

Housing Accords and Special Housing Areas Act 2013 Implementation Policy



~~28 September~~ 26 October 2017

1. Background

The purpose of the Housing Accords and Special Housing Areas Act 2013 (**HASHAA**) is to enhance housing affordability by facilitating an increase in land and housing supply in certain regions or districts, including Queenstown-Lakes District.

In October 2014 Queenstown Lakes District Council (**Council**) and Government entered into the Queenstown-Lakes District Housing Accord (**Housing Accord**). The Housing Accord is intended to increase housing supply and improve housing affordability in the district by facilitating development of quality housing that meets the needs of the growing local population.

The Housing Accord included agreed targets related to housing supply for Years 1-3 of the Accord. Targets for years 4-6 are to be agreed between the Council and the Minister for Building and Housing (**Minister**). The Housing Accord includes priority actions aiming to increase the supply of housing in the district and to guide the Council's exercise of powers provided by HASHAA. It also addresses governance, processes, monitoring and review.

Under HASHAA the Council may at any time recommend to the Minister that one or more areas within the district be established as special housing areas.

If the Minister agrees with the Council, he or she may recommend that the Governor-General make an Order in Council declaring an area within the district to be a special housing area for the purpose of HASHAA.

HASHAA then provides an alternative approach for applications for resource consent for qualifying developments in special housing areas to the usual process under the Resource Management Act 1991 (**RMA**). Under that alternative approach, applications for resource consent for qualifying developments must not be publicly notified, although there is provision for limited notification of adjoining property owners and occupiers. There are no appeal rights in relation to decisions on such applications, except where development over four storeys is proposed. In addition, while Part 2 (the purpose and principles) of the RMA and District Plan provisions (both Operative and Proposed) are relevant assessment matters when considering applications for resource consent for qualifying developments, these matters are given a lower weighting than the purpose of HASHAA.

The purpose of this policy is to assist the Council in deciding whether to recommend the establishment of special housing areas to the Minister and in considering applications for resource consent for qualifying developments within special housing areas.

The contents of this policy are not intended to be exhaustive and do not limit the Council's discretion whether to make a recommendation or whether to grant resource consent. The Council may take into account additional factors and changed circumstances where relevant. All matters are to be considered in the context of the purpose of HASHAA.

In September 2016 HASHAA was amended to extend the deadline for establishing special housing areas to 16 September 2019 and to extend the date of its repeal (for the purpose of consenting qualifying developments) to 16 September 2021.

Before HASHAA was amended the Council recommended a number of special housing areas to the Minister in accordance with its previous Lead Policy: *Housing Accords and Special*

Housing Areas Act 2013 Implementation Guidelines, adopted on 30 October 2014 and updated on 30 April 2015. From the date of its adoption, this new policy applies to the recommendation of all further special housing areas by Council to the Minister and the consideration of all further applications for resource consent for qualifying developments.

2. Objectives

The Council's objectives in recommending the establishment of special housing areas to the Minister and considering applications for resource consent for qualifying developments are that:

1. Recommendation of special housing areas facilitates an increase in land for housing supply.
2. Special housing areas are established in appropriate locations, where there is evidence of demand for residential housing.
3. The establishment of special housing areas accords with the Council's overall strategic direction for urban development in the District.
4. Adequate infrastructure exists or is likely to exist to service qualifying developments in special housing areas.
5. Qualifying developments within special housing areas take a proactive approach to improving housing affordability issues by providing an appropriate mix of housing options including housing for owner occupiers, first home buyers, accommodation for workers, and facilitating the provision of community housing.
6. There is community feedback as part of the establishment of proposed special housing areas.
7. The development of special housing areas will achieve high quality urban design outcomes.
8. Development of housing in special housing areas occurs as quickly as practicable.

3. Criteria and Process for considering Special Housing Areas and qualifying developments

Special housing areas may originate from:

- The Council identifying, considering and recommending areas to the Minister on its own initiative; and
- Expressions of interest (**EOIs**) from landowners and developers for special housing areas that the Council considers meet the criteria listed below.

The Council will consider each proposed special housing area on its merits. In addition to the degree of consistency with this policy, other factors, such as planning and RMA matters, may be relevant to the Council's exercise of discretion to make a recommendation to the Minister.¹ Council has full discretion whether to recommend an area to the Minister to be a special housing area.

