

# Urban Design Report

## 12-26 MAN STREET HOTEL DEVELOPMENT, QUEENSTOWN

For an application made under the Covid-19 Recovery (Fast-Track Consenting) Act 2020

Final

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# 1 INTRODUCTION

Reset Urban Design has been engaged by The Queenstown Hotel NZ Limited Partnership to prepare an urban design assessment as part of the documentation for the fast-track consenting application in relation to a hotel development at 12-26 Man Street in central Queenstown. The proposal seeks to construct a hotel complex comprising between 175 to 185 guest rooms and associated hotel facilities on the top of an existing car parking building.

The purpose of this report is to provide a comprehensive assessment of the proposal including an analysis of the site within its local and statutory context and the Urban Design performance of the proposal with reference to the relevant provisions and assessment matters in the Proposed District Plan (PDP) as well as a range of general topics regarding best urban design practice.

This Urban Design Report should be read in conjunction with the architectural package (12 December 2022) prepared by Woods Bagot, the landscape report (14 December 2022) and Landscape and Visual Assessment (14 December 2022) by Reset Urban Design and the Assessment of Effects on the Environment (December 2022) by Southern Planning Group.

## 2 THE SITE AND NEIGHBOURHOOD CONTEXT

### 2.1 Site Context

The site is located within the Queenstown town centre at the upper end of a steeply sloped block between Shotover Street and Man Street that sits two blocks back from the lakefront on Queenstown Bay. The site is rectangular and has a total area of 3961m<sup>2</sup> with a dimension of approximately 100m along the long boundaries/Man Street Frontage and 39.8m in depth in the northwest-southeast direction.



Figure 1 - Site Location Plan (Site highlighted in red)



An existing commercial parking building currently occupies the entirety of the site with a concrete podium base built to the boundary. The podium of the car parking building sits at a level of RL 327.1m masl and adjoins Man Street to the full extent of its northwestern boundary. Apart from two small lift shafts, there is no existing built form within the site that is higher than the surface level of Man Street. Vehicle access from Man Street to the car parking building is located along the northeastern boundary.

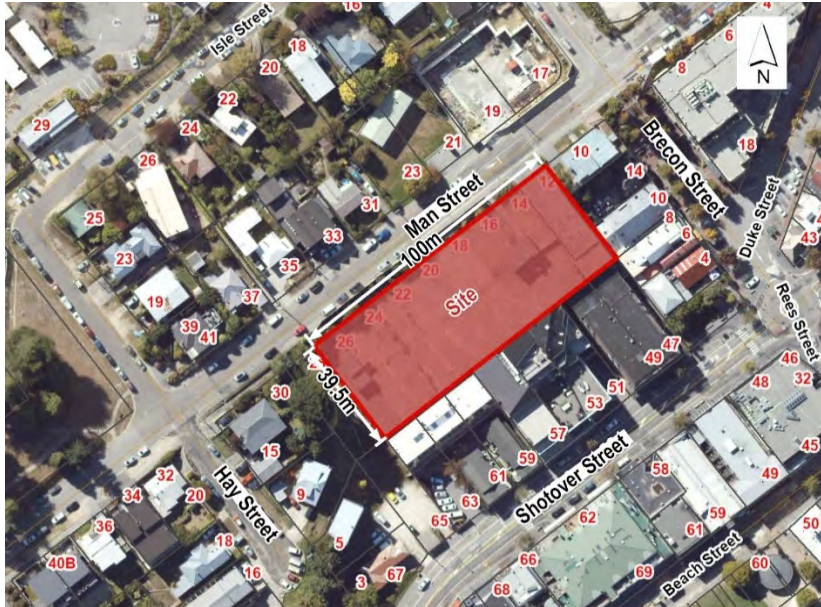


Figure 2 - Site context plan (Site highlighted in red)

The site's original topography rises steeply across the southern half of the site with a gradient towards Man Street. From the northeast Man Street slopes up towards Hay Street with an approximately 6.3m height difference along the frontage to the site. As the site has been excavated to accommodate the car parking building, the relative level of the existing building to Man Street increases from northeast to southwest due to the rising terrain of the road. The site's interface with Man Street currently consists of sections of fencing along much of the street edge except for the northeastern end that provides access points (*Refer to figure below*).



Figure 3 - Existing interface with Man Street

The urban block that the site sits on is bounded by Shotover Street to the south, Brecon Street to the east, Man Street to the north and Hay Street to the west. Because of the significant level change (average 15m) between Shotover Street and Man Street, the developments within the block are generally laid out on two separate levels with buildings fronting either street respectively. A large upper portion of Brecon Street between Shotover Street and Man Street solely services as a pedestrian route directly connecting the town centre with the Skyline gondola.

