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GIBBSTON VILLAGE URBAN DESIGN ASSESSMENT

QUEENSTOWN LAKES DISTRICT

GIBBSTON VALLEY STATION

Urban Design Assessment

Project No. 2024_020 / E



Gibbston Village Fast Track Project Application

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1. INTRODUCTION AND PROPOSAL

DCM Urban Design Limited has been commissioned by Gibbston Valley Station to undertake an Urban Design Assessment for the proposed Gibbston Village development which is situated within the Gibbston Valley. The Site is located within the Gibbston Valley Resort Zone, under the Queenstown Lakes District Council (QLDC) Proposed District Plan (PDP). The proposal is situated conveniently on the outskirts of Queenstown and is approximately 9km from Lake Hayes/ Ladies Mile Development, 9km from Arrowtown, 20km from Frankton, 25km from central Queenstown, and 35km from Cromwell. The development will be framed by the Kawarau River while the valleys frame the southern boundary. State Highway 6 (SH6) runs across the site for approximately 2.5km.

The site is subjected to the Gibbston Valley Resort Zone Structure Plan under the QLDC Proposed District Plan. This assessment is outlined as follows:

1. Executive Summary
2. Context, including anticipated District Plan Baseline
3. NPS: UD - Well-functioning Urban Environment
4. Vintner's Village
5. Education
6. Housing Choice and Built Form
7. Movement, Connectivity and Walkability
8. Green and Open Space Network
9. Urban Design Principles

2. EXECUTIVE SUMMARY

The following is an Urban design assessment for a comprehensive urban development in Gibbston, Queenstown. The development provides for up to 900 residential homes via a mix of residential housing topologies and includes a small commercial village, a school, new roads, trails and an open space network.

The design utilises the underlying zoned and consented development of the Gibbston Valley Resort Zone in the QLDC Proposed District Plan to create a development with a diverse range of housing options for people of all demographics, including affordable housing. As set out in 45.1.1 of the PDP, the Structure Plan for the Zone ensures that development is carried out in an integrated and planned manner, and that buildings and activities occur where the landscape can absorb change. Consolidating development in a location that can absorb change is the underlying landscape philosophy for the Project whereby development is concentrated in locations that are already zoned, and in some locations consented, for large scale development.

The proposal establishes a Well-Functioning Urban Environment and is consistent with the National Policy Statement for Urban Development. The proposal includes a small commercial centre and school, which will assist in minimising private vehicle movements and allow residents to life in a sustainable manner. The proposal includes a high level of housing choice and variation in lot sizes with good accessibility. The type, price and location of houses combined with the high level of amenity and access to open space will ensure that future residents enjoy a high-level of residential amenity.

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Gibbston Village consists of seven neighbourhoods, which correlate to the activity areas within the structure plan. For ease of comparison, the table below outlines the general neighbourhood groupings respective to the structure plan:

Gibbston Village 'Neighbourhoods'	Activity Areas
The Vines	AA2
The Orchard	Open Space and Recreation
Gibbston Commons	AA3, AA6, AA7, AA8 and Open Space and Recreation
Vintner's Village	AA4 and Open Space and Recreation

Commercial / Vintners Village

The proposed Vintner's Village generally correlates with AA4, an existing commercial zoning, and consists of a 2.4ha lot with up to 8,000m² of small scale commercial and convenience retail, office and community space with a maximum building height of 8m. The Vintner's Village is to be designed to be a key component of the wider Gibbston village providing for day-to-day amenities for future residents as well as to the wider community. The development will not only contribute to the provision of sufficient housing and business development capacity for Queenstown but also provide wider connections within the region. Integrating vineyards throughout the development will add charm and bring economic benefits through tourism and local wine production. The following list is Indicative of what could be developed in Vintners Village. Like all aspects of the Village, design principles are outlined in the Master Plan and any future building is subject to consent notice conditions.