¹ *Ayrburn Farm Developments Limited v Queenstown Lakes District Council* [2016] NZHC 693.

The below process will generally be followed on receipt of an EOI:

1. An initial consideration of an EOI to ensure it is consistent with the Council's intent, and there is sufficient information provided to be able to assess it;
2. Seek public feedback including statutory agencies and iwi;
3. Seek comments from internal Council departments and others as necessary;
4. Report to Full Council or a Council Committee with delegated authority;
5. Should the EOI be accepted in principle, negotiate an appropriate development agreement which may or may not need to be reported back to Full Council or a Council Committee with delegated authority; and
6. Once the development agreement is agreed and signed, the special housing area will be recommended to the Minister.

Note: Pre-application discussions are encouraged. Development agreements may not be required for Council-led proposals.

The deadline for establishing special housing areas has been extended by HASHAA to the 16 September 2019. The Council may, in its discretion, decide not to assess any EOI received after 16 April 2019.

In deciding whether to recommend a special housing area to the Minister the Council will consider the statutory criteria, as well as the following matters:

1. Location

The Council will group areas of land in the District into three categories:

- a. **Category 1** includes areas that are considered suitable for establishment as special housing areas. These areas have been identified or zoned in the Proposed District Plan for residential development or intensification and/or are located within the proposed urban growth boundary. Category 1 areas are listed in **Attachment A**.

- b. **Category 2** includes areas that may be suitable for establishment as special housing areas, subject to further assessment against this policy.

This category can only be updated following resolution by full Council, which includes the addition and removal of areas from this category. The Council will not accept proposals or EOIs from landowners or developers to include areas on this schedule. Category 2 areas are listed in **Attachment A**.

- c. **Category 3** includes areas that are not considered suitable for establishment as special housing areas. Category 3 areas are listed in **Attachment A**.

2. Strategic direction

The Council will consider proposed special housing areas in light of its overall strategic direction for development in the District. This includes ensuring that urban development occurs in a logical manner:

- to promote a compact, well designed and integrated urban form;
- to manage the cost of Council infrastructure; and
- to protect the District's rural landscapes from sporadic and sprawling

development.

This includes establishing special housing areas within existing urban areas, or proposed urban areas in the Proposed District Plan, including those that are anticipated to fall within urban growth boundaries.

The Council may also consider the findings of other relevant investigations, such as but not limited to the Wakatipu Basin Land Use Study and the Ladies Mile Masterplan, which is investigating the future capacity of this area to absorb change.

3. Infrastructure

The Council must be satisfied that either:

- a. Adequate infrastructure exists to service qualifying development in the area; or
- b. Infrastructure can and will be provided and funded by the landowner or developer at no cost to, and without unforeseen or adverse financial or environmental costs on the Council or other relevant infrastructure providers.

The Council will assess the infrastructure requirements of a proposed special housing area against the matters listed in **Attachment B**.

4. Affordability

Housing affordability is a key issue for the Queenstown Lakes District. The Council is committed to ensuring that as development takes place across the District, the provision of affordable housing is incorporated as part of each development. The Council is particularly interested in ensuring that affordability is retained overtime.

The Council expects landowners and developers to identify appropriate mechanisms to ensure that housing developed in a special housing area addresses the district's housing affordability issues. The Council considers that an appropriate mix of housing is necessary in the district, including housing for owner-occupiers, first home buyers, and accommodation for workers.

Examples of mechanisms to achieve affordability may include:

- a range of appropriately sized sections (including smaller sized sections of 240-400m²);
- a mixture of housing typologies and sizes is also desirable;
- the nature of any covenants (or similar restrictions) imposed on sections;
- methods to reduce property speculation of vacant sections; and
- methods to retain affordability in the medium to long term.

Housing developed in special housing areas will be expected not to be used solely for visitor accommodation and landowners and developers should identify an appropriate legal mechanism for securing this outcome.

5. Affordable housing contribution

The Council will engage with landowners and developers and the Queenstown Lakes Community Housing Trust (or other suitable affordable housing provider) to identify and

make contractual arrangements for an appropriate affordable housing contribution. As guidance, the Council considers at least 10% of the residential component of the development by developed market value or by area (depending on the nature of the development) is identified for affordable housing.

6. Community feedback

The Council will seek community feedback on all expressions of interest for special housing areas.

This will include the Council seeking advice from the New Zealand Transport Agency, Ministry of Education, Otago Regional Council, Local Iwi and any other parties considered to be relevant to the consideration of a special housing area.