### Relationship with Neighbours

Refer to the Figure below

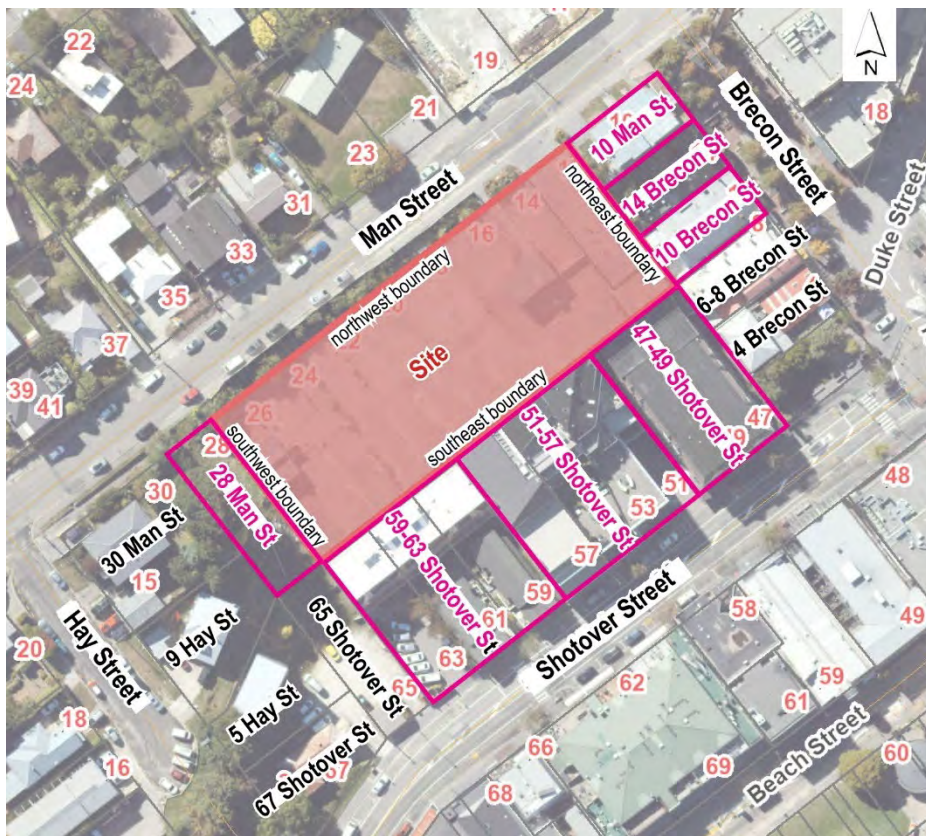


Figure 4 - Immediate Neighbours

The site adjoins a number of mixed-use developments along its southeastern boundary. These include a 4-storey building (47-49 Shotover Street) with shops on the ground floor and visitor accommodation on the upper levels, a large commercial building up to 6 storeys (51-57 Shotover Street) with lower levels built to the street edge and upper levels largely recessed from the Shotover Street frontage immediately adjacent to the site, and a 4-storey high apartment building against the existing car parking building within the site (59-63 Shotover Street) with two 2-storey ancillary buildings at the street frontage. All these neighbouring properties sit on a lower platform at grade to Shotover Street which has a more than 12m drop from Man Street. (Refer to figure below)





Figure 5 - Immediate neighbours to the southeast

Immediately northeast of the site are three 2 to 3-storey high commercial buildings (10 Man Street, 14 Brecon Street, 10 Brecon Street) which sit at different levels stepping down along Brecon Street from Man Street to Shotover Street. 10 Man Street has its main frontage to Man Street with a secondary service entrance to Brecon Street. Both 14 and 10 Brecon Street are oriented to front Brecon Street with the back of the house facing the site.



Figure 6 - Immediate neighbours to the northeast

Adjoining the site to the southwest is a vacant site at 28 Man Street. Further west along Hay Street are several standalone residential dwellings, all of which are in average to poor conditions with minimal landscape provisions.



Figure 7 - Looking southwest from the Site

## 2.2 Surrounding Locality

The Queenstown Town Centre is established in a dramatic landscape setting laid out on the edge of Queenstown Bay with Ben Lomond mountain forming the western backdrop. The traditional core of the town centre has a distinct character that is highly compact with a walkable and intimate scale. The established town centre core is characterised by strong built forms to street edges, averaging two to three-storey high small-scale buildings, laid out on grid-base with fine-grained street patterns. The town centre core accommodates a range of retail, visitor and residential accommodation, commercial and recreational activities.

The immediate neighbourhood of the site is part of the Queenstown central area that radiates from the historic core of the town centre. Due to the rising terrain towards the upper slopes, the town centre core is highly contained by the areas to the west and north. These surrounding areas are currently experiencing developments of larger scale and higher density together with redevelopment of older buildings and amalgamation of small sites for integrated residential/visitor accommodation developments.

The urban block that the site is situated on together with a number of blocks between Shotover St and Man St, and between Stanley Street and Camp Street, skirts the historic core of Queenstown town centre and forms a transitional area that generally has well-defined and strong built edges to the lower streets and link streets radiating from the town centre core. *(Refer to figures below)*





View of Shotover Street



View of Camp Street

Figure 8 - Built form along lower streets



View of Man Street



View of Stanley Street

Figure 9 - Built forms along upper streets

The urban pattern surrounding the Queenstown historic core contains a range of urban developments in varying scales and typologies including small low-profile buildings, larger commercial complex and low-rise apartment blocks which provides for a mix of retail, visitor and residential accommodation, entertainment, and business activities.

Within the surrounding context of the site, we note that a number of large-scale developments have been proposed or are currently in construction, these are:

- 17-19 Man Street- A four-storey high hotel development with more than 90 guest rooms on the 1.4-hectare site (currently in construction)
- A large-scale hotel complex comprising 393 guest rooms in buildings up to 7 storeys at 34 Brecon Street (Resource Consent has been granted)
- The former campground site at the foothill of Ben Lomond- A large-scale mixed-use residential, retail and commercial development; the Stage 1 development, which is proposed to construct five mixed-use buildings up to 13 storeys high, is getting processed under the Fast-track Consenting application

In contrast to the intensified urban built form on the lower slopes of Man Street, the built character on the northern side of the street and further upwards Isle Street contains predominantly one-two storey stand-alone houses interspersed with multi-storey units and terrace housing developments. Many of these houses are in poor condition and are rented out for short/long-term visitor accommodation. Broadly, the upper slope areas of the town centre core between Man Street and Queenstown Cemetery are undergoing a transition towards a higher intensity and quality urban environment, as provided for under the Operative District Plan (ODP) zoning.

### 3 STATUTORY CONTEXT

#### 3.1 Site Zoning

The site sits within the Queenstown Town Centre Zone (QTCZ) as identified in the Proposed District Plan Decisions Version (PDP). (Refer to the zoning map below)



Figure 10 - Site Zoning Plan (source: QLDC GIS web mapping application, Site outlined in red)

The Queenstown Town Centre (QTC) zone seeks to “*provide a focus for community life, retail, entertainment, business and services*” and serve the needs of both residents and visitors. The overarching objectives and policies focus on enhancing the role of the town centre by enabling intensification through higher building coverage and additional building height, requiring developments to achieve high quality urban design outcomes and contributing to the street amenity, public environment and historic heritage values, whilst ensuring a reasonable level of residential amenity is maintained, enhancing the provision of safe and easily accessible pedestrian linkages, and incorporating integrated management of the waterfront area.

The site is not subject to the Special Character Area of the Town Centre Zone.