ACTIVITY / AMENITY	GFA (m ²)	LOT SIZE (m ²)
Grocery/ market	1,500	5,000
Childcare	500	1,500
Service Station	500	2,500
Community Centre	500	1,000
Restaurants	350	1,000
Food Outlets	350	1,000
Hairdresser / Barber / Beauty	150	300
Garden Centre	500	1,500
Art Gallery / Artist Residence	200	300
Office Space	500	1,500

Commercial Recreation Outlet	200	600
Cellar Door - Wine / Viticulture / Horticulture / Brewery related activity	1,950	5,000
Boutique Retail (10x shops)	800	2,800

Education

The Wakapitu Basin is experiencing high levels of student growth which is recognised in the Ministry of Education's 'NZ Education growth Plan to 2030: Wakatipu Basin: Blueprint for Growth' published in 2019. Immediately adjacent to the Vintners Village, the proposed school site will minimise car travel for local residents who would otherwise rely on buses or private vehicles. Built over a 3-hectare site, the school caters to the needs for 350 students or up to 1000 families within the Gibbston Valley catchment area, promoting sustainable and accessible education. The Master Plan outlines several 'Design Principles' to ensure any future school design integrates with the natural landscape of the Gibbston Valley. We understand that until a school is developed in the Village, this land will be set aside as open space for recreation and enjoyment.

Housing

The Village provides a high level of housing choice, lot size and locations. With 900 dwellings, being a mix of typologies on varying lot sizes, the proposal is focused on providing a high level of housing choice as well as a substantial retained affordable housing component. GVS has reached agreement with the Community Housing Trust to provide for 5% of residential allotments as retained affordable housing. Indicative housing typologies have been prepared by Barry Condon Architects to ensure that the proposed level of housing intensity can be achieved while still also providing a high level of residential amenity. The following table is a summary of how the house typologies will be distributed across Gibbston Village:

NEIGHBOURHOOD	DWELLINGS	BEDROOMS	STANDALONE	DUPLEX	TERRACE
THE VINES	175	480	74	56	55
THE ORCHARD	75	225	55	20	0
GIBBSTON COMMONS	650	1,757	207	250	183
TOTAL	900	2462	336	326	238

The design of the development focuses on integrating with the surrounding domesticated pastoral landscape of Gibbston Valley, aiming to preserve and enhance character and values. The architectural style of the development will be tailored to reflect the distinct character and identity of Gibbston Village. Design Guides are outlined in the attached Master Plan document and any future development will be subject to Consent Notice Conditions, as well as QLDC Building Consent approvals.



Walkability and connectivity are key principles of the Gibbston Village with a hierarchy of street types and connections provided throughout the neighbourhoods. The aim of the movement network is to provide a range of modal options for residents, to reduce car-dependency for short local trips while recognising private vehicle use is necessary for longer trips. The Village encourages connectivity using shared pedestrian and cycle network throughout and linking the neighbourhoods to each other as well as the school, Vintner's Village and the existing Gibbston Trail. The design intentionally does not provide multiple vehicle access points to SH6 to promote a greater range of active modal options for residents, to reduce car-dependency for short local trips, but while recognising private vehicle use is necessary for longer trips. Residents will have access to a range of amenities and activities, including the Gibbston Walking Trail, to promote an active and healthy lifestyle.

Overall, Gibbston Village will provide a mix of house and lot sizes in a location which is well served by existing and future amenities, with the following high-level design outcomes sought:

- Provide a diversity of house size and lot size to provide choice
- Provide services and amenities which will cater for the needs of future residents to minimize private car travel
- Retain and protect heritage and cultural elements
- Create a street hierarchy providing different modal allocation and a high level of legibility
- Create a well-connected network which combines with the green / blue network and existing facilities connecting to key destinations (school, childcare, village) and creating a high level of connectivity, amenity and active travel options
- Prioritise walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes
- Avoid direct access onto SH6 for individual lots
- Create streets with a high level of amenity
- Provide a quantity of greenspace and facilities appropriate for the future population
- Celebrate Gibbston Village's unique location and work with the landscape to create a sense of place
- Provide sufficient space near waterways areas to enable habitat protection as well as providing access for future residents
- Ensure stormwater is kept separate from natural waterways prior to treatment
- Encourage the use of low impact design techniques including grass swales and detention basins
- Ensure a development setback from the SH6 is maintained as per the Master Plan
- Provide for areas of indigenous revegetation surrounding the development as well as significant orchard and amenity planting within civic spaces