7. Quality and design outcomes

The Council will expect all qualifying developments in special housing areas to achieve high quality urban design outcomes.

The Council's development quality expectations are set out in **Attachment C**.

8. Timely development

The Council wishes to see evidence that the special housing area proponent is motivated to obtain resource consent before the repeal of HASHAA and to implement the resource consent in a timely manner, such that the development assists in addressing the District's housing supply and affordability issues.

4. **Agreements with Land Owners / Developers**

For every EOI approved by Council, the Council will secure the agreed outcomes of negotiations with landowners and developers through a suitable and legally binding agreement to ensure their delivery in an appropriate and timely manner. This shall occur before the EOI is recommended to the Minister.

These agreements will cover matters including, but not limited to, the provision of infrastructure, securing housing affordability and community housing outcomes, securing design outcomes, and the timely resource consenting and development of special housing areas.

The Council will not enter into any agreement that fails to address issues of affordability and community housing to the satisfaction of the Council.

5. **Recommendations to the Minister**

The Council will only recommend the establishment of a special housing area to the Minister following a formal report to the Council, and the Council resolving to recommend the proposed special housing area to the Minister, only if satisfied that:

1. The criteria in section 3 of this policy have been met to the Council's satisfaction; and
2. The outcomes of negotiations with the landowner or developer resulting from sections 3 and 4 have been appropriately secured via a suitable and legally binding method.

6. **Expressions of interest within the Ladies Mile**

The Council will require expressions of interest to be generally consistent with the following documents in Attachment D:

- The Ladies Mile Indicative Master Plan
- The Ladies Mile Indicative Landscape Strategy
- The Ladies Mile development objectives

Expressions of interest for the Ladies Mile will not be accepted once resource consents for qualifying developments have exceeded 1100 residential units.

67. Applications for resource consent for qualifying developments

Should the Minister approve the special housing area, then prior to the making of any application for resource consent for a qualifying development, the land owner or developer and the Council shall enter into pre-application discussions. These discussions will involve input from various Council departments.

The Council will consider any application for resource consent for a qualifying development in a special housing area in accordance with this policy. This is subject to the matters listed for consideration in s 34(1) of HASHAA.

Where a special housing areas was established prior to the adoption of this policy, the Council may consider any application for resource consent for a qualifying development under the previous policy or this policy, or both, as appropriate.

All Council staff time and other costs of processing and considering any resource consent application will be on-charged to the landowner or developer in accordance with the Resource Consent and Engineering Fees and Other Charges Schedule adopted by Council on the 1 July 2016.

The final date an application for resource consent for a qualifying development in a special housing area can be lodged is 16 September 2019.

Attachment A – Categories 1, 2 and 3

Category 1: Areas suitable for the establishment of special housing areas

Queenstown

The following zoned areas within the Queenstown Urban Growth Boundaries of the Proposed District Plan:

- Low Density Residential Zone;
- Medium Density Residential Zone;
- High Density Residential Zone; and
- Business Mixed Use Zone.

This excludes any land that is located within the Queenstown Airport Air Noise Boundary and Outer Control Boundary.

Category 2: May be suitable for the establishment of special housing areas

Ladies Mile

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Land within the 'Ladies Mile SHA Boundary' as shown on the Indicative Master Plan appended as Attachment D to this Policy.

Wanaka

The following zoned areas within the Wanaka Urban Growth Boundary of the Proposed District Plan:

- Low Density Residential Zone;
- Medium Density Residential Zone;
- High Density Residential Zone;
- Large Lot Residential; and
- Business Mixed Use Zone.

Category 3: Not suitable for the establishment of Special Housing Areas

To be completed following further consideration by Council.

Attachment B – Infrastructure Requirements

The relevant infrastructure **includes**:

- Stormwater
- Wastewater
- Water
- Transport (including impact on state highways, impact on local roads, public transport, provision of public transport facilities, under passes, trails and tracks etc)
- Parks and Reserves
- Social and Community Infrastructure
- Education
- Network utilities (electricity, gas and telecommunications)

For Council-related services of water supply, wastewater, transport, stormwater and reserves the Council is satisfied:

- 1) 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
- 2) 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
- 3) 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
- 4) For stormwater, mitigation will meet the conditions of any relevant consent held by the Council or such other relevant engineering standards that are applicable, and
- 5) 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.

