

Arthurs Point

Riverton Queenstown Ltd



Special Housing Area

Expression of Interest

2nd November 2015

Application for a **Special Housing Area**
under the **Housing Accords and Special Housing Areas Act 2013**

with Queenstown Lakes District Council **For:** **Riverton Queenstown Ltd**
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Executive Summary

This document is an application for a Special Housing Area by Riverton Queenstown Limited in accordance with the Housing Accord established between Queenstown Lakes District Council and the Government.

The Queenstown Lakes District has well documented affordable housing issues. Providing solutions to this in a manner that does not undermine the integrity of the Queenstown environment and character is a challenge.

This proposal for the 4.18 hectare site at 157 Arthurs Point Road is substantially different from the original EOI submitted in the initial SHA stage.

The new concept has been prepared by specialist urban designers and masterplanners, Common Ground Studio. This delivers a compact village environment based on the highest Urban Design Principles, that:

- » Responds to, and reinforces its urban context
- » Responds to landscape, and;
- » Has no infrastructure constraints.

The concept reduced the importance of private vehicle ownership, encourages walkability with a quality public realm and provides a range of *High Performance Housing* to deliver a concept that is inherently "Affordable by Design".

The concept has been refined further after consultation with Queenstown Lakes Community Housing Trust and local market specialists to provide house types that will meet all market requirements.

The concept is effectively in 2 almost equal halves which largely align in both Operative and Proposed District Plan zone delineations.

The more intense village is contained within the almost flat lower half (currently zoned Low-Density Residential). The upper section is a landscape management zone that uses limited sensitive residential development within identified platforms to respond to the ONL landscape.



With the higher densities, careful use and design of the road and pedestrian network in combination with a cohesive landscape design has provided a low-speed parkland environment. This helps make the compact urban form not only deliverable, but also desirable.

As confirmed in an independent review by Dr Lee Beattie, the concept aligns well with the higher level Objectives and Policies in both the Operative and Proposed District Plans. Both plans contain Comprehensive Development provisions to deliver the more intensive elements.

This proposal sets a new standard for compact, affordable living in Queenstown.

Key Outcomes

- » **4.18 hectares** site
- » **80 dwellings**
- » Height limited to 3 levels
- » **A range of house types** from apartments through to full family houses
- » **Over 25% are 1 and 2 bedroom**
- » High Performance Housing - minimum **Homestar 6**
- » A range of mechanisms to deliver affordable housing
- » Innovative construction methodologies to help reduce development and construction costs



The Need for Affordable Housing

Housing affordability is an issue across many urban centers in New Zealand, but is particularly severe in Queenstown.

The Housing Accords and Special Housing Areas Act 2013 was introduced to support housing affordability by facilitating an increase in land and housing supply in certain regions or districts (listed in Schedule 1) that have been identified as having housing supply and affordability issues. Queenstown-Lakes District is one of the areas listed in Schedule 1.

The housing affordability issues in the district are well documented and have been the result of many factors including:

- » High living costs, particularly housing
- » Inappropriate house types and values
- » High levels of non-permanent residents

This issue is having very real and significant economic and social impact in the district with over 50% of recent migrants to the district electing to move on after just 12–18 months (Queenstown Lakes Community Housing Trust, 2015).

Queenstown Lakes District Council (QLDC, The Council) and the Minister for Building and Housing entered into a Housing Accord (as specified under the Act) one year ago (October 2014) to address housing supply and affordability in the District, with a specific focus on the Wakatipu Basin.

The Accord highlights that home ownership is unaffordable in the Queenstown Lakes District, with the second highest median house price in the country coupled with relatively low median incomes.

This makes mortgages 101.8% of the median take-home pay of an individual, to meet weekly mortgage payments and the median multiple (median house price divided by gross annual median household income) is 8.61 (Queenstown Lakes District Council, 2013).



“...home ownership is unaffordable in the Queenstown Lakes District, with the second highest median house price in the country coupled with relatively low median incomes.”

The Accord aims to increase housing supply over normal rates by 20% – providing an additional 1,300 homes over the previously forecast amount within a 3 year period (Queenstown Lakes District Council, 2014).

The Queenstown-Lakes Housing Accord is focused on developments that:

- » Are discernible geographic units
- » Deliver a minimum density
- » Provide a range of quality housing
- » Include Community Housing
- » Demonstrate long-term community benefit

Riverton Queenstown submitted an Expression of Interest (EOI) for Arthurs Point in late 2014, which would deliver 40 households. This was accepted by Council in June 2015 as a complying project.

Since this time Riverton sought an independent review the proposed development from a high-respected urban design and masterplanning firm – Common Ground Studio.

Based on their feedback, and further consultation with both QLDC staff and Queenstown Lakes Community Housing Trust, Riverton elected to re-design the concept, and it is this new design that is being submitted for the SHA application now.

The Housing Accord between Queenstown-Lakes District Council and the Government is intended to increase housing supply and improve housing affordability in the district. The agreed medium-term targets, over and above any development permitted within zoned land within the Wakatipu Basin are:

Housing Supply	Aspirational Targets		
	Year 1	Year 2	Year 3
Total number of sections and dwellings consented	350	450	500

The applicant’s proposal for this site will help the Council meet these targets with 80 dwellings proposed, featuring a range of housing types and tenures as per the concept plan and associated details contained in this application.

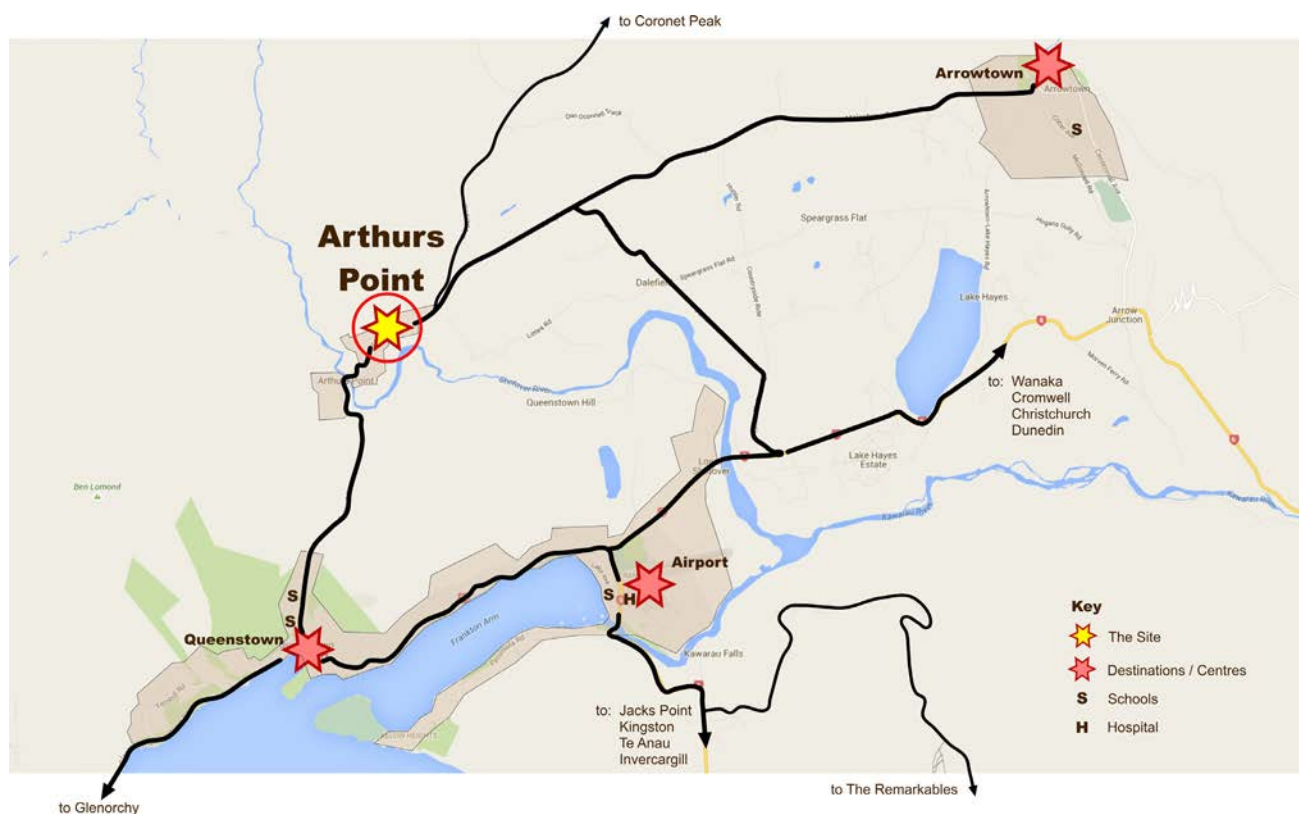
Context and Landscape

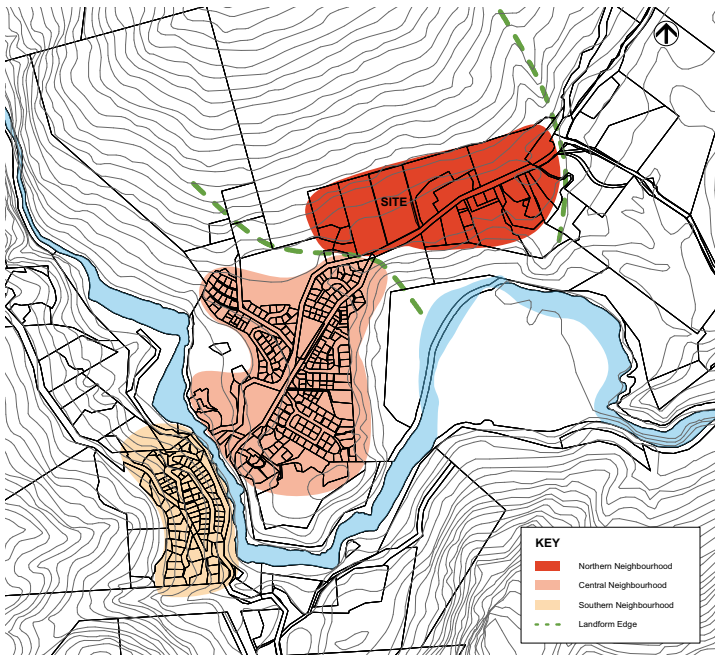
The site is located in Arthurs Point, a linear settlement approximately 6 km north-west of Queenstown town centre along Gorge and Arthurs Point Roads.