Overall, Gibbston Village is consistent with the Objectives and Policies of the National Policy Statement on Urban Development and will result in a Well-functioning Urban Environment with a high level of housing choice and accessibility. This assessment should be read alongside the Master Plan document prepared for Gibbston Village.



3. SITE CONTEXT

The purpose of the existing Gibbston Valley Resort Zone is:

'The purpose of the Gibbston Valley Resort Zone is to provide for the development of a resort principally for visitor accommodation with an overall focus on onsite visitor activities based on the rural resources of the Gibbston Valley, winery tourism, and appreciation of the landscape. One exception to the Zone's focus on visitor activities is the Vintners Village which provides small scale commercial and business activities for local convenience for the guests and residents of the resort, and also the wider community.'

The Gibbston Valley Resort Zone and its activity areas are shown in the Master Plan document. A full description of the landscape qualities and existing built form is outlined in the Landscape and Visual Impact Assessment. The descriptions below outline the built form anticipated in the District Plan.

The Vines (AA2) and the Orchard sit for the most part below the state highway corridor and are separated from the road by a large, grassed mound planted with specimen olive trees installed as part of the Reserves (AA5) subdivision development. The mound has a gentle slope on the roadside face rising to approximately 4m at its highest point. Behind the mound is Toms Creek Road, an internal access road providing a link between The Vines and the Reserve. It is understood that the mound was installed to provide screening of Toms Creek Road and to also avoid potential for headlight glare from vehicles on Toms Creek Road onto SH6. The access road crosses Tom's Creek close to the state highway in a small gully below the highway. There is an existing weathered galvanised corrugated iron shed located to the west of The Orchard development area which is visible from the state highway and contributes to the rural character of the area.

Where the buildings are proposed, vegetation cover is a mix of pasture grass. The bike and walking trail run around the edge of the site before the land drops away down the Kawarau River embankment, which is covered in a mix of native and exotic scrubland species, with signs of localised slips visible.

Gibbston Commons (Activity Areas 3-8 (excluding AA5)) are also proposed for additional residential development under this project, these areas are located on the adjoining foothills of Crown Hill (+789masl) and Mount Edward (+1,334masl). The landform for these areas are gentle slopes that descend towards the levelled ground surface modifications of SH6. The existing vegetation is a mixture of exotic pastureland with macrocarpa, pine or cypress trees forming a shelter belt. Vegetation is denser with more salix species around waterways and property boundaries. All of these Activity Areas are anticipated to be developed with the following breakdown from the QLDC Proposed District Plan:

- Paddock to Plate Area (AA2) – to provide a development node to further build upon the existing Gibbston Valley Winery, viticulture and horticulture activities through the establishment of activities such as a wine education facility, visitor accommodation and commercial activity with productive landscaping alongside SH6. Resource Consent has been obtained for a 96-unit residential development.
- Gibbston Valley Living Area (AA3) – to provide for limited rural living opportunities, and visitor accommodation in a low density, rural living setting. A maximum building height of 5.5m.
- Vintners Village (AA4) – to provide for a range of small scale commercial and convenience retail activities not only for the guests and residents of the resort, but also the wider community with a GFA up to 2,500m² and a maximum building height of 5.5m.
- Glenlee Area (AA6) – to provide for visitor accommodation in a rural living setting with limited rural living opportunities. A maximum building height of 7.0m.
- Community Area (AA7) – to provide for concerts and other entertainment and temporary activities. A maximum building height of 5.5m.



- The Basin Area (AA8) – to provide a node of medium density residential activity principally for workers accommodation and activities to support the ongoing maintenance and operation of the resort. A maximum building height of 7m.