For other (non-Council) infrastructure of state highways, public transport, 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.

Attachment C –Quality and Design Outcomes

‘High Quality Residential Development’

What does it mean for QLDC?

Defined as:

Residential development that integrates well into neighbourhoods (acknowledging it may be of significantly higher density), contributes to place making and interacts with the public realm. It comprises well designed, comfortable homes with good amenity and storage, exceeding Building Code requirements wherever possible in terms of environmental performance to minimise ongoing living costs.

It is emphasised that this definition of High Quality Residential Development emphasises good to very good performance across the four facets outlined below. The definition does not tolerate an “Average” performance on any single facet. Similarly, it does not demand a “High” performance on any one facet (recognising that setting the bar too high can impact negatively on housing affordability, and that there can be other site-specific barriers to achieving high performance in one single facet eg. the location may be zoned for urban purposes but located relatively remote from some community services).

It should be noted that ‘High Quality Residential Development’ does not demand high quality materials and finishes. Therefore, the term ‘High Quality Residential Development’ encapsulates affordable housing developments where, for example, less expensive materials are utilised, but where the design quality is good and the development addresses all facets outlined above and below.

Four facets are highlighted:

1. Integrating into the Neighbourhood

a. Connections

Does the scheme integrate into its surroundings by reinforcing existing vehicular, pedestrian and cycling connections and creating new ones; while also respecting existing buildings and land uses along the boundaries of the development site?

b. Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, parks, workplaces, play areas?

c. Public transport

Does the scheme have good access to public transport?

d. Meeting Local Housing Requirements

Does the development have a mix of housing types and tenures that suit local requirements, including the need for lower cost housing options?

2. *Creating a Place*

a. Articulation and Design

Does the scheme provide for a good degree of visual interest and variation, as opposed to blandness and homogeneity?

b. Working with the site and its context

Does the scheme take advantage of existing topography, landscape features, habitats, existing buildings, site orientation and microclimates?

c. Creating well defined streets and places

Are buildings designed and positioned with landscaping to define and enhance streets and public spaces?

d. Easy to find your way around

Is the scheme designed to make it easy to find your way around?

3. *Street & Home*

a. Carparking and Access

Is sufficient – but not excessive – parking and access provided in an integrated manner, in a way that the street and internal site environment is not dominated by it?

b. Public and private spaces

Are public and private spaces clearly defined and designed to be attractive, functional, well managed and safe?

c. Good Quality homes

Are the homes well designed, comfortable, well insulated and practical, optimise solar gain, and provide good storage?

4. *Environmental Responsibility*

a. Reducing environmental footprint

Does the scheme demonstrate methods for minimising its environmental footprint?

And in particular does the development achieve at least four of the following:

- **Buildings are healthy and comfortable, where it is easy to keep the warmth in and the moisture out**
- **Minimise energy consumption through energy efficient devices, reducing appliance numbers and onsite energy generation**
- **Water efficiency of taps, showers and toilets. Reusing, collecting and treating water onsite.**
- **Systems for reducing waste and increasing recycling**
- **Site and building aspect to maximise passive solar gain**
- **Select sustainable building materials**

Does the scheme provide compact housing in locations near centres or on / near public transport routes and pedestrian and cycle routes, and access to food growing areas?

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Attachment D – Ladies Mile Indicative Master Plan, Design Statement, Landscape Strategy and Development Objectives

LADIES MILE INDICATIVE MASTER PLAN DESIGN STATEMENT

The Draft Ladies Mile Master Plan is designed around the key principles of Connectivity, Variation in built form and dwelling type, flexibility of use, and legibility. The design follows recognized urban design principles, based on the seven 'c's of the New Zealand Urban Design Protocol*, to development Mixed Use, Residential and Open Space areas with a potential development yield of 2,500-3,000 dwelling units (approximately 2,874 on the current design but this is likely to fluctuate). The principles are designed to encourage walkability, improve the relationship between buildings and the street, recognise CPTED** principles and encourage designs which are future proofed:

CONNECTIVITY

The grid street pattern allows a high level of walkability by minimizing distances between destinations, wherever they maybe, and providing a variety of options to be taken. Design controls would ensure the streetscape is not compromised by developments which do not relate to the street or poor connectivity. Designs should seek to maximise connections through laneways, walkways, shared spaces and barrier free access.

