



HOMESTEAD BAY DEVELOPMENT

URBAN DESIGN ASSESSMENT

For Fast-Track Resource Consent
RCL Homestead Bay Limited

report by:
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Homestead Bay Development – Fast Track Application

URBAN DESIGN ASSESSMENT

1. Introduction

- 1.1 UrbanShift has been commissioned by RCL Homestead Bay Limited to prepare an integrated urban design and landscape design for the Homestead Bay development with RMM Landscape Architects together with an urban design assessment to support a fast track resource consent application for a development at Homestead Bay. The site is a 205 hectare rural property (Lot 8 DP443832 and Lot 12 DP 364700) located at the southern end of the Southern Growth Corridor on SH6 between Jacks Point and Oraka / Lakeside Estates.
- 1.2 The development proposes (see Figure 1 attached):
- A spine of commercial activities and high density housing along the spine road connecting State Highway 6 with Homestead Bay Road, and adjacent to the recreation grounds and open spaces along the northern boundary;
 - A concentration of medium density housing in the centre of the site with lower density housing to the north, south and east on the more sensitive and visible ground;
 - A 'green frame' of multi-purpose open spaces including the recreation grounds to the north, the gullies, the knolls overlooking the lake and the landscape strip along SH6;
 - A public transport spine through the higher density areas linking SH6 with Homestead Bay Road, with a loop through the centre of the site;
 - A perimeter walking / cycling path around the site providing access to the lake edge and to a wider district network of trails and paths.

2. Site Context

- 2.1 In the broader landscape Homestead Bay site sits on a rolling 'terrace' between the Remarkables Range to the east and Lake Whakatipu to the west, with the rounded roche moutonnées of Jacks Point and Peninsula Hill to the north-west. State Highway 6 runs along the eastern boundary, and there are three neighbouring low-density residential developments with Jacks Point to the north, Oraka / Lakeside Estates to the south and Homestead Bay Village (not yet developed) to the west. Only the southern part of the western boundary is adjacent to the lake, however, this area is elevated with a steep escarpment dropping down to the lakeside.
- 2.2 In responding to the immediate context the proposed design establishes a '*green frame*' which incorporates the more significant natural features on the site including the steep vegetated gullies, the lakeside escarpment, and the prominent rolling hillocks on the western edge of the site. It includes extensive open spaces along the northern boundary and a landscape setback along SH6 to enhance the views for visitors arriving or leaving Queenstown. Lower density residential development is proposed for visually sensitive areas to the west, north and south.

- 2.3 The *green frame* will soften the edges and mitigate the impact of the proposed housing on neighbours and passers-by settling Homestead Bay into the landscape. It will also offer a high level of amenity for both residents and neighbours with a network of walking and cycling trails, active recreation facilities and ecological planting.



Figure 2: Homestead Bay locality

3. Design Strategy and Principles

- 3.1 The proposed Homestead Bay design is based on a strategy and set of design principles that seeks to build on the direction established in the *Queenstown Lakes Spatial Plan 2021*, and incorporates a number of the key urban development objectives and policies from the Queenstown Lakes Proposed District Plan. The strategy and design principles give high level guidance regarding the desired outcomes from the development and provides confidence that the proposed design responds to the strategic planning direction from the Queenstown Lakes District Council.

Homestead Bay Strategy

Growing well – delivering on the Queenstown Lakes Spatial Plan

- a. Consolidating growth with more housing choice
- b. Providing for public transport, walking and cycling
- c. Designing attractive neighbourhoods that provide for everyday needs



Design Principles

Building a new place in Tāhuna Queenstown

Key Moves:

- d. Creating a unique Homestead Bay identity
- e. Framing views as part of the arrival experience in Tāhuna on State Highway 6
- f. Celebrating the outstanding landscapes of Queenstown Lakes



Supporting a healthy environment and ecologies

Key Moves:

- g. Creating a multi-functional green frame incorporating ecology, recreation and water cleansing wetlands
- h. Rehabilitating the gullies to create green corridors from the mountains to the lake
- i. Planting the green frame with locally sourced indigenous plants



Supporting sustainable transport options

Key Moves:

- j. Creating a spine of commercial and community activities and higher density living to support a public transport link
- k. Creating a walking/cycling track around the perimeter of the development and linking into wider track network
- l. Providing attractive walking / cycling facilities



Supporting sustainable and healthy communities

Key Moves:

- m. Providing a range of high quality housing choices with different densities and values
- n. Creating distinctive Homestead Bay public spaces
- o. Providing opportunities for a school and community facilities
- p. Enhancing access to the lake edge



4. Urban Form

4.1 The key elements of the proposed Homestead Bay urban form are (see Figure 3 attached):

- a. A new town centre (zoned as Local Centre) with a mainstreet and mid-sized supermarket providing for retail, commercial and community activities to meet the needs of the wider residential catchment. The centre is located centrally on the main connecting road from State Highway 6 to Homestead Bay Road, and the proposed bus loop and cycling spine road pass through the centre making it easily accessible to the majority of local residents.
- b. The indicative masterplan for the town centre includes a traditional mainstreet with verandas, a pedestrian hospitality street, a laneway and courtyard, and a supermarket with carparking sleeved behind the shops. Interim commercial activities are proposed in the existing skydiving building during the early stages of the development;
- c. High density housing in the north-west quarter, medium density housing in the centre of the site and lower density housing on the more visually sensitive areas to the north, west and south provide for a range of housing types, locations and section sizes;
- d. Street layouts based on a walkable grid of streets which is more rectilinear in the higher density housing areas, and works with the landforms in the lower density areas;
- e. Provision for future educational and community activities in the centre of the site close to the town centre (zoned as Local Centre);
- f. Provision for seven neighbourhood parks providing good access to open space for the residential areas and protecting key landscape features.