In terms of infrastructure, Gibbston Village is accessible and well-connected. Both water and wastewater treatment facilities have been consented with sufficient capacity for the proposed Village development (refer to Engineer's Report). The Gibbston Valley Structure plan highlights access points onto the state highway as well as the provision of 2 underpasses, Underpass 1 linking the Resort with AA2 and the Orchard and Underpass 2 linking AA5 and the Rockery with AA3, AA4, AA6, AA7 and AA8. A new intersection will be created, and is allowed for in the Structure Plan, opposite AA4, with the existing Resta Road access closed.

4. WELL-FUNCTIONING URBAN ENVIRONMENT

The National Policy Statement on Urban Design (May 2022) requires developments to be designed in a manner which create Well-functioning Urban Environments. These are defined in policy 1 as set out below

Objective 1: *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.*

My assessment of the key elements of policy 1 NPS: UD are set out below

- a. *have or enable a variety of homes that:*
 - iii. *meet the needs, in terms of type, price, and location, of different households; and*
 - iv. *enable Māori to express their cultural traditions and norms; and*



Gibbston Village is considered to achieve Objective 1 and Policy 1 of the NPS: UD providing approximately 900 dwellings, being a mix of standalone, duplex and terrace house typologies on a variety of lot sizes. The intention is for the Village 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. This is further supported by the 5% retained affordable housing component, to be developed through the Community Housing Trust. The mix of standalone, duplexes and terraces will enable a wide range of housing choice. The current design proposes 336 standalone dwellings being a mix of one and two storey dwellings and a mix of 2- or 3-bedroom designs. 326 duplex dwellings are proposed along with 238 terraces.

The master-planning for the Village has ensured to retain the Wahi Tupuna overlay as free from built form, as well as recognising and celebrating local cultural heritage of Gibbston through the design principles.

- b. have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*

The Village provides for a range of indicative small scale commercial and community offerings to support the Village as a self-sustaining community. The inclusion of a school site for future possible development and the creation of the Vintner's Village allows for residents to attend to most of their day-to-day activities locally without the needing to drive

- 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*

The Village as a whole is well-connected internally and externally with State Highway 6 running along the spine of the development. The development also ties into the Gibbston River Trail which then provides an off-road track through to Arrowtown, Frankton and Queenstown. New trails are proposed internally within the Village to promote a high degree of active transport integration for residents. As the Village development is implemented it is anticipated that public transport options and connectivity will also be developed as those become more viable. The position of the duplexes and terraces have been scattered throughout the design, but all located where they benefit from the amenity provided by the adjacent open space and landscape.

- d. support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*

The increase significant housing supply at a regional scale within an area that is currently zoned for extensive large scale resort development will assist in competitive operation of land and development markets.

- e. support reductions in greenhouse gas emissions; and*
- f. are resilient to the likely current and future effects of climate change.*

The inclusion of Vintners Village and a potential school site are important elements of the design to support the reduction of greenhouse emissions. The intention is to create a network of on- and off-road pedestrian/cycle facilities, in many cases utilising existing trails, that will allow residents to move through Gibbston Village easily without using a motor vehicle. The indicative road layout and density has been designed specifically to ensure that residents can move easily through neighbourhoods with direct and efficient routes available.

Providing a mix of housing typologies will allow future residents to stay within the Village for longer as they age with the ability to either down or up-size as their needs and 'family-unit' changes size. This allows extended families to live closer together, reducing the need to drive to see each other.



Children will be able to attend the school without needing to travel into either Arrowtown, Frankton or Ladies Mile. Holistically, the Village's design allows residents to meet their day-to-day needs without leaving Gibbston.

In terms of climate change, the new housing stock will be designed to ensure high levels of efficiency, both for heating and cooling. The housing mix includes terrace and duplex typologies which require less walls overall and are a very efficient method to create additional housing without taking up large areas of land. Infrastructure for water and wastewater is all contained within the development and is not reliant on a centralised system further away. As outlined above the Village will have the ability to be largely self-sustaining.