The formal street pattern is recognized to work extremely well with providing Public Transport services, with the main collector street potentially acting as spine road and allowing most residents to be within 100m of a bus stop, thereby reducing travel distances/times. It would be possible for a Queenstown-Arrowtown bus route to move through the indicative master plan picking up and dropping off passengers without having to deviate greatly from the most direct route (SH6), resulting in a relatively efficient trip.

The master plan proposes a hierarchy of street types which relate to their classification and likely use. The design of streets is important to the overall feel of an urban areas, and more importantly how residents and visitors use this space. Street types would vary in modal hierarchy and width, varying from 10m through to 20m. Main streets would allow for public transport, on street parking wider footpaths and street trees, and potentially segregated cycle-lanes. Where possible garages would be removed from the street frontage with the provision of rear lanes. The creation of laneways removes vehicle crossings from the street, a positive design outcome for pedestrians as it removes potential conflict points. It also maximises the ability for street tree planting and maximise the amount of space available for on-street parking. I have reviewed several developments where the road carriageway has been designed to allow for on street parking, but with the number of vehicle crossings in close proximity, on street parking is not possible and results in an unnecessarily wide road surface. Removing garages from the street frontage also allows dwellings to have a better relationship to the street, improving passive surveillance over the public space.

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VARIATION OF BUILT FORM AND DWELLING TYPE

The proposed master plan provides 4 different density types being:

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- Mixed Use;
- High Density Residential;
- Medium Density Residential; and
- Medium to Low Residential

Each density type proposes different rules for site coverage, height, set-backs and outdoor living space requirements to encourage different building stock to be developed. Diversity and variation are considered important to meet market demands. There is a known shortage of one and two bedroom dwellings in Queenstown and in many other district in New Zealand. Developments should seek to encourage diversity in building stock, unit type and character providing for a wider range of the community (budget and family type) which will encourage intensification and greater community interaction.

a. MIXED USE

While this density type has the ability for retail and office space to be developed, it is considered that the buildings will be predominantly residential in character but with the flexibility to change/adapt over time depending on market conditions and demands. Mixed use areas form the focal point for the design and should include high quality public spaces, plazas and laneways. Some streets would potentially be shared spaces with slow vehicle speeds encouraged and pedestrian priority. The provision of public transport is important to the success of this area. Buildings could be up to 12m high, 3 storeys with a site coverage up to 65%. The key design considerations of the Mixed-Use Activity area are:

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- Large front setbacks would be discouraged, being only 0-3m with a maximum setback applied;
- No minimum lot size but likely to be 150-200m²;
- No height recession planes or side yards would apply. No street frontage recession plane will be required; and
- Communal carparking, the creation of laneways and the removal of minimum carparking provision would be permitted to provide for more flexible approaches to residential building types and functionality;
- It is envisaged that the overall density in the Mixed Use area would be +30Hh/Ha.

The current layout allows for 575 dwelling units based on a 3 storey, 360m² building with 5 residential units and one retail/office.

b. HIGH DENSITY RESIDENTIAL

This density type is purely residential and envisioned to be a mix of apartments and terrace houses. Buildings could be up to 12m high, 3 storeys with a site coverage up to 55%. The key design considerations of the High Density Residential Activity area are:

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- Large front setbacks would be discouraged, being only 1-3m with a maximum setback applied;
- An average minimum lot size 150m²;
- No height recession planes or side yards would apply. No street frontage recession plane will be required; and
- Communal carparking, the creation of laneways and the removal of minimum carparking provision would be permitted to provide for more flexible approaches to residential building types and functionality;
- It is envisaged that the overall density in the High Density Residential area would be +30Hh/Ha.

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The current layout allows for 963 dwelling units based on 64 units per development block ((160x100m).

c. MEDIUM DENSITY RESIDENTIAL

This purely residential area is envisioned to be mostly terrace house developments with vehicle access via a laneway. A second dwelling per lot would be allowed to be developed above the garage subject to design controls. Buildings could be up to 8m high, 2 storeys with a site coverage up to 45%. The key design considerations of the Medium Density Residential Activity area are:

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- Large front setbacks would be discouraged, being only 3-6m with a maximum setback applied;
- A minimum lot size of 240m² but a second unit allowed per lot;
- No height recession planes or side yards would apply. No street frontage recession plane will be required; and
- Laneways required;
- It is envisaged that the overall density in the Medium Density Residential area would be +19Hh/Ha.