Arthurs Point is the northern gateway to Queenstown on the route to Arrowtown (approximately 13km further east). The “Gateway” is demarcated by a dramatic change in landscape character from the tightly constrained foothills and valley floor environments of Queenstown itself into the wider, open valleys of Arrowtown – as the foothills extend down to almost touch the Shotover River just south of the site.

The Gorge-Arthurs Point Road link is the alternative access route to the town centre, with many public amenities, including the high school, available in less than a 10 minute drive.

The major Council recreational and sporting facilities, and the hospital are located over Queenstown Hill to the west at Frankton, approximately 14km away by road, and can be accessed from either direction. With environmental and traffic conditions synonymous with Frankton Road (SH6a), the alternative route via Dalefield provides reliable access to these amenities



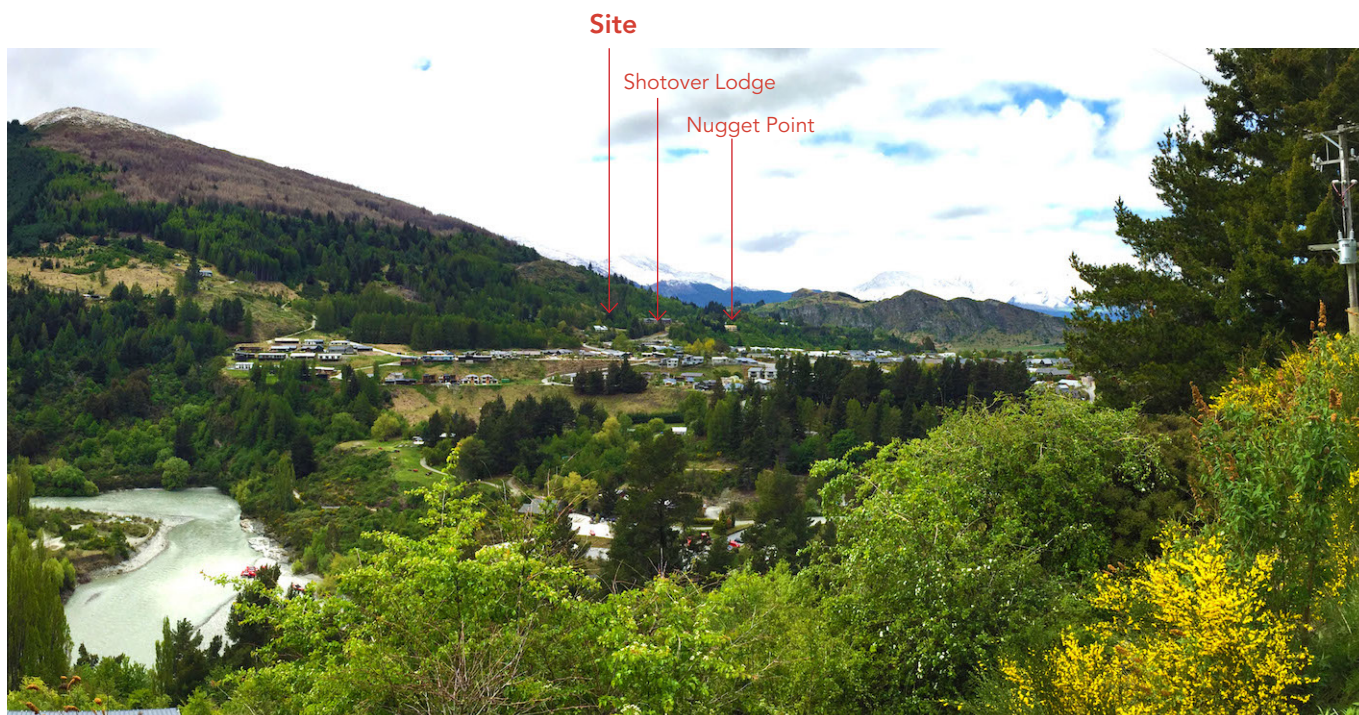


Arthurs Point developed around a series of nodes (now defined neighbourhoods) based on travellers accommodation and hospitality stops that extends from the Arthurs Point Tavern approximately 500m south of the Shotover River bridge to another kilometer beyond it.

The southern neighbourhood was based around the now demolished Arthurs Point Tavern. It is a small neighbourhood that has been tightly constrained by the river and road against the western foothills. It contains little amenity provision.

The more recent (previous decade) residential development has taken place in the 'centre' neighbourhood, a plateau area above the Shotover River, approximately 700m from the site (northern neighbourhood) down Arthurs Point Road. This extensive residential development is all relatively conventional, with a limited number of smaller sites (circa 300m²). The only non-residential amenity in this area is the retention of the Top 10 Holiday Park, although some other commercial amenity is provided via the tourism facilities immediately adjacent the Shotover River.





Looking towards the site from the Southern Neighbourhood across the Shotover River

The site itself is located on the northern-most node approximately 1.5km north of the Shotover River bridge crossing, and 700m (less than a 10 minute walk) from the recently developed “new” Arthurs Point residential subdivisions around Morning Star Terrace and Atley Road.

Just north of the village, at the “gateway” position, is the Skippers Road entry to the Coronet Peak Ski-field, which also provides access to the Shotover River via Skippers Canyon.

The northern-node was established around one of Queenstown’s best known pioneering landmarks – Gantleys, an award-winning restaurant and bar. The historic tavern which

was established in 1863 as a wayside Inn is named after its original owner Patrick Gantley, Queenstown’s first policeman.

The village character set by Gantley’s is complemented by the adjacent spring-fed Olsen Hot Pools and the Nugget Point boutique hotel.

Immediately north of the site is Shotover Lodge. The 98-unit, 3-level complex was acquired in April 2014 by Queenstown Resort College and converted to student and worker accommodation. The complex also contains the Coronet Peak Hotel and Strikebowl bowling alley providing further visitor accommodation and amenity.



The site is almost impossible to discern when approaching up Arthurs Point Road from the “Central Neighbourhood”.



Shotover Lodge, immediately north of the site, provides student and worker accommodation in fairly high density. The 3 level buildings are set within a park-like landscape which softens visual effects. The convenience shop, the only one in Arthurs Point North is very small and limited in range.



Gantley's historic restaurant and bar.



Aurum Gallery. The entrance way to Olsen Hot Pools is the driveway to the left.



The Hangar - a co-working space at the northern end of the neighbourhood, sits within its own parkland landscape.

Infrastructure

The Act requires that the Council is satisfied that there is adequate infrastructure, both that it exists and but also that there is additional capacity to accommodate the likely cumulative demand from a qualifying development for any scheme.

For Council-related services:

- » Water supply
- » Wastewater
- » Stormwater
- » Transport
- » Parks and reserves

Council's infrastructure plans show most necessary council services are available adjacent to the site. The front half of the site is within the water, drainage and sewer scheme area boundaries.

An independent review of infrastructure provision has been undertaken by Holmes Consulting on behalf of Council. This has indicated that there are no substantive issues that affect this application.

Wastewater & Water Supply

Both a water main and sewer main have been developed in the area and are located in the Arthurs Point Road reserve at the front of the site. No additional upgrade is required to facilitate this proposal., although on-site storage or pumping may be required within the development for the upper sites.

Stormwater & Drainage

No standard urban stormwater facilities have been constructed in the vicinity. As part of the previous 16-lot subdivision (RM100194) for the site, a 600mm stormwater culvert was required under Arthurs Point Road to discharge into are-entrant gully on Department of Conservation land on the opposite site of Arthurs Point Road. This work has been completed and the independent review has indicated that this is sufficient for the new plan and that no additional stormwater work will be required.

Transport

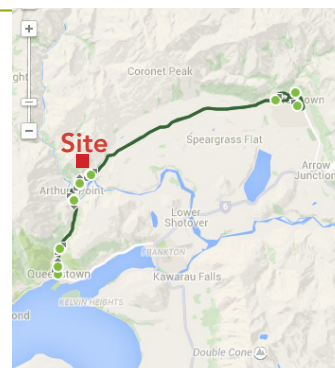
Arthurs Point Road is built to a good standard in this locality and should easily service the demands arising from this site, when developed. NZTA has been consulted regarding the new plan and has also indicated that no substantive issues need to be addressed with the new concept.