The surrounding area of the site also falls within the QTCZ with a large portion of land on the upper slopes rezoned from High Density Residential to QTCZ under Plan Change 50. This land is governed by the Operative District Plan. There are varied height provisions throughout the surrounding areas due to highly varied building height limits, undulating landform and the complexity of the town centre activities. Essentially, the anticipated built environment in the vicinity of Man Street enabled by the ODP and PDP generally contains 4-storey up to 12m high buildings. Taller and larger built elements to the street frontages are envisaged by the planning provisions as full coverage of the site area is generally allowed in the QTCZ except if a site is located within the Town Centre Transition Sub-Zone or is deemed a comprehensive development.

### **3.2 PDP Provisions**

As a full description of the relevant statutory considerations has been comprehensively set out in the AEE, this section includes a summary of the key provisions in the PDP that are of relevance to the urban design aspects of the proposal. The objectives, policies and rules outlined below essentially inform the structure of the UD assessment set out in Section 5 of this report.

*Objective 12.2.1* states:

*‘A Town Centre that remains relevant to residents and visitors alike and continues to be the District’s principal mixed use centre of retail, commercial, administrative, entertainment, cultural, and tourism activity.’*

*Policy 12.2.1.1(b)* implements *Objective 12.2.2.1* and it states:

*‘enabling additional building height in some areas provided such intensification is undertaken in accordance with best practice urban design principles and the effects on key public amenity and character attributes are avoided or satisfactorily mitigated.’*

*Objective 12.2.2* states:

*‘Development that achieves high quality urban design outcomes and contributes to the town’s character, heritage values and sense of place.’*

The following policies implement *Objective 12.2.2*.



Policy 12.2.2.2 states:

*Require development to:*

- a) maintain the human scale of the Town Centre as experienced from street level through building articulation and detailing of the façade, which incorporates elements which break down building mass into smaller units which are recognisably connected to the viewer; and*
- b) contribute to the quality of streets and other public spaces and people's enjoyment of those places; and*
- c) positively respond to the Town Centre's character and contribute to the town's 'sense of place'.*

Policy 12.2.2.3 states:

*Control the height and mass of buildings in order to:*

- a) provide a reasonable degree of certainty in terms of the potential building height and mass;*
- b) or retain and provide opportunities to frame important view shafts to the surrounding landscape; or*
- c) maintain sunlight access to public places and to footpaths, with a particular emphasis on retaining solar access into the Special Character Area (as shown on the District Plan web mapping application); or*
- d) minimise the wind tunnel effects of buildings in order to maintain pleasant pedestrian environments.'*

For buildings that exceed the non-complying height standards (which is applicable to the proposed hotel), Policy 12.2.2.5 specifically sets out that:

- i. Allow buildings other than those on jetties and wharves to exceed the maximum height standards in the following instances:*
  - a. where the proposed design is an example of design excellence; and*
  - b. where there is an adverse effect on the public environment from the increase in height, the proposed development provides an urban design outcome that has a net benefit to the public environment; and*
  - c. where relevant, where building height and bulk have been reduced elsewhere on the site in order to reduce the impact of the proposed building on a listed heritage item.*

*For the purpose of this policy, urban design outcomes that are beneficial to the public environment include, as appropriate:*

- d. provision of sunlight to any public space of prominence or space where people regularly congregate;*
- e. provision of a new or retention of an existing uncovered pedestrian link or lane;*
- f. where applicable, the restoration and opening up of Horne Creek as part of the public open space network;*
- g. provision of high quality, safe public open space;*
- h. retention of a view shaft to an identified landscape feature;*

- i. *minimising wind tunnel effects of buildings in order to maintain pleasant pedestrian environments.*
  - j. *the creation of landmark buildings on key block corners and key view terminations.*
- ii. *Recognise that the efficient utilisation of land that would otherwise be underdeveloped or developed to a lesser design quality may enable excellent design outcomes.*

*Policies 12.2.2.7 sets out that “Acknowledge and celebrate our cultural heritage, including incorporating reference to tangata whenua values, in the design of public spaces, where appropriate.”*

*Policies 12.2.2.9 states:*

*‘Require high quality comprehensive developments within the Town Centre Transition Sub-Zone and on large sites elsewhere in the Town Centre, which provides primarily for pedestrian links and lanes, open spaces, outdoor dining, and well planned storage and loading/ servicing areas within the development.’*

*Objective 12.2.4 and associated Policies 12.2.4.1-3 encourage a modal shift from vehicles to active transport and ensure that the existing pedestrian linkages are maintain and enhanced as well as improving overall quality of pedestrian experience including incorporating CPTED principles.*

All buildings in the QTCZ require a restricted discretionary activity consent pursuant to Rule 12.4.7, with the following matters of discretion (where applicable) applying:

- a) *external appearance, including materials and colours;*
- b) *signage platforms;*
- c) *lighting;*
- d) *the impact of the building on the streetscape, heritage values, compatibility with adjoining buildings, the relationship to adjoining verandas;*
- e) *the contribution the building makes to the safety of the Town Centre through adherence to CPTED principles;*
- f) *the contribution the building makes to pedestrian flows and linkages and to enabling the unobstructed kerbside movement of high-sided vehicles where applicable;*
- g) *the provision of active street frontages and, where relevant, outdoor dining/patronage opportunities;*

As the site is defined as a ‘comprehensive development’, pursuant to Rule 12.2.1.1, the maximum building coverage is 75%, with the following matters of discretion applying:

- a) *the adequate provision of cycle, vehicle, and pedestrian links and lanes, open spaces, outdoor dining opportunities;*
- b) *the adequate provision of storage and loading/ servicing areas;*
- c) *the provision of open space within the site, for outdoor dining or other purposes;*

- d) the site layout and location of buildings, public access to the buildings, and landscaping, particularly in relation to how the layout of buildings and open space interfaces with the street edge and any adjoining public places and how it protects and provides for view shafts, taking into account the need for active street frontages, compatibility with the character and scale of nearby residential zones, listed heritage items, and heritage precincts, and the amenity and safety of adjoining public spaces and designated sites, including shading and wind effects.

Of particular relevance to the site, Rule 12.5.9.4 sets out the height provisions within the site that is subject to Height Precinct 7(Man Street), these are:

In Height Precinct 7 (Man Street):

- in Area A shown on the Height Precinct Map, the maximum height shall be 11m above RL 327.1 masl.
- in Area B the maximum height shall be 14m above RL 327.1 masl;
- in Viewshaft C the maximum height shall be RL 327.1 masl (i.e. no building is permitted above the existing structure);
- in Viewshaft D, the maximum height shall be 3 m above RL 327.6masl.

