

Flints Park – COVID-19 Fast-track Application

To:	Werner Murray (s 9(2)(a))	Date:	19 July 2021
Copy to:	Mark Tylden (s 9(2)(a)) Lindsey Topp (s 9(2)(a))	Ref:	20-016-05
Site:	Flints Park, Ladies Mile Queenstown		
Re:	Proposed 4 Lot Subdivision – Visual Impact of Lower Lots (3 & 5)		

Werner

Following our meeting 7th July (via Teams) I have outlined the key points relevant to the urban planning and design aspects. The RFI's received from the MfE team (Stephanie Frame: Manager, Fast-Track Consenting Team) were:

1. How many full time equivalent (FTE) jobs will be created per annum?
2. How the Project will contribute to well-functioning urban environments, with particular reference to policy 1 of the National Policy Statement for Urban Development
3. Additional information on the potential effects on the scheduled Glenpanel Homestead building
4. How the Project will meet the 'gateway' tests in section 104D of the RMA?
5. Whether additional consents will be required under the National Environmental Standards for Assessing and Managing Contaminants in Soils to Protect Human Health and the National Policy Statement for Freshwater Management?
6. How the Project will enable the upgrade and uptake of public transport?
7. The number and types and lots to be created by the proposed subdivision and staging?

My comments are focus on items 2, 6 and 7.

Point 2:

How the Project will contribute to well-functioning urban environments, with particular reference to policy 1 of the National Policy Statement for Urban Development?

The National Policy Statement for Urban Development (NPS-UD) 2020 sets out the objectives and policies for planning for well-functioning urban environments under the Resource Management Act 1991.

The Objectives (2.1) are surmises as:

- Objective 1:** Shape 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.
- Objective 2:** Planning decisions improve housing affordability by supporting competitive land and development markets.
- Objective 3:** Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply: the area is in or near a centre zone or other area with many employment opportunities the area is well-served by existing or planned public transport there is high demand for housing or for business land in the area, relative to other areas within the urban environment.
- Objective 4:** New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- Objective 5:** Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
- Objective 6:** Local authority decisions on urban development that affect urban environments are: integrated with infrastructure planning and funding decisions; and strategic over the medium term and long term; and responsive, particularly in relation to proposals that would supply significant development capacity.
- Objective 7:** Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.
- Objective 8:** New Zealand's urban environments: support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.

Clearly Objective 1 is the most directly relevant objective however all of the objectives are inter-related and help give effect to quality urban outcomes.

The Flints Park proposal is based on the premise of establishing a functioning neighbourhood with its own raison d'être, character and identity so that it can function effectively from day 1 – but that can integrate with and compliment surrounding development as it occurs over time.

The Council has spent the past year developing an overall Masterplan for the Te Pūtahi Ladies Mile area in close collaboration with other strategic partners and land owners which are fundamentally focused on responding to Objectives 2–8. The Flints Park proposal is in alignment with this but has also demonstrated its ability to adapt easily to change as required, without compromising the integrity of the core elements of the underlying Framework Plans.

With respect to Policies (2.2) that will enable delivery of these objectives, Policy 1 is the most pertinent to the delivery of quality urban outcomes.

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.

The Flints Park proposal is based around a simple, legible road network and development pattern that ensures good linkages between pedestrian/cycle-centric routes and open space amenity areas. Being almost flat, this urban pattern provides legible, safe and short walking distances to almost anywhere in the Flints Park neighbourhood. Key aspects of this are (a) an already-approved (by Waka Kotahi, NZTA) entry from SH6 and (b) an existing paper road that Links from the site to Lower Shotover Road. This means the development can be initiated immediately without reliance on other surrounding sites for access.

The Flints Park neighbourhood also includes a defined¹ Local Centre in conjunction with the Glenpanel Homestead as well a second mixed use area immediately abutting the State Highway. These three components, even without a school, provide the neighborhood with a high level of amenity. A consent has already been granted for the conversion of the Homestead into a commercial hospitality and functions space, which with further development, could become a regional facility as proposed. The scale and diversity of potential commercial space provides potential for a range of businesses to be located within the development, creating numerous benefits – including business opportunities, jobs and generally shaping a strong and vibrant neighbourhood.

In relation to Policy 11 (car parking), the concept plans developed indicate that parking can be provided for every dwelling. With the use of rear lanes and shared accessways, the impact of driveways and garages to the street is reduced, improving on-street parking provision and pedestrian amenity. Collectively these aspects serve to make walking, cycling and the use of public transport more accessible and attractive – thereby reducing private motor vehicle use and associated environmental impacts.