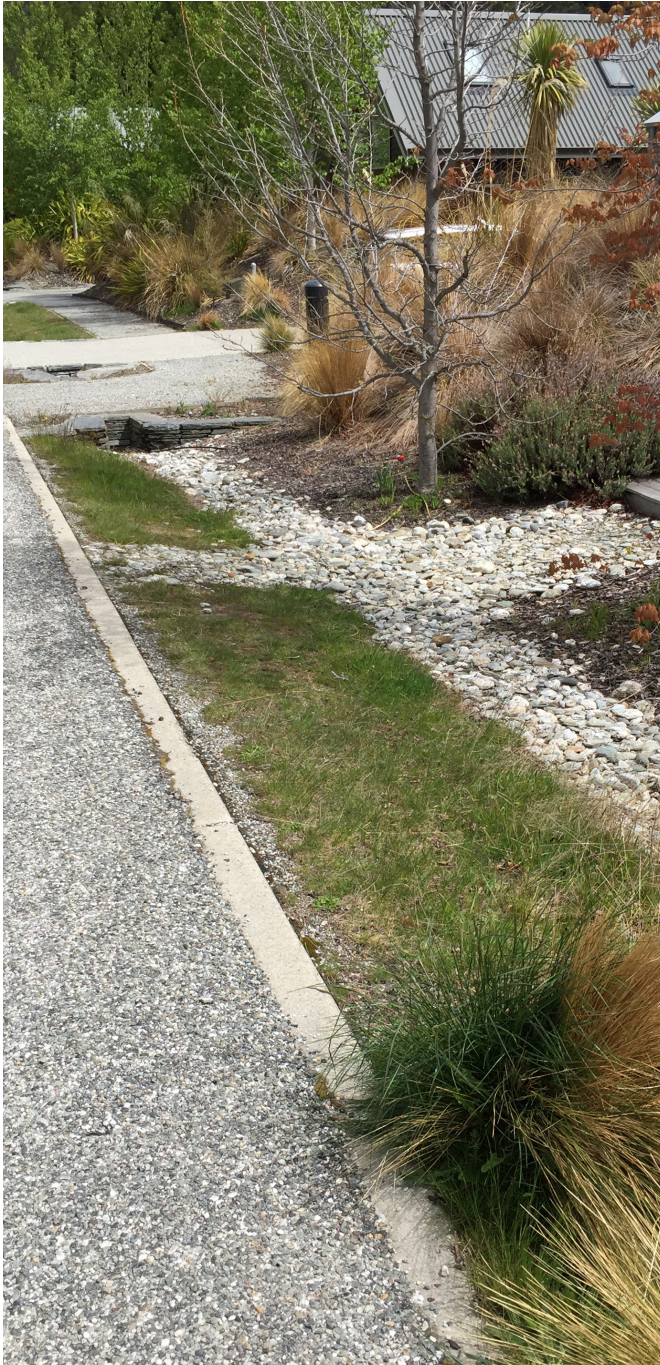
The current bus service, has existing stops on both sides of Arthurs Point Road approximately 150m up from the site (an easy walking distance).

Good public transport is pivotal an "Affordable bt Design" approach.

Arthurs Point is well connected with the Connectabus service providing 8 services daily to both Queenstown Town Centre (only 10mins /6km away) and Arrowtown from 7.30am through to 9pm.

The development of the site as proposed will support the continued viability of the service and further upgrades.





Low impact design solutions from Mathias Terrace in Arthurs Point "Central Neighbourhood"

Other (non-Council) infrastructure, including:

- » State highways,
- » Government facilities such as education, hospital and other services
- » Network utilities: electricity, gas and telecommunications

The Council is satisfied that infrastructure exists or is planned by the relevant service provider with additional capacity to accommodate the likely cumulative demand generated from this application.

Summary

- » All infrastructure for the application is existing and has additional capacity to accommodate the cumulative demand from this application.
- » Any necessary upgrades are planned or programmed in the Council's Long Term Plan with associated funding mechanism in place.
- » The additional stormwater upgrade has been consented and installed at the applicants cost.
- » All infrastructure will be designed and constructed in accordance with the relevant requirements of the Council's Infrastructure Development Code, or as agreed with Council.

The Site

The site (Lot 1 DP 12913 and is contained in Certificate of Title 8C/156) is located at 157 Arthurs Point Road in the northern neighbourhood, immediately south of Queenstown Resort College's Queenstown Lodge.

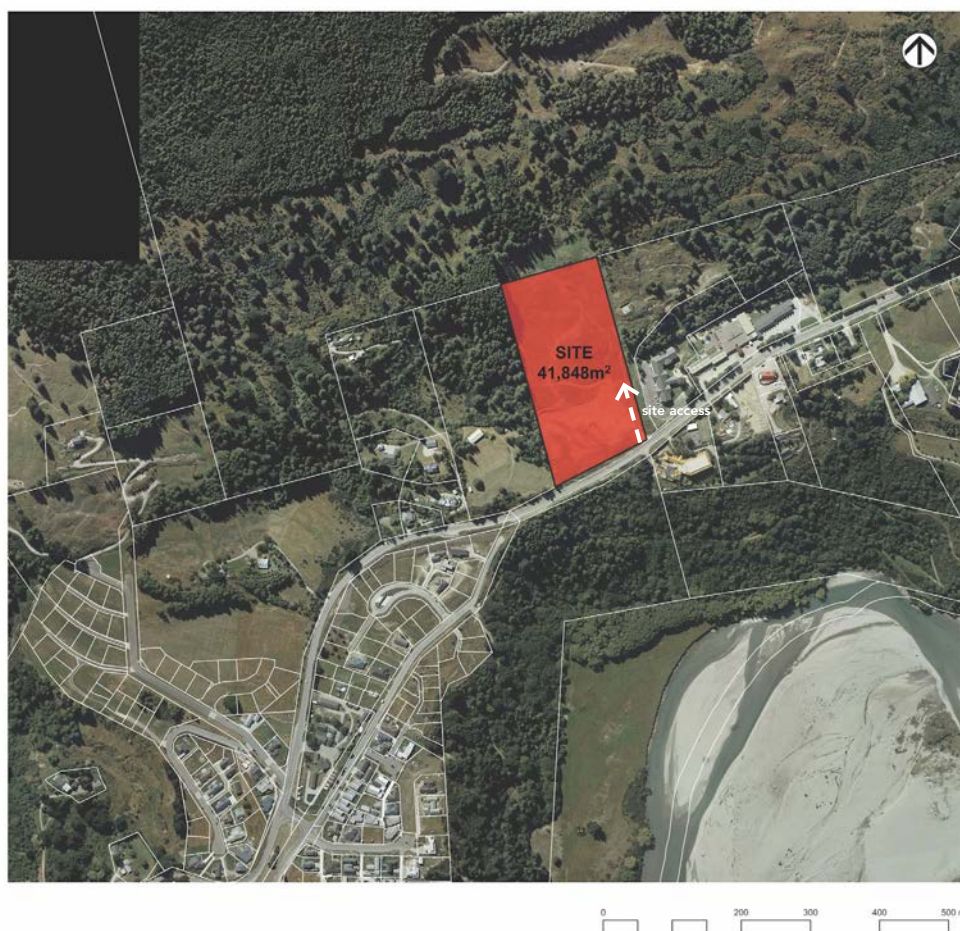
The location is identified as an urban area in the Queenstown-Lakes Operative District Plan.

It is 4.18 hectares in area. Currently vacant, it has been cleared of all vegetation. It has extensive views down Gorge Road towards Lake Wakatipu in the South, around to Queenstown Hills across the Shotover River and east to the Dalefield valleys and beyond.

As part of a resource consent application in 2011 (granted ref: RM100194) for subdivision of the site into 16 lots, an access lot was agreed with the owners of the adjacent

property (Rural Visitor zoned) immediately to the north behind Queenstown Lodge.

The neighbours remain supportive of the site's development and formalising the access way agreement, including construction and vesting, will be completed as part of the Resource Consent process.



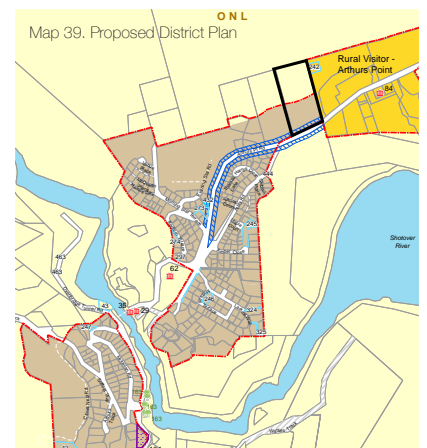
The adjacent site immediately to the west has the same split zoning as the site subject to this application, with a Rural zone on the northern sloping section, and Low Density Residential on the southern flatter section.

It has been assumed that any development of the site will provide a connecting linkage from the neighbours boundary so that a full connecting road can be achieved, either back to Arthurs Point Road or via the “central” neighborhood in the future.

Neighboring sites to the east of the site on both sides of Arthurs Point Road are zoned Rural Visitor Zone and, although subdivided at a rural living density, have been developed to provide substantial visitor accommodation resulting in quite high actual densities. These include:

- » Queenstown Resort College's Queenstown Lodge which features a mixed of visitor and worker accommodation
- » Coronet Peak Hotel
- » Gantleys Historic Bar & Restaurant
- » The Nugget Point complex

The land immediately across the road is the Department of Conservation Reserve. This contains the re-entrant gully to which the installed stormwater culvert runs (with DOC agreement)



View across the site towards the east.

Queenstown Resort College's Queenstown Lodge

Site entry and Access Lot as agreement in Resource Consent RM050383.