(Refer to Height Precinct Plan below)

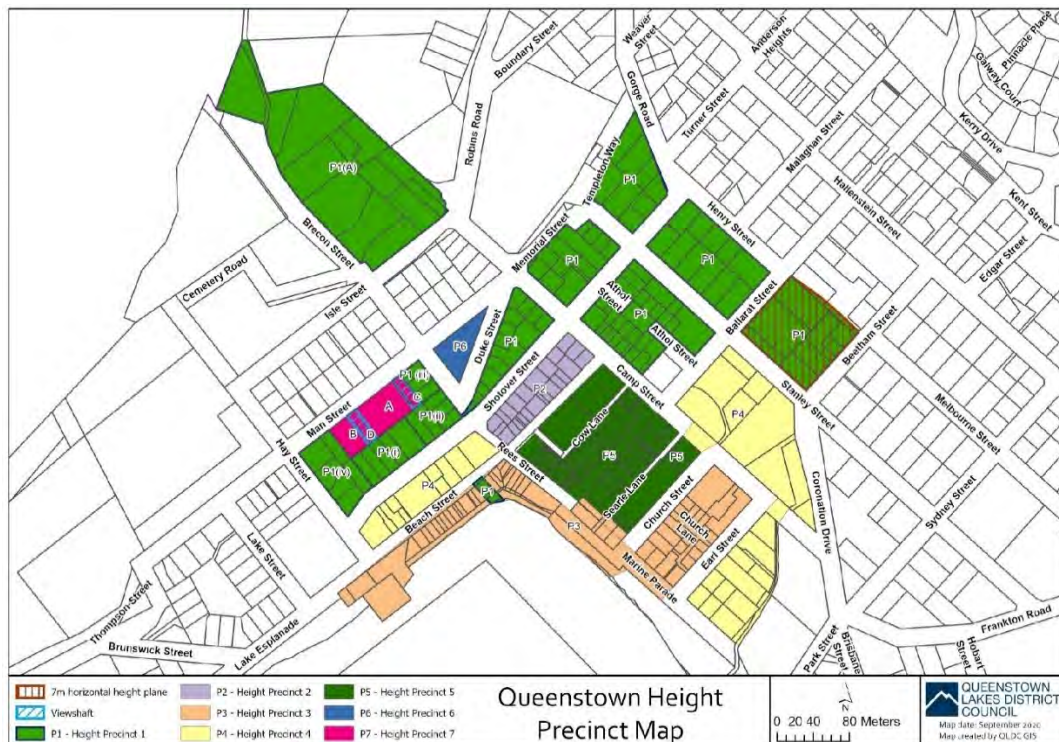


Figure 11 - Queenstown Town Centre Height Precinct Map (Source: Chapter12 of PDP)

Two viewshafts are identified in the Height Precinct Map. Viewshaft C to the east with an approximate width of 11.5m is in line with the location of the current vehicle access to the existing car parking building on the site. No built form is allowed within Viewshaft C. Viewshaft D to the west is approximately 12.5m wide and is positioned slightly west of the middle portion of the site. The permitted building height within Viewshaft D is 3m above RL 327.6masl.



As a planning device Viewshafts are usually set to maintain a visual access to a landscape feature, though this is not the case for this site, as there are no specific significant, culturally and historically important or exclusive views and important landscape or ecological features that are specifically provided/protected within Viewshaft C and Viewshaft D.

For a comprehensive understanding of the intention of the PDP proposed viewshafts and the potential built form around these viewshafts, we have reviewed the relevant PDP hearing document<sup>1</sup> around which the final height provisions are formed. It is our understanding that the viewshafts serve numerous purposes and a very important determinant of the of effectively breaking up the site into discrete components.

#### 4 THE PROPOSAL

The proposal is to construct a hotel complex on the podium base of the existing car parking building on the site. The proposed hotel will provide between 175 to 185 guest rooms together with ancillary facilities including a restaurant, a bar, a gym, and a spa.

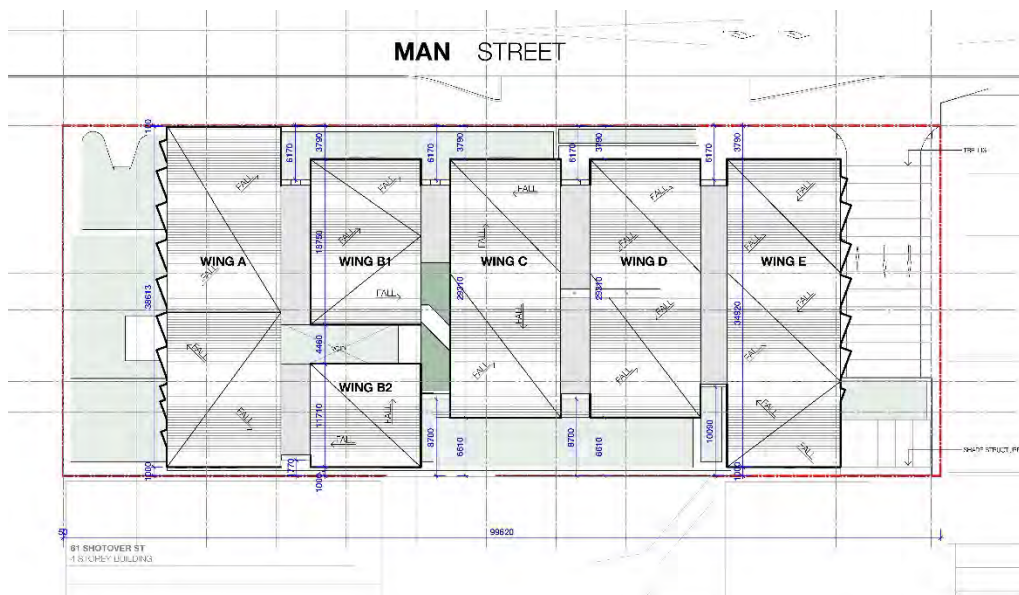


Figure 12 - Site Plan (by Woods Bagot)

The proposed hotel complex is laid out across six interlinked wings that vary in height from 4 to 6 storeys above the existing podium level. The building height gradually increases from east to the west following the rise of levels along Man Street, being the eastern two wings (Wing E & D) of 4 storeys high, the middle guest wing (Wing C) of 5 storeys high and the western wings (Wing B1, B2 & A) of 6 storeys high.