5. ACTIVITY AREA - NEIGHBOURHOODS

Gibbston Village consists of The Vines, the Orchard, Gibbston Commons and the Vintners Village. The neighbourhoods are located on both the north and southern sides of State Highway 6 and complement the existing buildings at Gibbston Valley Winery. The intention has been to scatter 'density' throughout the wider Village with the intention of providing as much housing choice as possible for future residents while also acknowledging the landscape in which the development sits. The Village will consist of approximately 900 dwellings, all within an 800m radius of the proposed Vintners Village and will be connected through a series of walkways and a new street network with a focus on active transportation modes.

The Vines and The Orchard are located on the northern side of the State Highway and are accessed by an existing access off SH6 opposite Gibbston Valley Winery. As per the Structure Plan, an Underpass (Underpass 1) is proposed which will provide access for residents to the Winery as well as further to the east to access Vintner's Village and the school as well as other residential areas without having to drive out onto the state highway. The table below outlines the breakdown of these two neighbourhoods:

NEIGHBOURHOOD	DWELLINGS	BEDROOMS	STANDALONE	DUPLEX	TERRACE
The Vines	175	480	74	56	45
The Orchard	75	225	55	20	0
TOTAL	250	705	129	76	45

Gibbston Commons as well as Vintner's Village and the new school are located on the southern side of State Highway 6 just to the west of the existing intersection with Resta Road. As per the Structure Plan, an Underpass (Underpass 2) is proposed which will provide access for residents to the southern side of state highway and to link up with the Gibbston River Trail. A new intersection is proposed on the state highway opposite the Vintner's Village providing access into this part of the development, noting that the existing Resta Road intersection will be closed. Traffic into/out of Resta Road will be diverted through Gibbston Commons. The table below outlines the breakdown of these two neighbourhoods:

NEIGHBOURHOOD	DWELLINGS	BEDROOMS	STANDALONE	DUPLEX	TERRACE
Gibbston Commons	650	1,757	207	250	183
TOTAL	650	1,757	207	250	183



6. HOUSING CHOICE AND BUILT FORM

Gibbston Village proposes a broad range of housing options with the intention of creating houses which appeal to a wide range of the community. Anticipated housing types include standalone, duplexes and terrace houses. These dwellings will be designed to a high standard that aligns with the intended character of Gibbston Village while also considering the surrounding area's form, materials, colour schemes, setbacks, and landscaping. A series of house typologies have been designed by Barry Condon Architecture for these dwellings which are a mix of two- and three-bedroom units. Each unit typically has a garage, outdoor living space and its own private access. A design guideline has been prepared recommending what materials to be used to ensure that the buildings integrate and are absorbed into the landscape while providing a significant amount of housing.

The design guidelines also outline the typical lot size, setbacks, placement of outdoor living areas and the provision of on-site parking. The stand-alone units are to be located on lots no smaller than 300 square metres typically being 25 metres deep and ranging in width from 12 to 15 metres wide. The duplex units are typically on lots 9m wide and 20m deep while the terrace house lots are typically 5-7m wide and range in depth from 25-35m depending on their location. The Design Principles are outlined in detail in the Design Guidance section of the Master Plan.

7. VINTNER'S VILLAGE

The Vintner's Village is a proposed 2.4ha lot with up to 8,000m² of small scale commercial and convenience retail, office and community space with a maximum building height of 8m. The village is to be designed to be a key component of the village providing for day-to-day amenities for future residents as well as to the wider community. The Village is setback 40m from SH6 and is visually separated from the state highway by a proposed orchard. A new intersection is to be formed at the eastern end of the village providing direct access off the state highway while a pedestrian/cycle/service vehicle underpass is proposed 'mid-lot' linking the village through to the southern side of the state highway. Any building, including any structure larger than 5m², that is new, relocated, altered, reclad or repainted, including containers intended to, or that remain on site for more than six months, and the alteration to any lawfully established building are subject to the following:

- a. All roofs shall have a reflectance value not greater than 30%. *
- b. All other surface** finishes except for schist, must have a light reflectance value of not greater than 40%, with the exception of Spanish Quarter White which has a light reflectance value of 84%.