Nugget Point visitor complex

DOC Land

Arthurs Point Road



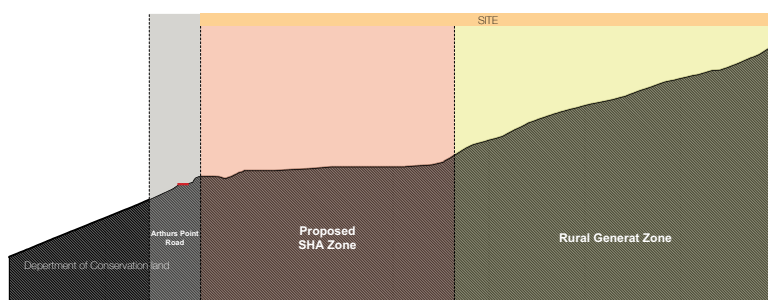
The site itself is defined by 2, almost equal landscape zones:

Lower Section:

1.9ha immediately adjacent Arthurs Point Road was an old quarry which has been engineered-filled (consented - RM050383). It has an easy grade (1:15) that falls to the Arthurs Point Road boundary. This area is zoned Low Density Residential in both the Operative and Proposed District Plans.

Upper Section:

The balance of the land rises steeply (approximate 1:4.5 grade) to the north-west, but contains pockets of much gentler grade which have been identified as suitable sites for development. This is zoned Rural in both the Operative and Proposed District Plans, as is all land surrounding it.



Cross-section of site

Geotechnical Conditions

The Council's Hazard Register indicates that the site is of nil to low risk of liquefaction. It also indicates that the northern, steeper part of the site as part of the "Coronet Peak Landslide", may have a landslide risk termed Pre-existing Schist Debris (Activity Unknown).

The RM100194 approval stated that the site was in "marginal equilibrium" and that "residential development was geotechnically feasible provided that stated remediation measures were implemented".

Otago Regional Council have also indicated an interest in reviewing the engineering and foundation designs in this area at the time of resource consent.

Further site investigations as part of a new Resource Consent application can confirm these elements for the new scheme.

Contaminated Land.

The lower section of the site has had earthworks carried out in the past. It has also been a repository of clean fill for, on and off, since a 2006 consent (RM050383). Any issues arising in the subsequent 16-lot residential subdivision approval would remain valid for this application.

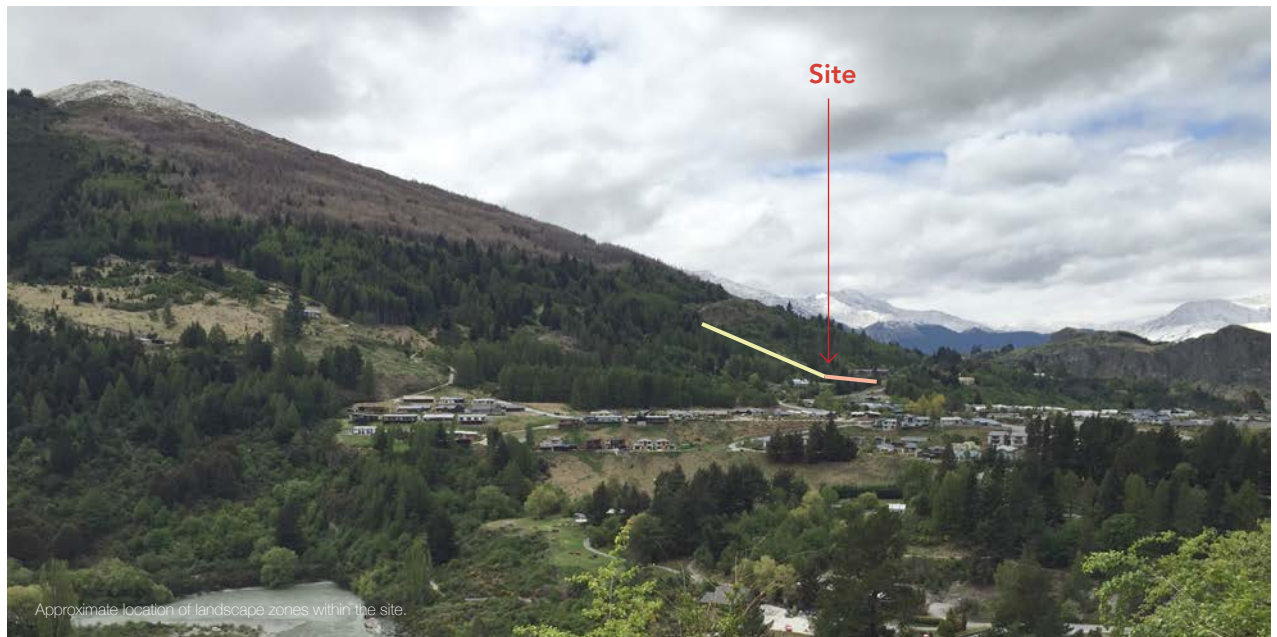
Given that the scale and intensity of proposed activity is far greater in this application, there may be further assessment necessary of the (National Environmental Standard (NES).

Any further issues and requirements will be addressed during the resource consent.

Building Setback – Arthurs Point Road

A 15-metre building line restriction is in place along the road frontage of the site.

This relates to buildings only and lots, access ways or landscape elements may extend into it.



Design Response to Context & Landscape

The SHA process has provided the opportunity to develop the site in a contextual manner that would be more problematic under the standard consenting process.

While the current zoning generally aligns with topography, closer investigation of the site in combination with a considered design approach provides for a wider range of more development options to be explored.

A critical question in the design response is:

Does this site relate more to the Rural Visitor Zone on its east boundary?

Or

To the Low Density Residential zoning in the Central Neighbourhood?

The answer to this is provided by responding to 2 elements:

1

Neighbourhoods need edges to define and reinforce individual neighbourhood identity.

And

2

The northern neighbourhood is separated from the central neighbourhood by a pronounced elevational change and other landscape elements.

Consequently there is a greater rationale to reinforce the character of Arthurs Point North by integrating the site into the Northern Neighbourhood in terms of both character and intensity.

The SHA process allows this to occur without the need for a Special Purpose zoning or other such mechanism.

Outstanding Natural Landscape



Looking towards the western, steeper half of the site

The whole of Arthurs Point lies within an Outstanding Natural Landscape (ONL) designation.

This means that there are sufficient values of naturalness within the whole landscape that require protecting and strengthening.

The site itself contains almost nothing of natural value. It is proposed that through comprehensive design and development such values can be reintroduced to support wider landscape values.

The steeply sloped and more visually exposed upper half of the site in particular is to be revegetated naturally and a very low level of responsive development used to manage it.

“..there is a greater rationale to reinforce the character of Arthurs Point North by integrating the site into the Northern Neighbourhood..”

Given that this is not the “edge site” of the zone, it is more appropriate that the residential (as opposed to the rural) component:

Reflects the densities of other Arthurs Point North developments

Conveys a village atmosphere

Provides a future vehicle connection to the other undeveloped property

Maintains the rural element as an integral part of the overall development proposition

These are also critical elements in providing smaller, more compact lots and dwellings that can deliver the outcomes sought in the SHA process.

The current zoning edge generally follows the 465m contour. In the interest of good design outcomes, this “edge” has been treated as a general guide, with more emphasis placed on actual site conditions.

Another factor is the impact from the Coronet Peak Landside overlay. This is not a constraint per se but simply identifies land that will likely require engineered foundations. The toe of this overlay drops to the 453m contour.



Traditional European villages provide diverse housing and an a public realm that supports sociability and community.

Affordability by Design

Affordability is not simply about building cheap houses – far from it. It's about reducing the day-to-day costs of living and relieving pressures on household budgets.

With high land values such as Queenstown's the only way to reduce the land cost component of housing is to make sections smaller. In turn this necessitates more compact housing forms ie. smaller footplates, with additional height to preserve outdoor amenity within lots.

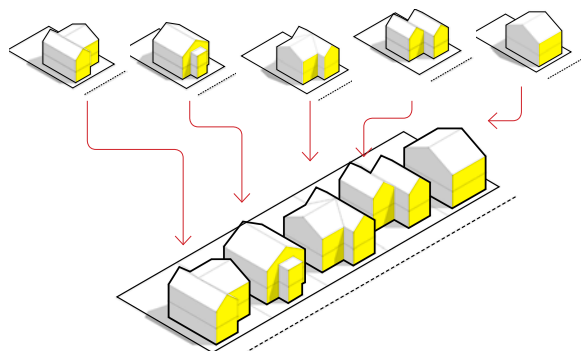
This means the area allocated for parking becomes increasingly precious – fundamentally the cost of car ownership increases.

To mitigate this, affordable living solutions need to provide:

1. Easy access to local amenity and public transport
2. A compact, safe, walkable environment

The Arthurs Point site offers both of these.

Using a range of building typologies (simple building forms) at the earliest stage of the conceptual design has provided the ability to test outcomes, without needing specific building designs to be resolved at this stage.



Using a typology approach, building models are compiled before the concept or house plans are developed in any detail to provide massing for shadowing effects, initial streetscapes to ensure differentiation and frontage articulation.

The Queenstown Lakes district provides numerous great examples of a range of building types that are appropriate for this development.