4.2 The proposed development makes provision for well-designed residential neighbourhoods together with a local town centre to provide for retail and community needs, as well as potential sites for a school and community facilities if required. Set in a spectacular landscape between the Remarkables and Lake Whakatipu the proposed development provides a permeable street layout with provision for walking and cycling, and access to the lake edge and a wider network of trails.

4.3 The site would be characterised by easy access to open spaces. Additional reserve land is proposed adjoining Jack Tewa Park which will be able to complement the existing sports facilities in the park. The streets adjacent to the escarpment and the higher rolling ground to the west would offer panoramic views over the lake towards Cecil Peak. A network of neighbourhood parks provides good access to recreational open space for the entire site.

5. Green Frame

- 5.1 The development provides for a multi-functional *green frame* that includes (see Figure 4 attached):
- a. Revegetated escarpments providing ecological and landscape enhancements to the edge of Lake Whakatipu, and recreational trails to the lake edge;
 - b. Revegetated gullies providing overland flow paths for stormwater, ecological enhancements and recreational trails to the lake edge;
 - c. Open space on the rolling high ground on the western edge of the site providing expansive views, recreational access and landscape enhancements;
 - d. An extension to Jack Tewa Park will be able to complement the existing active recreational uses;
 - e. An stormwater channel from SH6 past Jack Tewa Park at the northern end of the site provides a recreational trail for walkers and cyclists as well as hazard protection;
 - f. Stormwater detention ponds, and wastewater treatment fields to protect the water quality of runoff from the site;
 - g. A partially revegetated landscape edge along SH6 including a larger open space in the north-eastern corner of the site to enhance views from the highway, provides trails for pedestrian and cyclists, and provide a potential site for water infrastructure.
- 5.2. The *green frame* is the glue that fits the proposed development into the landscape, enhancing the significant natural features on the site, mitigating adverse impacts on neighbours and Lake Whakatipu, allowing for stormwater and wastewater treatment, hazard protection, and providing ecological enhancements and a wide range of recreational opportunities.
- 5.3. These open spaces are an essential part of creating the neighbourhoods, enhancing their character, and providing a high level of amenity for residents. Extensive weed and pest control and revegetation is proposed and is likely to be undertaken over an extended period.

6. Accessibility and Connections

- 6.1 The proposed development allows for a future public transport spine running from intersection with State Highway 6 through the proposed town centre and connecting with Homestead Bay Road (see Figure 5 attached). A loop road provides a potential public transport route for the remainder of the site. The higher densities of housing, the local centre and potential educational facilities provide a critical mass which will make a public transport service a more viable option.
- 6.2 A network of walking / cycling paths is proposed around the perimeter of the site in the green frame and along the gullies. These connect with the wider network of paths along the lake edge and SH6. A “cycling spine” is designed to encourage cycling by providing a shared cycle route which minimises conflict with vehicular traffic. In other locations, shared paths on primary and secondary roads extend the provision for active transport.

- 6.3 The development enables a fine grained grid of walkable streets that is accessible and legible, and makes efficient use of land for housing. The grid is proposed to be more relaxed in the lower density areas to enable the development to respond to the landforms.
- 6.4 Street connections are provided onto SH6 (via a roundabout) and onto Homestead Bay Road. A potential future street connection is provided to the west onto Chief Reko Road. Potential walking connections are provided to the north onto Jack's Point Rise. Completing these potential connections requires the cooperation and support of adjacent landowners, however, the proposed development makes provision for the Homestead Bay component.

7. Queenstown Lakes Spatial Plan

- 7.1 The *Queenstown Lakes Spatial Plan* (July 2021) "*provides long-term strategic direction that guides more specific plans, strategies and policies*"¹ including the preparation and administering of the Queenstown Lakes Proposed District Plan. The Plan has been prepared "*to be consistent with the direction of the NPS-UD (National Policy Statement on Urban Development) to provide sufficient development capacity and achieve well-functioning urban environments*"².
- 7.2 The Spatial Plan sets out a vision and framework for how the district will grow out to 2050 in order "*to ensure that future growth happens in the right place*"³. It identifies Homestead Bay as part of a "*future urban area*" at the southern end of *Te Tapuae / Southern Corridor*⁴ which is itself a "*priority development area*"⁵.
- 7.3 In the future the Spatial Plan proposes a "frequent" public transport service along the Southern Corridor extending to the site with a park-and-ride facility at the end of the line⁶. It also prioritises investment in walking and cycling networks and identifies planned active transport routes along the lake edge and parallel to the Southern Corridor.
- 7.4 The Spatial Plan proposes a new "local centre" at the southern end of the Southern Corridor⁷ which would provide for a range of commercial and community activities that service the needs of the residential catchment. It also proposes future residential growth in "well designed neighbourhoods" that are well connected and can provide for everyday needs including educational and recreational activities, green spaces, community activities, employment opportunities and shopping⁸.
- 7.5 In my opinion the Homestead Bay development has an important role in meeting these Spatial Plan objectives including delivering a well-designed residential neighbourhood with a