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The current layout allows for 681+553 dwelling units based on 40+40 units per development block ((160x100m).

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d. MEDIUM TO LOW RESIDENTIAL

This purely residential area is envisioned to be individual house developments with vehicle access via the street. Buildings could be up to 8m high, 1-2 storeys with a site coverage up to 35%. The key design considerations of the Medium Activity area are:

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- Large front setbacks would be discouraged, being only 3-6m with a maximum setback applied;
- A minimum lot size of 400m² but a second unit allowed per lot;
- Height recession planes and side yards would apply.
- It is envisaged that the overall density in the Medium to Low Density area would be +11Hh/Ha.

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The current layout allows for 102 dwelling units based on 24 units per development block ((160x100m).

FLEXIBILITY OF USE

Developments should be able to adapt to future conditions in order to provide for continued success. They should be diverse enough to provide for and attract various groups of people and activities to fulfil the needs of a diverse range of users, increasing the resilience of the development over time. This is particularly important in the Mixed-Use areas.

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LEGIBILITY AND UNIQUE CHARACTER

While not yet developed for this master plan, developments should create a strong sense of place through the design of unique amenities and buildings in order to provide an identity for the community and encourage respect for the design. Incorporating landmarks and unique spaces into the design will increase the legibility of the development for its users. The use of a grid street pattern allows for vistas to be created, or to align with important landmarks.

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Prepared by Dave Compton-Moen

1 June 2017

GLOSSARY OF TERMS

*The seven 'c's of the New Zealand Urban Design Protocol are:

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Context, Character, Choice, Connections, Creativity, Custodianship and Collaboration.
These are a combination of design processes and outcomes.

The seven Cs:

- provide a checklist of qualities that contribute to quality urban design
- are based on sound urban design principles recognised and demonstrated throughout the world
- explain these qualities in simple language, providing a common basis for discussing urban issues and objectives
- provide core concepts to use in urban design projects and policies
- can be adapted for use in towns and cities throughout New Zealand.

(Source: NZ Urban Design Protocol, MfE)

** CPTED Principles

Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. Generally speaking, most implementations of CPTED occur solely within the urbanized, built environment. Specifically altering the physical design of the communities in which humans reside and congregate in order to deter criminal activity is the main goal of CPTED. CPTED principles of design affect elements of the built environment ranging from the small-scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building form of an entire urban neighbourhood and the amount of opportunity for "eyes on the street". (Source: Wikipedia)

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LADIES MILE INDICATIVE LANDSCAPE STRATEGY

LANDSCAPE DESIGN STATEMENT

The following draft Landscape Design Statement relates to the Indicative Master Plan prepared for Ladies Mile in June 2017 by DCM Urban Design Limited. The Indicative Master Plan proposes a 75m landscape strip on either side of the SH6 - Ladies Mile, where possible to retain a high amenity entrance into Frankton and Queenstown. The statement outlines the Master Plan design philosophy; requirements for pedestrian and cycle movement; possible options for providing active recreation facilities; stormwater treatment and low impact design solutions; and possible plant types and species to be considered within the strip.

INDICATIVE LANDSCAPE STRATEGY DESIGN PHILOSOPHY

The 75m landscape strip or green belt on either side of SH6 is an important design element in the Indicative Master Plan design, maintaining an open corridor which affords views through to Slope Hill and the Remarkables for motorists entering and leaving Queenstown. The intention of the green belt is not to screen development in all entirety from the highway but to allow framed and partial views through to well-designed developments.

The green belt provides several key attributes which help to strengthen the intensive residential developments proposed for Ladies Mile, including:

A very legible design which maintains open views to the mountains and slope hill;

Allows views through to future development but with sufficient planting and distance to frame views and create interesting vistas;

Potential for both passive and active recreation opportunities including playing fields;

To provide a physical connection between the Shotover River corridor and Lake Hayes with minimal road crossings;

Stormwater treatment areas to capture and slow runoff

A buffer between highway noise and future residential dwellings;

An internal local road would run along the outer edges of the green belt so that properties face out onto the open space as opposed to backing onto the reserve. The local street would be 10-15m wide and is included in the 75m wide landscape strip.

Where possible, existing trees and vegetation will be retained and mixed with new planting to provide a sense of establishment. Each area will be reviewed on a case-by-case basis depending on the form, species and position of the plants.