High Performance Housing

The second component of affordable housing is quality housing – or more aptly, **High Performance Houses**. This is not just houses produce to high standards and finishes but also those that deliver:

Higher than code outcomes (engineering, insulation and internal dynamics)

More robust – materials and construction that reduce maintenance demands

Lower operational costs – high efficiency systems in combination with solar technologies

All of these provide housing assets that last longer, need less maintenance and cost less to run – benefiting the owner, the community and the environment.

The Arthurs Point design has been undertaken in close coordination with Falcon Construction – experts in High Performance Buildings, to identify and develop housing types that will work effectively in the Queenstown environs.

We will be applying universal design principles to deliver quality compact homes at affordable prices.

All buildings should achieve a minimum of Homestar 6 rating.



New construction methodologies employed by Falcon Construction



Amode is a light-steel gauge panelised construction system that delivers a high-quality, value-for money construction solution through the use of standardized massed produced engineered panels.

- Pre finished panels using high density fibre-cement board for a robust, long-life outcome
- Come with all electrics and plumbing pre-installed
- Panels can be erected quickly with minimal skilled labour
- Can be adapted to suit any design vision or environment



[See Appendix for further details.](#)



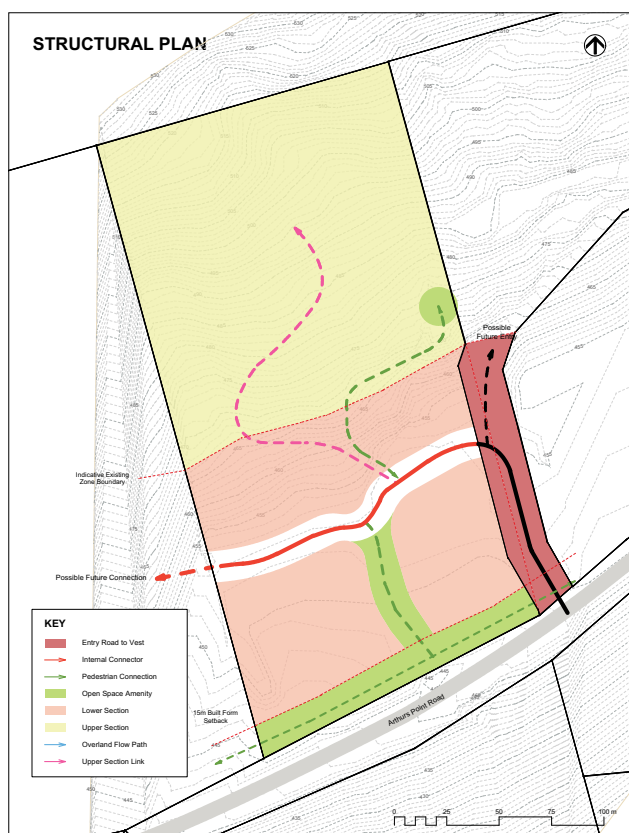
Cross Laminated Timber (CLT) is an engineered wood panel system - basically timber tilt slab, produced by XLAM in New Zealand. Panels are pre-finished in the factory with large CNC routers providing highly accurate construction components.

- Locally produced
- Large panels can pre-routed to any design
- Produced in a range of thicknesses to suit application or load requirements
- Can be constructed quickly with extremely high-accuracy
- Advantages in air-tightness, thermal insulation, internal moisture, acoustics and fire



Development Framework

The development framework has been derived by overlaying layers of contextual and landscape information, while having regard to the overall design and affordability objectives.



Structure

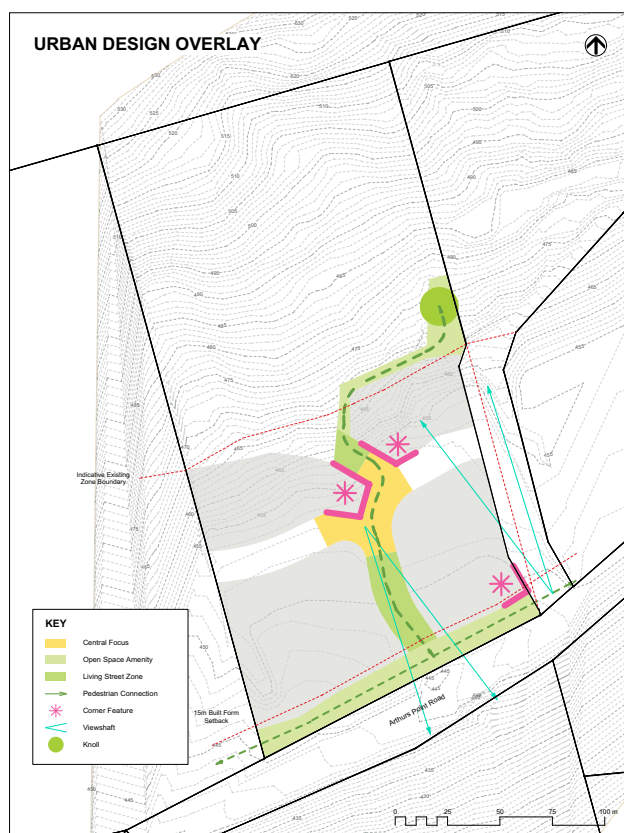
Entry: A road as per the agreement established in the current resource consent (RM100194). This 20m wide reserve follows the eastern boundary to meet with the Rural Visitor zoned land behind.

Internal Connector: a narrower, but still compliant, road link that generally follows the toe of the Landslip zone and extends to the western boundary to enable a future connection to the neighboring site and beyond.

Open Space: a series of connected spaces the provide amenity for residents. These can accommodate limited vehicle access and parking, as well supporting on site stormwater initiatives.

Pedestrian Connection: a network of walkways that link amenity areas and enable active frontage of houses to the street.

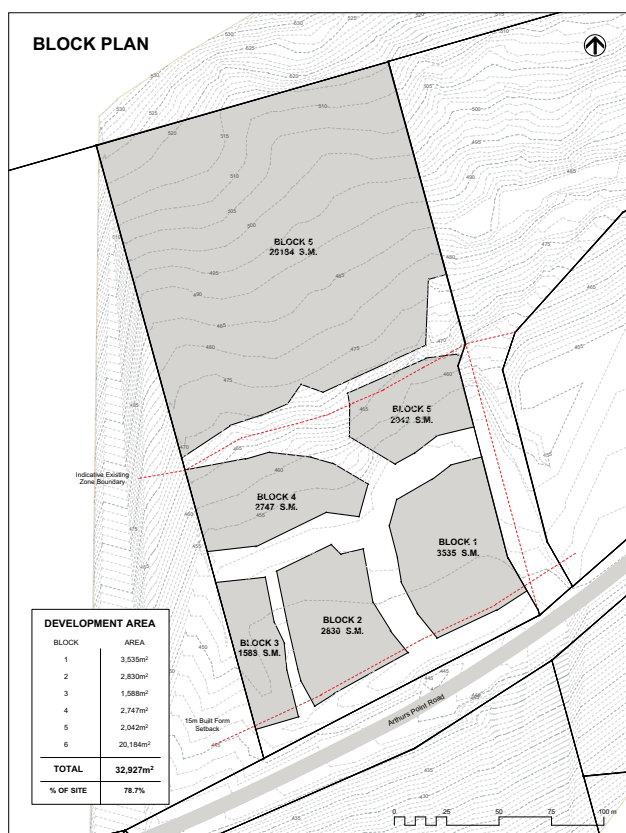
Upper Section Link: A narrow access route for vehicles and pedestrians that works with the contour to provide a low-impact solution.



Urban Design Overlay

The urban design overlay provides guidance as to how the built form should respond to the Structure Plan. It indicates where key sight-lines or open space elements need to be protected and enhanced.

It also helps shape where intensity should occur and buildings could require articulation – either through height or architectural treatment.



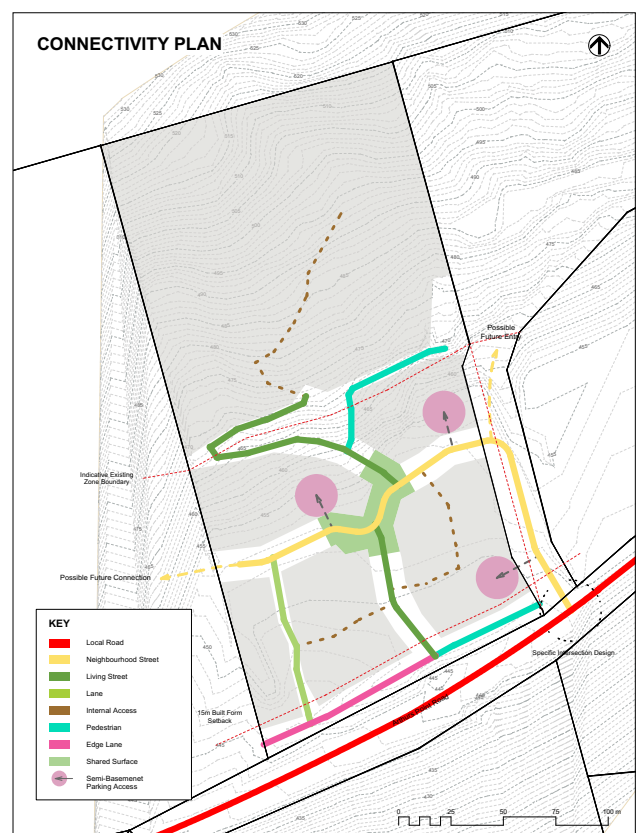
Blocks

From the 2 previous plans, a block pattern emerges. The largest block, Block 5, is the dedicated for larger sections with specific building platforms. In general these will be for a single larger dwelling.