* Excludes soffits, windows and skylights.

** Includes cladding and built landscaping that cannot be measured by way of light reflectance value but is deemed by the Council to be suitably recessive and have the effect as achieving a light reflectance value of 30%.

Any design will be subject to consent notice conditions and will be consistent with the design principles of the QLDC Business Mixed-Use Design Guide. The following list is an Indicative List of possible future tenants/activities that could form part of the Village's composition:



ACTIVITY / AMENITY	GFA (m ²)	LOT SIZE (m ²)
Grocery/ market	1,500	5,000
Childcare	500	1,500
Service Station	500	2,500
Community Centre	500	1,000
Restaurants	350	1,000
Food Outlets	350	1,000
Hairdresser / Barber / Beauty	150	300
Garden Centre	500	1,500
Art Gallery / Artist Residence	200	300
Office Space	500	1,500
Commercial Recreation Outlet	200	600
Cellar Door - Wine / Viticulture / Horticulture / Brewery related activity	1,950	5,000
Boutique Retail (10x shops)	800	2,800

A series of Design Principles are proposed for the Vintner's Village to ensure its future development is undertaken in a manner which is sympathetic to the landscape values of Gibbston. These are outlined in the Design Guidance section of the Gibbston Village Master Plan.

8. EDUCATION / COMMUNITY SITE

The Wakapitu Basin is experiencing high levels of student growth which is recognised in the Ministry of Education's 'NZ Education growth Plan to 2030: Wakatipu Basin: Blueprint for Growth' published in 2019. At present primary school aged students in Gibbston either travel in Arrowtown, Shotover County or Frankton for schooling. All of these areas are experiencing high levels of population growth, noting that the Queenstown Lakes District Council has been successful in securing over \$52 million in MBIE's Housing Infrastructure Fund for new infrastructure at Quail Rise South, Ladies Mile and Kingston.¹ Statistics New Zealand has projected that the population of the Wakatipu Basin will grow by 20-25,000 people by 2030 which could result in an additional 900-1,350 school aged students. The Blueprint for Growth outlines several measures to assist existing and potential new school to deal with this growth.

¹ <https://www.hud.govt.nz/our-work/housing-infrastructure-fund/>



The proposed school site, immediately adjacent to the Vintners Village, is a generally flat site and will be close to future amenities making it an ideal site for a future school. The site is well connected to the adjoining residential neighbourhoods the proposed school site will minimise car travel for local residents who would otherwise rely on buses or private vehicles. Built over a 3-hectare site, the school caters to the needs for 350 students or up to 1000 families within the Gibbston Valley catchment area, promoting sustainable and accessible education. The Master Plan outlines several 'Design Principles' to ensure any future school design integrates with the natural landscape of the Gibbston Valley.

We understand that until a school is developed in the Village, this land will be set aside as open space for recreation and enjoyment.

9. MOVEMENT, CONNECTIVITY AND WALKABILITY

The proposal for connectivity in Gibbston Valley articulates a strategic integration of transportation networks, enhancing accessibility and fostering a sense of cohesion within the landscape. At the centre of this plan lies State Highway 6, an existing arterial that not only serves as the primary link to nearby towns such as Queenstown, Arrowtown, Cromwell, and Frankton but also acts as the pivotal connector, interlinking all other roads within the area.

Two intersections are proposed with the state highway, consistent with the existing Resort Zone Structure Plan. The western intersection at AA2 and the Winery is already constructed with Underpass 1 yet to be installed. Future access and upgrades to the proposed at the Vintner's Village will be included as the Village progresses development. A network of connected internal streets is proposed through each of the neighbourhoods, with sufficient space provided to allow the streets to be designed to QLDC Code of Practice standards.

Supporting the street network is a network of trails which will provide access into adjoining open space areas and to link to the Gibbston River Trail. The trail then provides active transport options through to Arrowtown, Frankton and Queenstown. I understand the trail will also soon link through to Cromwell. The overall integration of these elements of connectivity ensures efficient transportation.