REQUIREMENTS FOR PEDESTRIAN AND CYCLE MOVEMENT

The green belt would provide off road routes for cyclist and pedestrians, providing a more direct route for commuters as well as provide an interesting alternative for tourists travelling out to Lake Hayes, AJ Hackett Bungy and Gibbston Valley. The width of the belt also allows

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the future design of the SH6 underpasses to be as open as possible (CPTED) and to provide a shallow gradient improving accessibility for all users. Cycle facilities including shelters could be included in the design at key meeting points.

POSSIBLE OPTIONS FOR PROVIDING ACTIVE RECREATION FACILITIES

There are number of different facilities which could be provided in the Green Belt including:

- Sports field(s)
- Playground(s)
- BMX bike track / skate park
- Shelters / toilets
- Walking / running paths and fitness stations
- Shared paths
- Seating / lighting

STORMWATER TREATMENT AND LOW IMPACT DESIGN SOLUTIONS

Landscape materials used for surfacing should be designed with drainage and low impact design solutions in mind, be low maintenance but of a quality and style which enhance the amenity of Ladies Mile. By incorporating low impact design solutions on-site to minimize runoff and peak flows it is possible achieve stormwater neutrality or at least a reduction. All systems are more cost effective if incorporated during the design phase (as opposed to being retrofitted) but require maintenance to ensure their effectiveness is retained. By implementing systems such as those listed below, it is possible to reduce peak flows and peak stormwater discharges reducing the impact on Council owned stormwater infrastructure, subject to on-site solutions being well-designed and maintained.

- Swales alongside streets to collect runoff;
- Rain gardens to collect stormwater in more urban, engineered areas;
- Detention basins;
- Permeable paving and limiting hard stand areas for carparking areas, paths and play areas;
- Avoidance of 'kerb and channel' detailing which appears heavily engineered.

POSSIBLE PLANT TYPES AND SPACES

An important aspect of the green belt will be the species selection and placement of trees to enhance the colour and character of the SH6 road corridor. The Ladies Mile corridor is well known for its rows of deciduous trees on the southern side, and the proposed planting list builds on that theme of exotic deciduous species. The following are suggested tree and shrub species:

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GLOSSARY OF TERMS

*The seven 'c's of the New Zealand Urban Design Protocol are:

The Urban Design Protocol identifies seven essential design qualities that create quality urban design: the seven Cs. They are: Context, Character, Choice, Connections, Creativity, Custodianship and Collaboration. These are a combination of design processes and outcomes.

The seven Cs:

- provide a checklist of qualities that contribute to quality urban design
- are based on sound urban design principles recognised and demonstrated throughout the world
- explain these qualities in simple language, providing a common basis for discussing urban issues and objectives
- provide core concepts to use in urban design projects and policies
- can be adapted for use in towns and cities throughout New Zealand.

(Source: NZ Urban Design Protocol, MfE)

** CPTED Principles

Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. Generally speaking, most implementations of CPTED occur solely within the urbanized, built environment. Specifically altering the physical design of the communities in which humans reside and congregate in order to deter criminal activity is the main goal of CPTED. CPTED principles of design affect elements of the built environment ranging from the small-scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building form of an entire urban neighbourhood and the amount of opportunity for "eyes on the street". (Source: Wikipedia)

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Ladies Mile Development Objectives

Land use

- A comprehensive an integrated development based in general accordance with an indicative master plan to provide for Queenstown's future urban growth
- Development is based on a grid layout to facilitate public transport, walking and cycling and reduce dependence on private vehicle use.
- A central small format retail area shall provide a village centre and focus for the wider Ladies Mile area including Shotover Country and Lake Hayes Estate.
- A predominance of medium and high density residential (attached, two-three storey) is desired to ensure valuable land suitable for urban development is used efficiently.
- Ensure standard engineering and planning solutions are applied to address any likely geotechnical issues or hazards that may arise.

Landscaping / Reserves

- A landscaped set back along the Ladies Mile is required, consistent with the 'Indicative Master Plan' and 'Indicative Landscape Strategy', to ensure high amenity levels along the Ladies Mile as a key entranceway to Queenstown, without trying to hide development behind mounds.
- Locality based reserves are required in accordance with Councils Parks and Open Space Strategy 2017 (rather than a series of minor reserves).