The eastern-most section of the site remains open with a roof terrace and pergola structures proposed on the southern end. The southwestern end of the site is largely open with minimal built elements above the ground level relative to that section of Man Street, specifically, these

<sup>1</sup> QLDC Hearing of Submissions on Proposed District Plan Report 11- Report and Recommendations of Independent Commissioners Regarding Chapter 12, Chapter 13, Chapter 14, Chapter 15, Chapter 16 and Chapter 17

include a publicly accessible platform at the street edge, a fire egress along the southwestern boundary and a roof garden at the southwestern end.

The existing vehicle entrance on the eastern end of the site will be maintained and continue to serve vehicular traffic into and out of the site. The main pedestrian entrance to the proposed hotel is accommodated within the easternmost wing (Wing E) of the building with a direct and at-grade linkage provided from the Man Street frontage to the ground floor hotel lobby.

The proposed building is heavily modulated with a series of articulated forms created by alternating sections of solid and lighter built elements, contrasting materials, crenulated roof forms, the use of projected and recessed windows with varied shapes. The base of the proposal building is substantially clad with brickwork arranged in designed patterns in combination with softscapes cascading/softening the edges.

The landscape strategy of the proposal is to provide visual and landscape amenity to the public interfaces including Man Street and throughout the proposed viewing corridors on both ends, whilst creating a series of internal landscaped courtyards/gardens that provide outlook spaces and greenery across multiple levels. (Refer to landscape site plan below)



Figure 13 - Landscape Site Plan (by Reset Urban Design)

The landscape treatment of the proposal primarily intends to provide visitors and the public an introduction to a series of captured landscapes typical of the various strata around the broader Queenstown landscape and consists of the following:

- Street edge treatment - A series of green roofs integrated with the brick building base are provided across the lower levels along the Man Street frontage. A linear garden is proposed along the western half of the Man Street edge.

- Viewing corridor treatment – Within the eastern viewshaft, climbers on high tensile wires in alignment with the vehicle entrance ramp together with an elevated garden extending from the terrace at the southeastern end are provided. Within the western viewshaft, a series of landscaped terrace gardens are proposed across multiple levels to provide a vegetated outlook for both public viewers from the viewing platform and hotel users of Wing A.
- Internal courtyards – An entrance garden is provided adjacent to the arrival forecourt in front of the main lobby. A large internal courtyard is proposed along the southwestern boundary where Wings C and D are set back from the taller building at the rear of 51-57 Shotover Street. A garden area is provided between Wing A and Wings B1&B2 on the ground floor and sits within a void extending beyond. A large square garden is proposed on the northwestern corner of the building facing the gym and is open to the air which can be viewed from the viewing platform above. A small garden is proposed on the ground floor between Room 0010 and 0011 which provides natural lights and outlook to these rooms and the units above.

## 5 URBAN DESIGN ANALYSIS

The following section focuses on the review of the urban design performance of the proposal against relevant PDP provisions. The assessment is structured around several topics that reflect key aspects of the considerations and assessment matters outlined in Section 3.

### 5.1 Urban Context, Massing and Site Layout

The proposal is located on a large site in central Queenstown which is within short walking distance to the historic core of the Town Centre and the waterfront of Queenstown Bay. The current car park building has been nestled into the site which has little built form presence to the adjacent Man Street. A key approach to the proposal is to create a well-designed integrated hotel complex that responds to the built form character within the surrounding town centre area and contributes to the quality of both the existing and future urban environments including providing good levels of street and on-site amenity, ensuring legible and safe circulation, and minimising additional shading effects on public spaces.

The massing strategy focuses on breaking the overall scale of the proposed building into a series of articulated forms whilst creating a meaningful definition to the Man Street frontage, which are achieved through the following:

- The proposed hotel complex is well positioned on the top of the car park building with primary frontages to Man Street and towards Queenstown Bay.
- The proposal appropriately steps back from the northeastern boundary to maintain the eastern viewshaft as identified by the PDP
- The provision of recessed, smaller-scale and visually light forms between guest wings effectively breaks up the horizontal and vertical scales of the proposal



- The building height steps down from the southwest to the northeast following the grading of Man Street to create further modulation of the building
- The upper level built forms within Wings B1, C, D and E are slightly set back from the street frontage while the built elements on the ground level/ first level providing a human-scale built form to the street edge
- The proposal maintains an open corridor at the southwestern end of the site which offers unobstructed views across the site from the street through to the lower town centre area, the lakefront and the wider landscape on the backdrop

Collectively, the proposed building presents a series of articulated four to five storey high building forms to the Man Street frontage with a split ground/first floor providing a solid base with strong definition to the street edge.



Figure 14 - Visual Simulation of Proposal in the context of planned environment along Man Street

Taking into account the anticipated built environment in the vicinity of the site enabled by the ODP and PDP and the undergoing urban intensification occurring within the Town Centre particularly those extending across the less developed upper slopes on the periphery of the historic core including the proposed Lakeview development, the proposed building mass being four to five storeys above the street level with substantial modulation, corresponds to the predominantly permitted building forms (averagely four storeys high) along Man Street including the land on the northern side of Man Street that currently contains suburban scale residential properties (with sites that can be significantly redeveloped). In this regard, the proposal will become an integrated part of the planned future urban environment and complements the evolving built form character of the upper slope areas of the Queenstown Town Centre.

Overall, the proposed development is appropriate within its immediate neighbourhood and the wider Town Centre context.