The smaller blocks on the lower section create a framework to establish a village environment. The larger blocks in this area will require lane access to ensure quality frontages. Block 3 is a ½ block that will ultimately back onto development in the neighbouring property.

Those on the toe of the landslip zone will tend to utilize semi-basement structure to provide a cost-effective engineering solution.

This approach delivers a reasonably high land use efficiency on which to support the increased density sought.



Connectivity

The resulting roading and movement configuration provides a hierarchical movement structure.

Neighbourhood Street: principle vehicle movement path with on-street parking

Living Street: A shared-surface lane (narrow carriageway) set within a landscaped environment to provide a high level of shared amenity

Lane: A simple paved shared surface that supports active frontage.

Edge lane: A one-direction lane with limited visitor parking

Internal Access: private lanes and courts for residents parking

A number of blocks feature shared semi-basement parking structures to support being more intensively developed.

The Concept Plan

Based on the Structural Framework and general design parameters outlined previously, the following design objectives were set for the development:

- » Entry should be signalled by more intensive development with additional height.
- » The road should have a primary alignment that swings west to provide a future connection to the neighbouring (undeveloped) property. This should generally follow the toe of the hill consistent with the Coronet Peak Landside overlay.
- » The flat land below this road should be akin to a traditional compact village.
- » The residential land immediately above this, but below the 465m contour, would typically require engineered foundations (expensive) and therefore be suited to more intensive development.
- » The individual lots (6) and larger sites on the upper slopes in the General Rural Zone should follow the guidance provided by geotechnical expert David Bell.
- » That common open space elements be used to create a high-level of public realm amenity and connectivity – both within the site and externally.
- » No requirement for any commercial or mixed use activity as this is provided for, and is best located, in the Rural Visitor zoned areas adjacent.

Outcomes are:

- » A village atmosphere featuring a low-speed vehicle environment with shared surfaces, lanes and Living Streets.
- » **80 dwellings** with a range of dwelling types from large freestanding houses through to apartments with shared amenities. This includes the 6 large lots on the upper slopes.
- » At least **50% of sites 300m² or less.**
- » At least **25%** of dwellings **1 or 2 bedroom** types.
- » A development pattern that largely aligns with Operative and Proposed zoning delineations (but not rules).
- » Use of semi-basement structures where appropriate to provide parking for apartment/intensive house types and provide retaining for outside living.

Specific details are outlined on the following pages.

This resulted in the layout opposite reflecting these objectives.

The concept has been developed around classic village principles.



THE CONCEPT PLAN



Public Realm

The public realm has been largely shaped around using the road networks as effective open space – to encourage sociability, activity and active surveillance within these areas.

To achieve this, effort has been made to reduce the number of vehicle crossings at the street – either through the use of shared parking structures or internal lanes and courts within the block for residents parking.

Key elements of the design include:

1. **Entry Street:** Development of the main route through the site with more formal avenue street tree planting to provide a high level of legibility to this route.
2. **The Knoll:** Protection and enhancement of a prominent knoll and naturalised gully at the upper end of the Entry Street as an open space feature, connected at either side with pedestrian walkways. This is a public lookout that can contain a sculpture, seating and sheltered area.
3. **Central Square:** The transformation of the street intersection area into a shared surface that will slow traffic and provide a space that can be used for occasional community events.
4. **Living Street:** A landscaped street that integrates parking with narrow carriageways and functional open grass park-like areas.
5. **Edge Lane:** A narrow paved edge lane on the landscape bund above Arthurs Point Road within the 15m setback zone. This shared surface integrates with the footpath at either end and includes some discrete parking areas within the landscape.
6. **Laneway:** A narrow (6–12m) shared paved surface that is reflective of a traditional village lane. It opens out in the centre as a court to provide a focal point and visitor parking.
7. **Internal Lanes and Courts:** Narrow (6m) internal lanes that provide residential access for parking within blocks. These have either hoggin (compacted aggregate) or chip seal surfaces and entry transitions to delineate them from the public environs elsewhere.
8. **The Rise:** A laneway set within a wider road reserve that winds its way up the hillside to provide access for the dwellings on the upper slopes. The footpaths typically follow the lot frontage to provide pedestrian access to front doors and visitor parking areas are 'cut into' the hillside at appropriate locations.

Performance Against Rules:

- » All roads or streets to be vested will meet the Council standards – or, if variation is sought, will be designed in coordination with Council engineers.
- » In general, the plan produces higher levels of on-street visitor parking than in a conventional subdivision of a similar size.

PUBLIC REALM PLAN

KEY

- Carriageway
- Footpath
- Planting
- On-Street Parking
- Living Street Parking
- Shared Surface
- Transition Paving
- Village Lane
- Internal Lane



Built Form

The range and nature of buildings developed for the site have been ascertained from:

- Affordability by Design principles
- Overall village vision and design objectives
- Consultation with Queenstown Lakes Community Housing Trust
- Initial market engagement

Excluding the larger hillside and apartment lots, village lot sizes range from 150–450m². The average is around 275m² including lanes and courts.

A range of house types have been developed to meet a wide range of markets to support both affordability and provide options for people as their personal circumstances change (financial, family size, age, ableness).

Overall there is a high number of 1 and 2 bedroom options distributed through all housing types.

The typology approach maintains homogeneity while protecting diversity. How the buildings are composed, clad and integrated with landscape elements enables a high degree of individualization and variety.

The Types are:

Apartments: Up to 3-levels high, double-fronted 1–2 bedroom units above shared semi-basement parking podiums with central service cores. These are provided as either 3 or 4 standalone structures which enable a site-responsive design, yet maintain a coordinated street frontage.

Terraces: Compact 2 and 3 bedroom units with small footplates, and 2+ levels in height. Garaging is to carports and garages accessed from the rear via lanes and courts to support quality street frontages and private rear living courtyards.

Duplexes: A compact house form similar to terraces with a range of options to respond to vehicle access demands in relation to location and topography – from rear lane and court to conventional street accessed and semi basement.

Townhouses: A larger family dwelling offering 3–4 bedrooms but reflective of the same village character and scale provided by the duplexes. Generally these are limited to 2 levels.

Village Houses: Conventional larger family dwellings.

Loft Garages: Studio units above parking areas that support the principle dwelling – either as a rental, additional room or guest accommodation.

Performance Against Rules:

All of the areas of non-compliance with Council Rules are balanced by:

- » The externalising of (traditionally) onsite amenity such as vehicle access and manoeuvring
- » A very slow-speed vehicle environment
- » Heavy emphasis on an enhanced public realm

Lower Section **Density:** Net lot area 275m² average (450m² Operative DP, 300m² Proposed DP)

Setbacks: Closer front yard setbacks (4.5m min in Rules)

Continuous Building Length: The mixture of types within the block shape ensure compliance with the Rules.

Building Coverage: Max 55% (max 40% in Rules)

Outdoor Living Space: All dwellings can comply with the rules

BUILDING TYPOLOGY PLAN

KEY		
36	Apartments	45%
6	Terraces	7.5%
12	Duplexes	15%
8	Townhouses	10%
7	Cottages	8.75%
7	Village Houses	8.75%
4	Loft Garages	5%
	Carports & Garages	
TOTAL UNITS		80



Height: Creating Identity & Legibility

Building height is a critical component in delivering quality urban design outcomes, particularly in a concept such as that being sought here.

Creating variation in heights and providing features with additional height in key areas is central to overall legibility and developing a character for the development.

Building height cannot be disassociated from other factors such as lot size, coverage, setbacks and vehicle access.

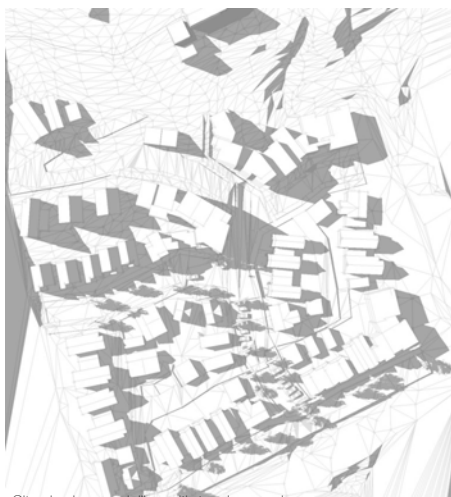
The critical aspects of height are:

- » Visual impacts from distance, and;
- » Overshadowing - externally and to living areas within lots

Typically these are controlled by planning rules with height limits and recession planes because effects generally are difficult to ascertain on a lot-by-lot basis.

In this particular location – the Queenstown District generally and this site in particular, the effect of shadowing from surrounding hills and mountain ranges in the winter months is profound. The combination of this with the cold temperatures at this time of year means any outdoor living is difficult at best, and sunlight is both limited in time and weak in effectiveness.

Conversely in summer, as is expected in alpine environments, shade becomes just as critical with long, hot days.



Site shadow modelling with terrain mapping

Consequently, this proposal has used shadow modelling at the earliest stages of design to:

- » Minimize effects of overshadowing generally
- » Maximize solar gain to buildings in winter
- » Establish quality outdoor living courts for spring-autumn months

Another factor that influence building height is floor to ceiling levels. This does not typically matter in conventional houses, but for compact dwelling providing ceiling heights 2.55m+ makes small spaces feel larger and enables greater solar penetration.

