

Potential designs will see seating areas terraced into the slope integrated into tree / native planting to make the most of the sloping topography and scenic views.

A smaller pocket park will be formed on the lower western end of site providing a small seating area and play area with views to the south-east. A smaller reserve will be formed central to the work accommodation village, potentially around a stormwater reserve pond at the lower end of site.





Examples of terraced seating areas within a steeply sloping parkland environment (sourced from internet)

Street Design and Landscape Treatment:

The streets will be designed as green and spacious roading corridors. Design will largely be dictated by engineering constraints on the steeply sloping ground. Design considerations will include:

- A consistent spacing of street trees to maintain a 'boulevard' effect;
- Grass verges as required by council;
- On the primary road connections, footpaths will be continuous and where possible surfacing will continue across the roading material (for example as a paved or concrete strip threshold) to maintain a pedestrian focus;
- Speed reduction interventions will be included in strategic locations to increase pedestrian safety;
- Smaller laneway streets will be designed as shared space streets;
- On-street parking will be kept to a minimum due to spatial demands of the steep slopes. Guest parking will be largely provided within private lots by way of covenant.

6.0 Urban Design Assessment

6.1 The Seven Cs' of the NZ UD Protocol

The following provides commentary against the 'Seven C's' of the New Zealand Urban Design Protocol (MfE 2005):

Context: *Seeing buildings, places and spaces as part of whole towns and cities.*

- The proposal is designed as a well-connected extension to the low-density residential street network of the surrounding suburbs. The lot density is consistent with surrounding neighbourhoods which have a similar zoning. The new neighbourhood once established, with integrated transport connections will form a seamless extension to the surrounding residential areas.
- Building typologies will provide for a range of housing consistent with the surrounding Goldfield Heights area.
- Proposed pedestrian connections will ensure that the new neighbourhood is linked with the established surrounding neighbourhood to encourage walking / cycling along direct routes.

Character: *Reflecting and enhancing distinctive character, heritage and identity of urban environments*

- Goldfield Heights has a suburban resort town character, with detached and terraces homes built onto the steep south facing slopes of Queenstown Hill. Housing is designed around promoting scenic views of the Remarkables, Cecil Peak and Lake Wakatipu.
- The proposal will promote a continuation of this established character.

Choice: *Ensuring diversity and choice for people*

- The masterplan provides a range of lot sizes between 150 – 1,500m². The lots are arranged with a variety of orientation, street frontage and aspect depending on topography and location within the neighbourhood.
- The following building typologies will be promoted by lot design:
 - 3-4 storey apartments (Unit titles);
 - Terrace housing (Unit titles including small area of land);
 - Smaller lot detached housing (350 – 450m² lots);
 - Medium lot detached housing (450 – 1,000m² lots);
 - Large lot premium residential sites (1,000-1,500m² lots).
- A range of transport options will be available for residents, including car, bus and walking / cycling. In addition, once a future trail link is established through to Queenstown via the Informal Recreation reserve to the west, a range of walking options will be available for residents to access Queenstown.

Connections: *Enhancing how different networks link together for people*

- The street network is designed with continuous streets that link to the wider road network. Due to topography constraints, some streets will require to be cul de sacs running along the contours. Where possible these road ends will contain pedestrian links to the surrounding reserve.
- A future bike and walking track is proposed to the western end of the neighbourhood, linking with the informal recreation reserve to the west. Council is planning this track to potentially link with Queenstown along the contour providing an off-road transport option to the commercial centre.

Creativity: *Encouraging innovative and imaginative solutions.*

- The masterplan includes a range of living environments to provide a diverse neighbourhood context and identity while closely aligning with the streets within the older suburbs of Goldfield Heights.

- Building designs will be required to encourage creative architectural solutions to build into the terraced slopes. Early building concepts have been developed as below:



Building terraced downslope of street parking



Building terraced upslope of street parking with garage on ground level

Custodianship: Ensuring design is environmentally sustainable, safe and healthy.

- The neighbourhood will be green, spacious and an attractive environment for its residents to walk, cycle and move around safely. The provision of footpaths and through links will encourage walking over vehicle use and the new neighbourhood will be close enough to Frankton and Queenstown to encourage walking / cycling.
- Built around a central open space reserve, higher density buildings will interface and make use of the surrounding private open space with the public reserve. In addition to passive surveillance, this provides benefits to people living in higher density environment, including:
 - Stress relief: Open spaces and greenery next to buildings can help people relax and connect with nature.
 - Healthy lifestyle: Having extra space to move around outside can motivate people to exercise.
 - Fresh air: Open spaces allow fresh air to circulate, purifying the air and surroundings.

Collaboration: Communicating and sharing knowledge across sectors, professions, and communities.

The masterplan has been led by Landscape Architect in collaboration with engineers and the project architect to achieve a common goal of creating a well-designed, attractive, sustainable and healthy neighbourhood.

6.2 National Policy Statement on Urban Development 2020 (NPS: UD)

Objective 1 – Well Functioning Urban Environment:

New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

Policy 1:

Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

- a) *have or enable a variety of homes that:*
 - (i) *meet the needs, in terms of type, price, and location, of different households; and*

- (ii) enable Māori to express their cultural traditions and norms; and
- b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- e) support reductions in greenhouse gas emissions; and
- f) are resilient to the likely current and future effects of climate change.

Silver Creek is considered to achieve Objective 1 and Policy 1 of the NPS: UD providing approximately 640 - 1040 dwellings / units on a variety of lot sizes. The intention is for the development to provide housing to a wide range of family types and social economic groups where they have access to jobs, schools, community services and open spaces. The development is well-connected internally and externally with the State Highway running along the base of the development. The development also ties into cycle tracks which then provides further connection to Frankton, Queenstown and the wider district.

The mix of housing typologies will enable a wide range of housing choice. The current design proposes 238 detached housing typologies with a variety of lot sizes, and between 400 – 800 apartment unit / terrace housing typologies including 1 – 200 terrace units, 1 – 200 apartment units and between 2 – 400 managed apartments. The position of the apartments and terraces have been strategically located throughout the masterplan where future residents will directly benefit from the amenity provided by the adjacent open space and landscaping.

7.0 Conclusion

The proposal is for a new neighbourhood as a logical extension to the low-density suburbs at Goldfield Heights, Queenstown. The masterplan provides a range of lot sizes and resulting building typographies built around a centralized open space network. With vehicle and pedestrian linkages to the surrounding existing neighbourhoods, the proposal will enable a resilient network and provide transportation choices for future residents to carry out healthy and active lifestyles.

In sustainable neighbourhoods, streets are considered equally as pedestrian spaces rather than solely for the purpose of transportation. This encourages walking and cycling and perception of the street as a space to spend time and play in. The landscape framework will provide ecology and biodiversity enhancements along the creek / open space corridor and form a green context to balance the surrounding built environment.

For a successful outcome, the proposal will ideally be continued as a multi-disciplinary collaborative process between architect, engineer, and landscape architect to ensure a balanced and sustainable residential environment. As it stands, the masterplan is designed as a well-connected diverse neighbourhood that will be consistent with the intentions of the Low-density Suburban Residential Zone of the QLDC PDP.



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8.0 Appendix A – Master Plan