## 5.2 Building Design and Character

The architectural design of the proposed building has been through a rigorous design process with considerations given to façade modulation, roof forms, human-scale street frontage, variations on material, cladding pattern and colour, and architectural details to assist in breaking up the overall building scale and contribute to the local built character. These include:

- The crenulated roof forms with varying angles and strong mono pitches create a distinct roofline profile to the proposed building and provide height variation and articulation between guest wings. (Refer to the north elevation below)

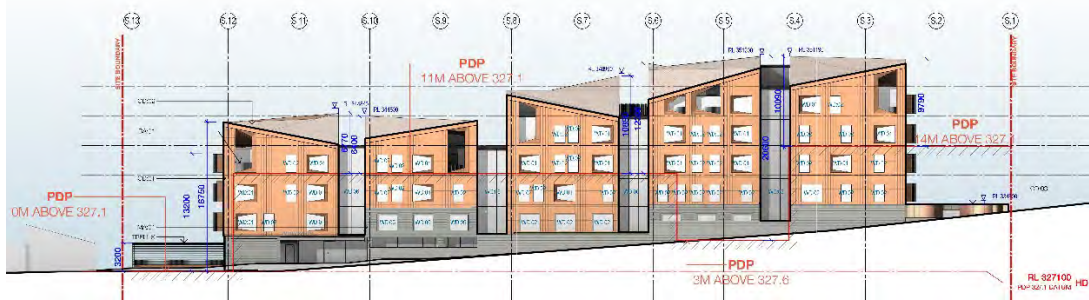


Figure 15 - North Elevation (by Woods Bagot)

- The use of brickwork on the lower levels creates a clear differentiation between the base and the upper portions of the building.
- The provision of a series of outward-facing gardens on the proposed terraces stepping up the Man Street frontage enhances the human-scale character of the street and helps soften the building appearance at the interface with the public street.
- The upper-level building facades feature bronze coloured fibre cement cladding which adds to the modulation of the building through architectural detailing and colour variation.
- Large areas of full-height glazing are substantially utilised on the recessed forms between the primary guest wings and to the rooftop elements along the southern elevation to express a visually light architecture to that portions of the building and provide more openness to the south towards the lake and the mountain ranges.
- The patterning and style of the windows are specifically designed to exhibit a high level of variations to the building facades through varying shapes and sizes, a mixture of recessed and angled projecting windows to the primary frontages and the use of angled protruding windows on the short ends. These also provide additional visual depths and shadow patterns to the building facades.

Overall, the building modulation and façade articulation are well considered and create a cohesive series of discrete building forms that appropriately address the street and contribute to a high quality built environment.

### 5.3 Viewshaft Treatment

The approach to the viewshafts identified within the site focuses on maintaining two primary view corridors throughout the site in the east and west respectively and repositioning the western viewshaft to a location that functions in the same way as the PDP viewshaft whilst providing for an integrated hotel facility, an improved public environment and additional amenity values to the adjoining neighbours. (Refer to figure below)



Figure 16 - View Corridor Shift (by Woods Bagot)

The proposed eastern viewshaft maintains the primary viewing axis from Man Street into the site and through to the wider area beyond. The architectural and landscape treatment on the entrance area improves the quality of views over the site. At the end of the viewshaft, an elevated outdoor terrace fronted by a lush garden is proposed to provide on-site amenity. This approach is consistent with the previously approved hotel for the site. The proposed terrace with an associated garden area is located on the top of the access ramps which would otherwise not be utilised leaving an untreated garage interface to the Man Street frontage.

The location of the western viewshaft has been carefully repositioned to the southwestern end of the site which largely maintains a similar dimension (approx. 11.8m wide) to the PDP viewshaft (approx. 12.5m wide). The proposed viewshaft will not only allow for broad views but provide a quality space that contributes to the street amenity, on-site outlooks and the neighbour's amenity. The PDP viewshaft which is identified in a more centralised location essentially aims to break up the horizontal scale of future development. A good level of building separation and façade articulation has been achieved through massing and architectural design which effectively breaks down the horizontal mass of the proposed development. In addition, the PDP viewshaft which is located at grade to the podium level of the existing car park building if implemented in such hotel complex development would likely have negative impacts on the functional connectivity between the guest wings on



different sides of the viewshaft. Collectively, it is considered that the proposition of the western viewshaft together with the proposed building design represents a positive urban design outcome which essentially addresses the functionality of the original PDP viewshaft with improved quality of the public environment and the overall amenity.

#### 5.4 Public Amenity

The proposal has been carefully considered to enhance public amenity by creating positive street edges and providing a publicly accessible open space at the ground floor frontage of Man Street.

A combination of architectural and landscape treatments is provided around the vehicle entrance to the site to help screen the car park from public views and assist with wayfinding whilst contributing to street amenity. Specifically, a designed arbour structure with associated planting is proposed above the access ramps leading views towards an elevated garden at the rear of the site. (*Refer to figure below*)



Figure 17 - Looking towards vehicle entrance from Man Street (by Woods Bagot)

The proposed building positively addresses Man Street by creating a suitable built form definition to the street edge, particularly the human-scale and lesser height elements at grade or eye level to the street, and providing a softened frontage with a high level of visual interest through quality materials, variation on cladding pattern and colour, and substantial vegetation along the base of the building. As such, the proposed development will offer a significant enhancement of the street amenity over the current frontage condition of Man Street. (*Refer to figures below*)





	<p>Current frontage condition of Man Street</p>
	
	
	<p>Proposed edge treatment along Man Street (by Woods Bagot)</p>

Figure 18 - Current Man St frontage compared with the proposed development

In addition, a publicly accessible viewing platform is provided at the southwestern end of the site with at grade access from Man Street. A key aspect of the provision of this area is to create a public communal space that engages with the street and provides a quality accessible space for users to enjoy an outlook over a layered series of landscaped terraces and the views beyond. (*Refer to figure below*)

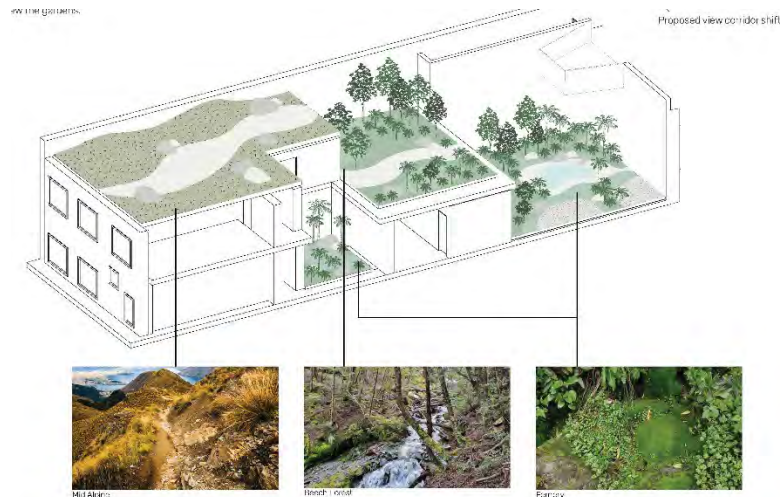


Figure 19 - Western viewing corridor arrangement

### 5.5 Landscape Treatment

The provision of a series of green roofs along the building base creates a vegetated edge to Man Street and helps soften the appearance of the building particularly when viewed from street level. The linear garden along the Man Street edge further contributes to the street amenity. The green roofs together with the linear garden not only create a high landscape amenity to enhance the streetscape and provide a vegetated outlook from the hotel units above but also create a softened building form to reduce the perceived building mass as experienced from the Man Street frontage.