Transport

- Vehicle and pedestrian access points to, and across the State Highway shall be defined and restricted to a limited number of points (but recognising some temporary access arrangements will be necessary to facilitate out of sequence developments)
- New walking and cycling trails are required and need to integrate with existing trails and link under / across the State Highway.
- Trails need to be suitable for commuters as well as for recreational purposes.

Infrastructure

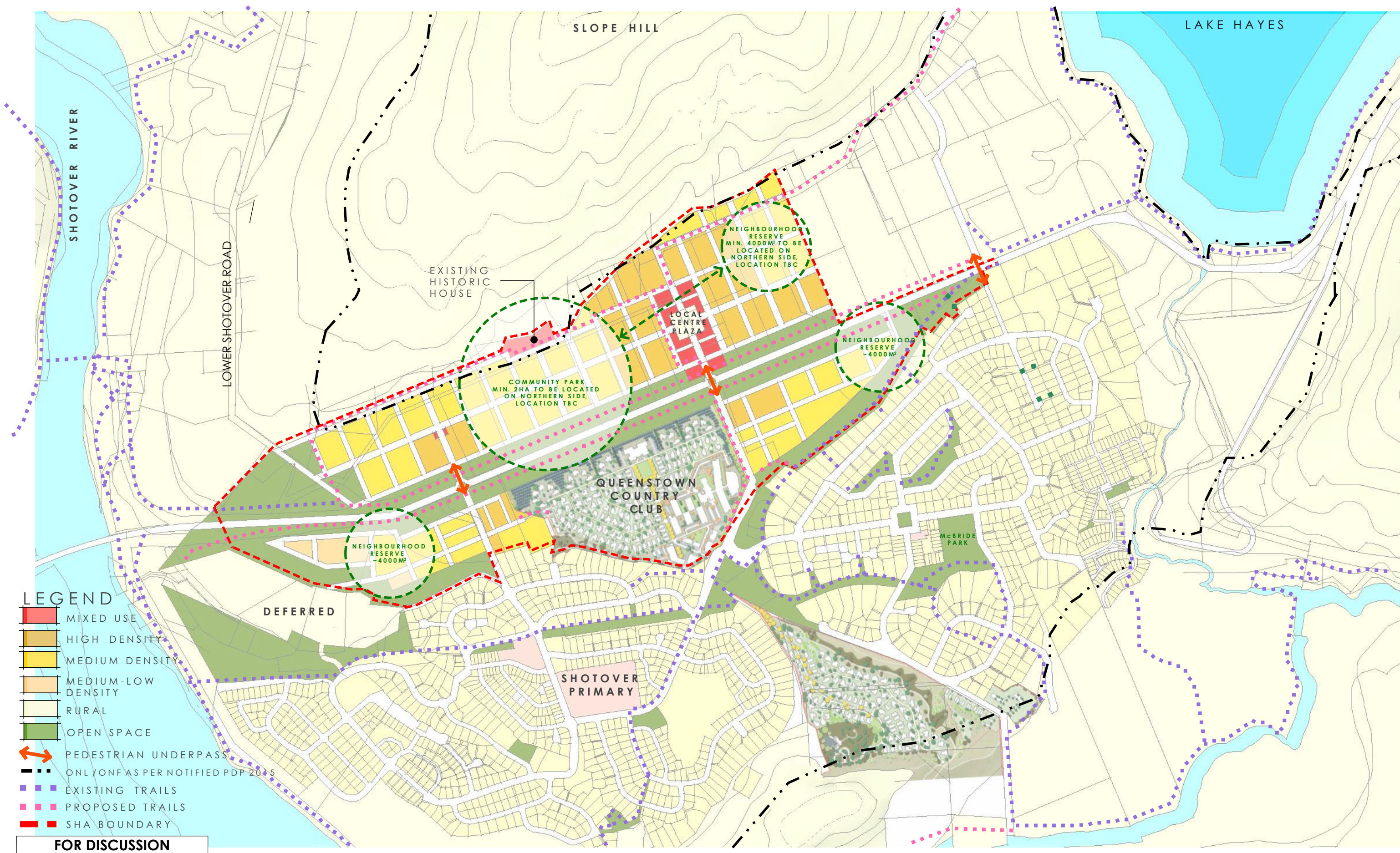
- Infrastructure and specifically stormwater requires a holistic approach across the whole of the Ladies Mile.
- Key wastewater and potable water network elements require definition and funding.

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2. INDICATIVE MASTER PLAN