Accordingly, it is not necessarily appropriate to strictly adhere to an 8m, even on slopes, and provide 2 full habitable levels, elevated foundations and appropriate roof pitch.

The more intensive apartment forms have been set at 3 levels (the same height as Queenstown Lodge adjacent) above the semi-basement parking podiums. Some additional height, whether as habitable floors or architectural features, has been sought on key corners to aid legibility.

The effect of these are largely contained within the site, and will have little impact from further afield.

Performance Against Rules:

	Net site Area	Max Building Height	
		Flat Site	Sloping Site
Operative	450m ²	8.0m	7.0m
Proposed	300m ²	5.5m	

In general, this concept **does not comply** with height rules, either Operative or Proposed. However shadow modeling using typology massing has ensured that the external and internal effects have been minimized and carefully managed.

HEIGHTS PLAN

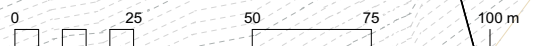
KEY

- 1 Storey
- 1.5 Storey
- 2 Storey
- 3 Storey
- Corner Feature

Indicative Existing Zone Boundary

15m Built Form Setback

Arthurs Point Road



Delivering the Vision

While the plan and modelling can shape a functional outcome, landscape plays a significant role in delivering a cohesive quality vision.

Compact village living environments often cause concerns at the design stage as people find urban living environments difficult to relate to. To illustrate the planned outcomes, the plans have been modelled in 3 dimensions.

The following sequence of images shows how the combination of built form and landscape combine to deliver a safe, walkable environment that is worthy of 'exemplar' status.



The view down the Living Street from the Square toward Arthurs Point Road.

Even with limited setbacks on the front boundaries, there is still good separation of dwellings across the street. Application of landscape elements will be critical to creating an integrated and cohesive design outcome.



Elements that need to be addressed in a comprehensive matter to ensure quality outcomes:

Buildings & Architecture

- » Roof forms
- » Materials palette
- » Colours and finishes
- » Fenestration and detailing
- » External elements including chimneys, loggias, porches and balconies, bay windows, decks.
- » Ancillary structures: carports, garages, pergolas and annexes.

Landscape

Public Realm, including;

- » Materials & finishes
- » Road detailing
- » Lighting
- » Street trees & planting
- » Street furniture

Private street-front landscapes including:

- » Fences and walls
- » Gates and entrance-ways
- » Front yard design

The view up the Living Street from the Edge Lane along Arthurs Point Road towards the central Square. The more intensive apartments are virtually unseen against the hillside from this position.

The landscape bund in combination with the building setback constraint means the development will be difficult to see from Arthurs Point Road itself.

Responding to Best Practice Urban Design



design principles	outcomes
Context	The site is an integral part of Arthurs Point northern neighbourhood and is immediately adjacent to the intensive Rural Visitor zoned amenities that form this area. The development has been designed to reinforce the character of the area.
Permeability	The design is permeable and provides a safe and inclusive pedestrian environment. Permeability extends from the village out to Arthurs Point Road and can be extended through neighbouring properties when development on these sites occur.
Concentration	The village is sufficiently concentrated to provide enough households to create community and a sense of place.
Connectivity	The site is within walking distance to a regular bus route to Queenstown Town Centre in one direction, and Arrowtown associated amenities in the other. It can be connected to all infrastructure with little difficulty.
Regeneration & Restoration	Development of the upper slopes is very low density and natural in character. In the village area, the landscaped street network radiates out from a central square to all edges enabling low-impact design. The use of High Performance Housing reduces demands on network systems and infrastructure.
Vitality	Critical mass and variety of housing types will encourage diversity among residents. The nature of Village will encourage people from outside to walk to and around the village and its landscape.
Adaptability	The design is safe, adaptable and resilient in the face of change – including energy efficient housing It has alternative modes of transport available which supports a diverse community. It enables other amenity development in the future.
Identity	<p>There is an intent to reinforce the identity of Arthurs Point generally by respecting land form and the natural vegetation of the area. This will be reinforced by using building designs and materials that reflects the immediate character of the neighbourhood.</p> <p>There is a sense of place and identity created through the landscape setting, the compactness of the village, the design and layout of the public realm, landscape of space and a distinctive New Zealand architecture.</p>
Quality Public Realm	<p>The public realm is made up of public spaces and routes that are attractive, safe and inclusive that effectively function for all in society, including the disabled and elderly.</p> <p>The proposal integrates the Arthurs Road setback as a functioning part of the public realm.</p>

Experience and Ability to Deliver

The applicant, Riverton Queenstown Limited, has assembled an experienced professional team to drive this project.

Their commitment to deliver a quality outcome can be seen by the quality of this application.

They have engaged openly with Council, Queenstown Lakes Community Housing Trust and other stakeholders at the earliest stages in an open and transparent manner.

Riverton Queenstown Ltd

The Applicant

The Team

Common Ground Studio

One of New Zealand's leading Urban Design and Masterplanning consultancies with extensive experience in the Queenstown Lakes area over many years.

Experts in integrated, low-impact design solutions, social housing and economic regeneration.

March Construction

A second-generation, nation-wide civil engineering and geotechnical company who have played a leading role in some of New Zealand's most innovative and high-profile projects.

They combine their international backing with significant expertise and experience in the Queenstown environment for this project.

Falcon Construction

A significant regional construction firm with extensive experience in a range of construction methodologies. Both directors have worked in, and are familiar with the Queenstown environment.

Falcon will bring their expertise with CLT (XLAM) and Amodé RCS construction systems to deliver High Performance Housing in this project.

Aurum Survey Consultants

Locally based survey and land development experts with extensive experience in the Queenstown Lakes area over many years.

Please refer to the Appendices for further details

Summary

This Arthurs Point SHA application is not a developed design. It is a framework and agreement in principle over the most appropriate and best way to develop the site.

The design will be developed and resolved for Resource Consent in close consultation with QLDC.

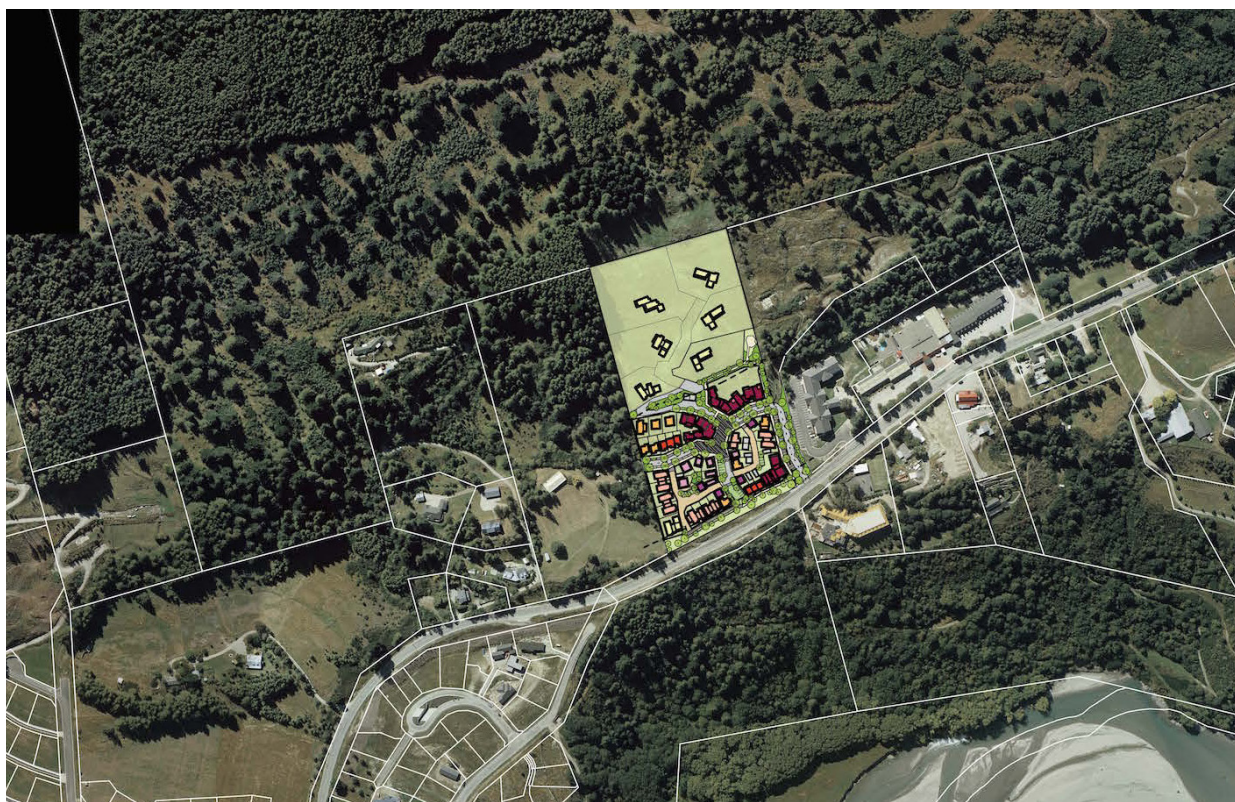
An integrated development such as Arthurs Point is very hard to assess against current rules for the pertinent zones, both operative and proposed. As outlined, the site (and neighbouring property) is more closely associated in almost all respects with the Rural Visitor zone that makes up the balance of the “northern neighbourhood”.

The concept plan that forms the substantive part of this application delivers a village environment that is inherently affordable – both in terms of sales prices but also in terms of transport.