The proposed climbers on the tensile wires above the entrance ramp together with the elevated planter with high country species at the end of the eastern viewshaft create a verdant green buffer to the vehicle access and provide a vegetated frontage to Man Street. The landscape treatment on the eastern viewshaft also improves the quality of public views over the site and the outlook amenity for the east-facing hotel units.

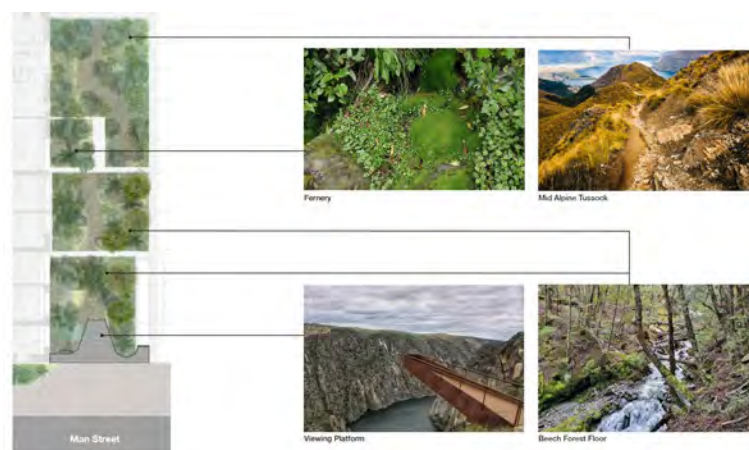


Figure 20 - Western viewshaft concept (by Woods Bagot & Reset Urban Design)

A series of green roofs together terrace garden across multiple levels within the western viewshaft enhances the outlook amenity for the hotel users, the public and the potential development on the adjoining site. The provision of mid-alpine tussock species above grade

and montane forest planting at/below grade represents a microcosm of the broader Queenstown landscape which essentially enhances the richness of outlook and the landscape quality of the proposal. (*Refer to figure above*)

The large internal courtyard along the southwestern boundary provides a key amenity area for the hotel facilities on the ground level. This landscape area also helps screen the views to the solid building wall built to the edge of 51-57 Shotover Street and provides a vegetated outlook for the upper-level hotel units. In addition, several small gardens are proposed internally within the hotel building to provide on-site amenity.

Overall, the landscape strategy of the proposal is well considered and provides a high level of on-site amenity for the hotel users whilst improving the landscape amenity and streetscape quality of Man Street.

## 5.6 Relationship to Surrounding Neighbours

- Southeastern Neighbours (47-49 Shotover Street, 51-57 Shotover Street, 59-63 Shotover Street)

Along the southeastern boundary, where the proposal interfaces with the rear elevations of a number of mixed use/commercial developments on Shotover Street, the stepped form and varied roofline of the proposed building together with façade variations create a series of well articulated forms with visual richness. The proposed guest wings C & D which interface with a higher built form of three storeys above the existing podium level have been designed to substantially set back (6.6m) from the southeastern boundary with a large garden proposed on the ground floor to provide outlook space. It is considered that the proposal will not result in any inappropriate visual dominance on these adjoining neighbours.

In terms of shading effects, the proposal will see very minor additional shadow than the PDP compliant built form at midday through the year and minor additional shadow in the late afternoon at the equinoxes. It is considered that the proposal will not generate adverse shading effects in respect to the adjoining neighbours to the southeast.

- Northeastern Neighbours (10 Man Street, 14 Brecon Street, 10 Brecon Street)

The properties at 10 & 14 Brecon Street back onto the proposal with their roofs generally below the site. The proposal will not have any visual presence to these neighbours. The adjoining neighbour at 10 Man Street has primary frontage to Man Street and Brecon Street with a garage yard along the boundary with the site. Because of the eastern viewshaft the proposal has been essentially set back from the northeastern boundary. The architectural and landscape treatments in the vicinity of the proposed vehicle entry area largely improve the visual quality of the current car park entrance. The proposal presents a short end to 10 Man Street with the northeastern façade articulated through asymmetrical rooflines, protruding windows in varied scales and locations, and variation in cladding pattern and material. It is considered the proposal will provide a positive frontage to the property at 10 Man Street.



As shown in the shading diagrams, the proposal will not result in additional shading on the neighbouring properties to the northeast.

- Southwestern neighbour (28 Man Street)

The provision of the proposed viewshaft along the southwestern boundary essentially sets the proposed hotel back from the adjoining neighbour at 28 Man Street which will result in reduced visual and shading effects than a compliant built form with no setbacks from the boundary. In addition, the proposed public space at the interface with Man Street together with a number of landscaped terraces and gardens on the lower levels will provide future-proofed outlook and landscape amenity which would otherwise not be achieved by a zero setback building as permitted within the QTC zone.

- Northwestern neighbours (19-35 Man Street)

These neighbouring properties are largely older residential buildings of one to two-storey high. The additional height of the proposal will be most perceived by the neighbouring properties (19-35 Man Street) directly opposite the site on the northern side of Man Street. The proposal will introduce a new larger-scale building to these neighbours. However, the proposed building is well designed and modulated in a way that provides a high level of building articulation and façade variation to mitigate any visual dominance effects including the provision of two viewshafts.

The proposal will result in some loss of southerly direction views from the land to the north of Man Street. As enabled by the QTCZ provisions, the current residential sites to the north of Man Street can be redeveloped to accommodate a range of visitor accommodation and commercial uses within buildings up to 12m which means taller 3 to 4-storey high buildings with larger footprints will become a common occurrence within this QTC block. An example of this is 17-19 Man Street where a large-scale four-storey hotel is currently being constructed. Taking into account the anticipated building form along the northern side of Man Street, it is likely that the predominant views to the south can be gained from the upper levels of future developments.