As a result, the development pattern supports a range of compact housing types that can easily be customized and adapted relatively easily – resulting in a wide range of housing typologies and price points. This breadth of range and customization helps ensure wide ‘market spread’ needed to support a complete and diverse community. The high level of amenity within the development supports more intensive housing types such as terraced houses and apartments. Generally speaking, the development overall is inherently ‘affordable by design’.

¹ In the Te Pūhaki Ladies Mile Masterplan and associated Framework Plans

Point 6:

How the Project will enable the upgrade and uptake of public transport?

As outlined above, the Flints Park concept is in alignment with the Te Pūtahi Ladies Mile Masterplan and underlying Framework Plans. In essence, the proposal represents the first stage the masterplanned (by Council) area.

Furthermore, having a dedicated SH6 access along with the ability to construct a dedicated entry (using an existing paper road route) from Lower Shotover Road supports a number of potential bus routes as early as possible in the development of the site. The probable bus stops are legible and safe within short walkable distances from anywhere within the neighborhood.

The development pattern is simple and robust, meaning it is future-proofed for change including the ability to accommodate new opportunities (ie driverless, autonomous vehicles) with ease.

Modal shift is enhanced by by reducing the general physical and visual impact of motor vehicles, elevating streetscape and pedestrian and cycle amenity along with providing for public transport early. These elements are central to the notion of self-sustaining, resilient communities capable of accommodating further growth and change over time.

Point 7:

The number and types and lots to be created by the proposed subdivision and staging

The lower site has a development area of 9.12ha (or 58% of the total site)

The concept plan for this comprises of 3 distinct parts:

- Residential development blocks totaling (2.01ha)
- A Local Centre Zone (1.44ha)
- Proposed school and ECE (totaling 2.88ha)

The balance (2.79ha or 30%) is roads, stormwater areas and open space.

The residential development area, excluding the school site and the Local Centre, is classified as *Medium Density Residential* (MDR) in the Te Pūtahi Ladies Mile Masterplan is 3.4ha which, at the maximum 45 dwellings per hectare permitted, can deliver up to 153 dwellings. If a school wasn't required, excluding any Local Centre dwellings, the residential yield would be 284 dwellings.

There is no yield cap as such on the Local Centre however residential and visitor accommodation activities at first floor level or above, which given the 50% site coverage and 7m height limit, means a single floor of apartments could deliver a further 60–100 apartments depending on design configuration.

Consequently, the total anticipated residential yield could be as high as **384 dwellings** – so infrastructure provision should be calculated accordingly.

As illustrated on the Concept Plan, the residential area (i.e. excluding the Local Centre) currently delivers 152 dwellings over 91 lots with the following typology allocations:

Table A – Typology Distribution With School

Typology	Number	% of Total
Multi-level Apartment	24	13%
Micro-Apartments (2 level only)	40	22%
Loft -Apartments	3	2%
Dual-key Townhouses	26	15%
Terrace Houses	31	17%
Semi-detached / Zero-Lot Housing	28	16%
Local Centre Mixed Use Apartments	27	15%
	179	

This equates to roughly 52% being apartment typologies and the balance (48%) being attached dwellings of various types.

Should a school not be required then that area would be redeveloped for further residential. Should the Local Centre also be developed to its optimal level, an indicative typology distribution and yield would look something like:

Table B – Typology Distribution without School and Optimised Local Centre

Typology	Number	% of Total
Multi-level Apartment	44	11%
Micro-Apartments (2 level only)	52	14%
Loft -Apartments	8	2%
Dual-key Townhouses	44	11%
Terrace Houses	65	17%
Semi-detached / Zero-Lot Housing	71	18%
Local Centre Mixed Use Apartments	100	26%
	384	

In terms of staging the substantive costs are incurred at the early stage of development in bringing in the new entry road from Ladies mile Highway (SH6) therefore undertaking Blocks 1–3 would be the most commercial prudent approach. These blocks have a broad spread of typologies and would therefore have wide market appeal. This would then be followed by Block 4–6 or some of the school blocks (9–12) if the school is not required.

The paper road, which has been flagged as a potential dedicated public transport route, can be used in the interim as a construction access route until the development is largely complete and sufficient residential population critical mass has been reached to support frequent bus services. This keeps

construction access traffic well clear of developing residential areas – reducing potential conflict and nuisance effects.

I trust this provides a sufficient level of detail to answer the queries from the Ministry's assessment team.

Kind regards



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Weir & Associates Ltd

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