The integration of high performance housing and sustainability initiatives such as that being offered by Falcon provides the ability to further reduce the cost of living (specifically power consumption) to residents – effectively increasing net disposable incomes.

Collectively these elements not only make housing more affordable, but provide greater resilience to network failures.

Providing this concept, in this location, will support the provision of further amenities (shops, café's) in the future and reinforce the overall character of Arthurs Point.



THE CONCEPT PLAN



SHA Checklist

SHA Criteria	Items Sought	Rivertons Response
Location	located within or adjacent to existing urban areas	<ul style="list-style-type: none"> ✓ Within an established urban area ✓ partly zoned for residential development
	Close to services	<ul style="list-style-type: none"> ✓ The existing area of Arthurs Point contains a variety of urban and community facilities. ✓ On the major bus routes with bus stops in close walking distance. ✓ Independent infrastructure review by Holmes consulting has confirmed the site can be serviced by existing 3 waters infrastructure.
Infrastructure	<p>For Council-related services of water supply, wastewater, transport, stormwater and reserves the Council is satisfied:</p> <ul style="list-style-type: none"> • That infrastructure exists and has additional capacity to accommodate the likely cumulative demand from a qualifying development/s in the special housing area or infrastructure is planned or programmed in the Council's Long Term Plan and Development Contributions Policy, and/or • That infrastructure would be provided and funded by the private sector ahead of the Long Term Plan programmed time at no additional cost to Council, and/or • Where not planned or programmed in the Council's Long Term Plan and Development Contributions Policy, infrastructure would be fully provided and funded by the private sector at no cost to Council and can connect to existing infrastructure that has additional capacity to accommodate the likely cumulative demand from a qualifying development/s in the special housing area, and; • For storm water, mitigation will meet the conditions of any relevant consent held by the Council or such other relevant engineering standards that are applicable, and; • That infrastructure will be designed and constructed in accordance with the relevant requirements of the Council's Infrastructure Development Code, and any other specific design, specifications and plans for infrastructure works arising from any consent or infrastructure agreement between the Council and any other party. 	<ul style="list-style-type: none"> ✓ Council's infrastructure plans show most necessary council services are available adjacent to the site. ✓ The front half of the site is within the water, drainage and sewer scheme area boundaries. ✓ An existing sewer main has been developed in the area and is located in the Arthurs Point Road reserve at the front of the site. ✓ A water main is also located in the road reserve adjacent to the front of the site. ✓ An independent infrastructure review has shown potable and wastewater services can be provided on site with no wider systems upgrades necessary. ✓ An upgraded stormwater pipe has already been laid under Arthurs Point Road and discharge agreements with the land-owner (Department of Conservation) agreed to. ✓ Arthurs Point Road is built to a good standard in this locality and should easily service the demands arising from this site, when developed.
	For other (non-Council) infrastructure of state highways, government facilities such as education, or network utilities (electricity, gas and telecommunications) the Council is satisfied that infrastructure exists or is planned by the relevant service provider with additional capacity to accommodate the likely cumulative demand generated from a qualifying development/s in the special housing area.	<ul style="list-style-type: none"> ✓ NZTA has indicated no issues for the development as proposed. ✓ Ministry of Education is comfortable with the existing level of supply of services in this area. ✓ Otago Regional Council has indicated that there are no substantive issues, and that any matters requiring their attention will be dealt with at Resource Consent.
Demand for a Qualifying Development	The Council is satisfied that there is evidence that the qualifying development/s in the Special Housing Area will deliver new residential housing that supports the aims and targets of the Queenstown Lakes Housing Accord in a timely manner.	<ul style="list-style-type: none"> ✓ Riverton was one of the only original EOI applicants that has remained engaged in the process from the start. ✓ Riverton has continued to develop their concepts with a leading urban design and planning firm in close coordination with Council in an open and transparent manner.

Demand for Residential Housing	<p>The Council is satisfied that there is evidence of demand for a range of housing types that could be developed within a Special Housing Area.</p> <p>Furthermore</p> <p>Council shall be satisfied that a variety of dwelling sizes and dwelling ownership or tenure arrangements are not ruled out by any proposed terms and conditions or covenants that would apply within the Special Housing Area.</p>	<ul style="list-style-type: none"> ✓ The Housing Accord has been developed between the District and the Government. ✓ The Council has been prominent in outlining the extent and reasons for the housing shortage. ✓ The Council has set a target of 1,300 additional dwellings in the medium (3 year) term over and above currently permitted levels. ✓ The Council has established an independent organisation to, the Community Housing Trust, to help seek solutions to the problem. ✓ There are no terms, conditions or covenants that will prohibit a variety of dwelling sizes, ownership or tenure arrangements on the site. ✓ The proposal delivers a significant contribution to these objectives both in terms of numbers and diversity
Affordability	<p>In order to achieve the targets in the Housing Accord to deliver more dwellings at affordable price points, the Council will negotiate housing outcomes for each Special Housing Area and/or qualifying development on an individual basis. The delivery of more affordable housing options within qualifying developments will be appropriately balanced against:</p> <ul style="list-style-type: none"> • The need for development to remain profitable and commercially viable. • Other strategic outcomes important to the Council such as integrated urban growth management. <p>The approach to affordability will be not to mandate the delivery of housing at specified price points, but to focus on requiring a certain proportion of qualifying developments to comprise smaller subdivision allotments or dwellings.</p> <p>The negotiation of these housing outcomes will therefore cover:</p> <ol style="list-style-type: none"> a. The type and size of dwellings to be built; it is anticipated that in most if not all Special Housing Area at least 20% of dwellings will comprise two bedroom dwellings. b. The size of sections; or typical low density housing subdivisions where the typical allotment size may be in the order of 500-700m², land developers will be required to provide a certain proportion (typically at least 30%) of the allotments at smaller sizes i.e. 250-400m². c. The nature of any covenants (or similar restrictions) imposed on sections; d. The potential for a development to target specific housing need e.g. first home buyers, the rental market or social housing; e. The potential to spread or mix the type and size of sections and dwellings to be developed throughout the proposed special housing area. f. Other relevant matters that are identified. 	<ul style="list-style-type: none"> ✓ Riverton has engaged openly with Council throughout this process. ✓ The proposal has been developed around an "affordable by design" approach. ✓ The development provides a level of density which supports lower land cost component in house prices. ✓ The development provides many micro and compact lot options in addition to apartments to cater for a high level (circa 50%) 1 and 2 bedroom dwelling options. ✓ The development features a range of dwelling types and building responses for each of these that responds to location and context. ✓ The building types have been developed in close coordination with High Performance Housing manufacturer Amode to ensure cost effective, high-quality delivery. ✓ Queenstown Lakes Community Housing Trust has been actively engaged for feedback on parameters for the market before design. ✓ The market (local agents) have been actively engaged to test concepts and assess levels affordability ✓ The Amode RCS system provides inherent construction cost savings. ✓ High Performance Housing will reduce operational cost for houses leading directly to more net disposable income for household and/or a higher level of affordability for residents. ✓ The design facilitates lower levels of car ownership which results in more net disposable income for household and/or a higher level of affordability for residents.

Predominantly Residential	<p>A qualifying development within a Special Housing Area will have the primary purpose of supplying residential dwellings to the market.</p> <p>Any non-residential activities should be ancillary to the residential development and negotiated with the Council before the recommendation for a Special Housing Area is made to the Minister of Housing, including reserves and open space areas, commercial or community activities.</p>	<ul style="list-style-type: none"> ✓ The application is exclusively residential. ✓ The lots and dwellings will be sold to the general market.
Building Height	<p>The maximum calculated building height for a qualifying development in a special housing area will be determined as part of the declaration of that special housing area. It will be determined by the Council in discussion with the landowner/ developer with reference to:</p> <ul style="list-style-type: none"> • The characteristics of the land in the special housing area and land directly adjoining; • The maximum height provided for in the zone of the operative District Plan that currently applies to the land in question, and any changing and evolving direction regarding building height apparent through the development of the Proposed District Plan; • The maximum height provided for in the Act. 	<ul style="list-style-type: none"> ✓ The maximum height indicated in the application has been tabled with Council staff. ✓ Height limits are breached due to: <ul style="list-style-type: none"> • The terrain • The need to ensure quality habitable rooms with compact house forms, and; • Retain interesting and varied roof forms • Provide articulation through height at key locations ✓ Any impacts of height, in the locations requested are predominately internal, with minimal external effects.
Minimum Number of Dwellings	<p>The minimum number of dwellings required in any special housing area to constitute a qualifying development will vary from area to area.</p> <ul style="list-style-type: none"> • In existing developed areas, the minimum number is likely to be set low eg. two dwellings. • In greenfield developments the figure will be higher, but is likely to vary depending on circumstances. 	<ul style="list-style-type: none"> ✓ At least 80 residential dwellings are proposed, well above the minimum threshold.
Residential Development Quality	<p>Council's development quality expectations are set out in Appendix 8.</p> <p>Council will seek SHA land owners/developers to agree in principle with these requirements.</p> <p>The applicant agrees in principle with these requirements and considers these are important, particularly if the greater housing yields (and therefore supply and affordability) are to be achieved</p>	<ul style="list-style-type: none"> ✓ The concept plan attached gives a clear indication of the design and quality for the proposed development. ✓ The design has been undertaken with Urban Design principles underpinning all aspects. ✓ The design of the dwellings, building materials to be used, insulation standards, layout of the site and landscaping and planting all point to the expectations in appendix B being met by this proposal