Overall, considering the planned urban context the proposed development will sit well within the immediate neighbourhood including the neighbours to the north of Man Street and will not be visually dominant nor does it appear out of scale.

## 5.7 CPTED Consideration

The proposed hotel complex has been carefully designed to front the street and provide a high level of natural surveillance on Man Street from guest rooms across multiple levels. The publicly accessible open space at the western end of the proposal will provide an active outward-facing amenity at the interface with Man Street and overlook the amenity spaces on the lower levels.

The proposal is also designed to have guest rooms facing the existing car park access and an outdoor terrace overlooking the vehicle access ramps from the end of the site which considerably improves the safety in the vicinity of this entrance area.

Overall, the proposed development is considered to provide a high level of natural surveillance and positively add to the CPTED quality of the immediate neighbourhood.

## 6 SUMMARY COMMENTS RELATIVE TO PDP PROVISIONS

The following comments consider the proposal against the relevant assessment criteria of the PDP.

### *Objective 12.2.1 and associated Policies 12.2.1.1*

Comments: The proposed development will provide between 175 to 185 guest rooms with associated hotel facilities on top of an existing car park building located in the Queenstown Town Centre. The proposal optimises the ability of the site to accommodate an integrated hotel facility in a location that is readily accessible by various transport modes and in close proximity to the historic core, the lakefront and the surrounding tourism destinations. The surrounding area of the site has been undergoing intensification and has seen higher built forms including four-storey buildings as envisaged by the PDP.

The proposal is comprehensively designed with the expression of a high architectural quality and landscape amenity. The proposal responds to the planned built environment in the vicinity of the site and creates a positive interface with Man Street. The proposal will contribute to the public amenity by providing a publicly accessible space and appropriately addressing the outlook amenity within and beyond the site.

The hotel will contribute to the Town Centre being the principal mixed use area. Further, the additional building height enables appropriate intensification that is undertaken with best practice urban design principles and the resultant effects on key public amenity and character attributes are satisfactorily avoided.

It is considered that the proposal aligns well with the objective and policies listed above.

### *Objective 12.2.2 and associated Policies 12.2.2.2, 3, 5, 7& 9*

Comments: The massing strategy and building design have been carefully considered to break up the overall building form and provide a high level of street amenity and additional public open space within the site. All building façades are well modulated through contrasting solid and visually light sections, variation in rooflines, materials, cladding patterns and colours and finer-grained architectural elements. The over-height portions of the proposed building will only cast a minor additional shadow on Shotover Street after 3 pm at the equinoxes and from midday at the winter solstice soon after which the entire town centre area will be largely shaded by the Ben Lomond mountain. A quality public space is proposed at the Man Street frontage as an integral part of the western viewshaft.

In summary, we consider that the proposal achieves a high quality urban design outcome and positively contributes to the town's character and sense of place. The massing strategy together with building design successfully breaks down the overall building scale and provides a high

level of street amenity particularly as experienced from the street level. The additional building height is well treated and will not adversely affect the public environment. The proposed publicly accessible open space is well integrated with the western viewshaft providing enhanced viewing opportunities with additional landscape amenity achieved. The proposal will result in high quality urban design outcomes both within the site's context and the planned future environment.

It is considered that the proposal is consistent with the objective and policies listed above.

*Objective 12.2.3 and associated Policies 12.2.3.3*

Comments: The proposed hotel development has been designed to provide legible and safe pedestrian circulation routes with vehicle traffic discretely accommodated within the existing facility below grade. The proposal will provide a high level of on-site amenity for hotel users.

It is considered that the proposal is consistent with the objective and policies listed above.

*Objective 12.2.4 and associated Policies 12.2.4.1-3*

Comments: The proposal is well connected to the town centre and the surrounding tourist destinations. The proposed building, though exceeds the height standard, will not adversely impact the public environment including adjacent public streets and open spaces. The provision of additional open space at the southwestern end enhances engagement with the street and also adds to the neighbour's amenity.

It is considered that the proposal aligns with the objective and policies listed above.

*Rules-Standards 12.5.9.4*

Comments: Pursuant to Rule 12.5.9, the proposed hotel breaches the various building height limits for Height Precinct 7 in the QTCZ (Height Precinct 7 only applies to the site). It is noted that Height Precinct 7 has four separate height limits. The height limits in Height Precinct 7 and the level of breaches are as follows:

- a) The maximum height limit in Area A is 11m above RL 327.1 masl (the hotel will be 3 storeys through this height limit);
- b) The maximum height limit in Area B is 14m above RL 327.1 masl (the hotel will be 2 levels through this height limit);
- c) The maximum height limit in Area C shall be RL 327.1 masl (i.e. no building is permitted above the existing structure) (this will be breached by 16.75m)
- d) The maximum height limit in Area D is 3m above RL 327.6 masl (this will be breached by 20.6m)

The overall building mass has been broken into discrete forms that presents a series of well-articulated built forms of average four storeys high to the Man Street frontage. The architectural detailing and landscape design help further reduce the visual appearance of the proposed building and enhance the streetscape character. The proposal will result in a scale and built character that sits well within the planned future context as expected in the site zoning.

It is considered that the proposed building height can be supported.

## CONCLUSION

The proposed hotel development appropriately responds to the surrounding context of the town centre particularly the planned future urban environment as expected by the ODP and PDP. The massing strategy and architectural approach effectively break up the overall building form with a high level of building articulation and façade variation.

The additional height of the proposed building has been well considered and will not generate any adverse impacts on the public environment and the adjoining neighbours.

The proposal will largely improve the street amenity and visual quality of Man Street. The treatment of the required viewshafts will result in a positive urban design outcome which essentially addresses their functionality as envisaged by the PDP with improved quality of the public environment and the overall amenity.

Landscape treatment is generously provided throughout the proposal to help soften the building appearance and create a series of quality garden spaces both internally and at the interfaces with the public street and adjoining neighbours.

Collectively, the proposal will make a positive contribution to the Queenstown town centre and is considered to be consistent with the PDP objectives and policies. In conclusion, the proposal can be supported from an urban design perspective.