Walkability and connectivity are key principles of the Village with a hierarchy of street types and connections provided throughout. The aim of the movement network is to provide a range of modal options for residents, to reduce car-dependency for short local trips while recognising private vehicle use is necessary for longer trips outside of the Village. The design encourages connectivity using primary and secondary routes running through the area from west to east, and minimising potential effects on the state highway network. Indicative street cross sections are shown in the Design Guidance section of the Master Plan.

The design of the local streets will encourage slow vehicle movements combined with pedestrian and cycle facilities, either separate or shared depending on the design of the street. The layout of the blocks has a predominantly north-south orientation where possible to maximise solar gain into rear yards (outdoor living spaces) of all properties.

DESIGN PRINCIPLES

The following high-level design principles are recommended for the engineering design of the streets:



- a. Create streets which have a high level of amenity, provide for different modal allocation, and allow for an efficient use of land by having a street hierarchy with different road reserve widths depending on their classification. Encourage the use of low impact design techniques including grass swales and detention basins where possible, subject to Engineering design. These considerations would be addressed through the detailed design and consenting of any subdivision proposal(s) within the Development area.
- b. Create a well-connected walking and cycling network which combines with the green / blue network and existing facilities connecting to key destinations (school, childcare, town centre), prioritising walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes. Key connections are identified on the master plan and may be supplemented through additional connections provided for at the time of subdivision consent.

10. GREEN AND OPEN SPACE NETWORK

The Green network proposed builds on the existing network of existing trails and paths which run through the valley while also providing green spaces within the development for residents. A large public open space is proposed in the Commons which can be used for public events as well as sports games or passive recreation. Combined with the spaces and courts provided by the school, residents will have access to a wide range of facilities.

The development sits within the landscape on a relatively narrow stretch of land between the Kawerau River ONL and the state highway, and then between the state highway and the hills which rise up behind the Commons. Breaks in built development will allow residents to access the hills behind which include existing trails. Likewise, breaks are provided in the blocks on the southern side allowing residents to access the Gibbston River Trail, paths within the golf course and the open space in front of The Orchard. The intention is that the development integrates into the landscape with a seamless transition between residential and open spaces, with controls on fencing.

Fencing styles and their placement are designed to maintain an open character in Gibbston Village while recognising that residents may want to create a secure yard for children and pets or require a degree of privacy for outdoor living areas. No fencing will be permitted in the front yard or forward of the building line of the dwelling in respect of any dwelling (where the building line of the dwelling is 3.0m or more from that boundary). No close board timber fences of any height would be permitted nor is any other type of solid fence (including hardiplank, hardiflex, corrugated steel, brick or concrete block) permitted except for walls formed using local natural materials. Plans and specifications showing the location of fencing will need to meet design controls outlined in consent notice conditions.

Owners will also need to ensure any rubbish or other bins, storage facilities, clothes lines, heat pump units, satellite dishes and aerials are not situated on road, access lot or open space frontages on the Lot and will be appropriately screened from public view. No satellite dishes with a diameter greater than 700mm will be permitted. Any garden sheds (permanent or temporary) are not to be situated within any road frontage on the Lot.



11. CONCLUSIONS

In terms of the National Policy Statement on Urban Development the proposed Development will add significant residential capacity within the district while creating a Well-functioning urban environment. The proposal provides a mix of housing choices and lot sizes which will cater to a wide range of the community, including retained affordable housing. The houses will be warm and energy efficient with the layout designed to ensure all dwellings receive high levels of sunlight.

The development utilises existing infrastructure while ensuring the village integrates well and can be readily absorbed into the surrounding landscape. The Village has been designed in a master-planned manner which will allow future residents to enjoy a high-level of residential amenity and access to the wider environment. Implementation of the design principles, proposed standards, and housing typologies for each of the activity areas will result in a well-functioning urban environment where residents can undertake the majority of their day-to-day needs without needing to drive.