¹ Queenstown Lakes Spatial Plan, https://www.qldc.govt.nz/media/hsdjlrv3/the-spatial-plan_a4-booklet_jul21-final-web-for-desktop.pdf, p.13

² Ibid, p.14

³ Ibid, p.3

⁴ Ibid, pp.58-59

⁵ Ibid, pp.66-69

⁶ Ibid, pp.86

⁷ Ibid, p. 58

⁸ Ibid, pp.98-99

new local centre at the southern end of the Southern Corridor, with provision for an effective public transport corridor.

- 7.6 Currently much of the development at the southern end of the Southern Corridor is relatively low density and poorly connected. The Homestead Bay development potentially connects these disparate neighbourhoods and provides sufficient scale and population to stimulate planning and investment in public transport and educational and community facilities along the Southern Corridor.

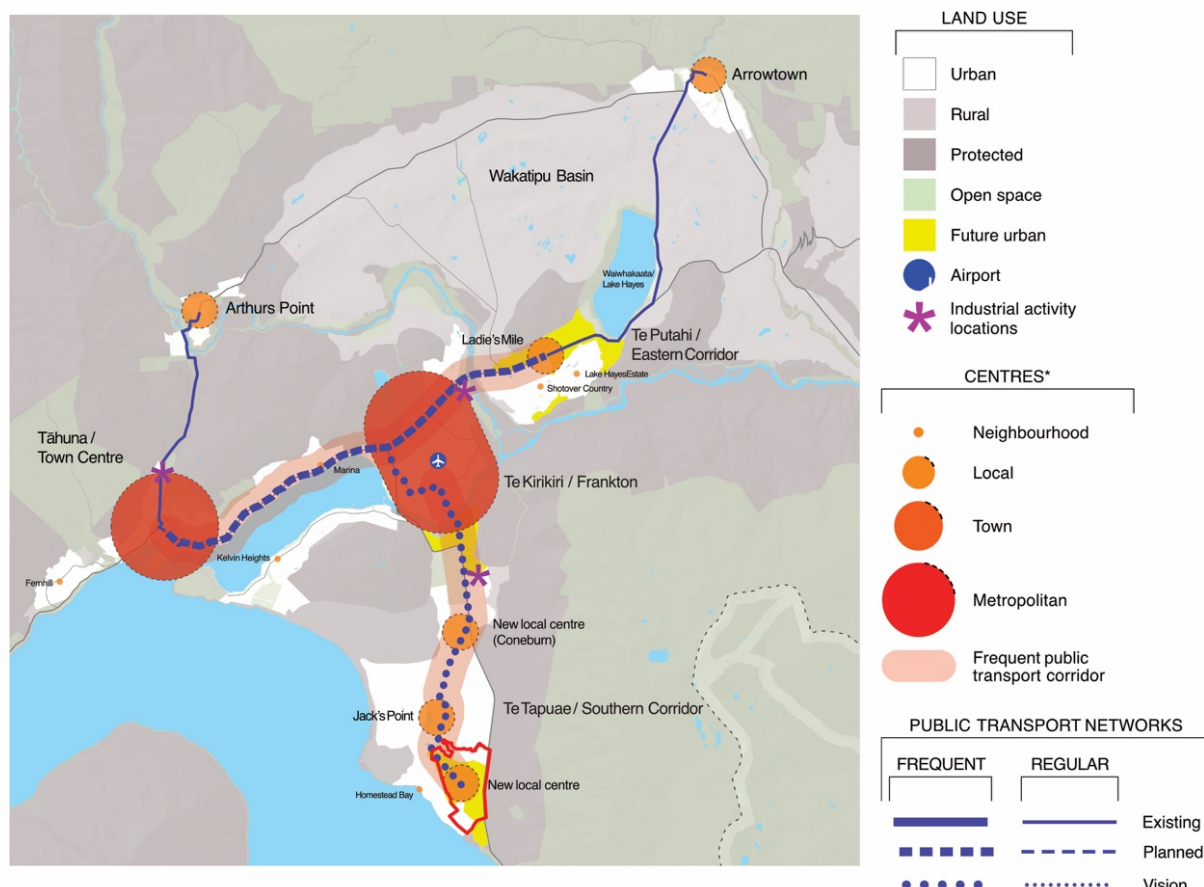


Figure 6: Diagram of Te Tapuae / Southern Corridor from Queenstown Lakes Spatial Plan with site indicated in red

8. Queenstown Lakes Proposed District Plan

- 8.1 The majority of the site is zoned Rural in the PDP with an area of Jack's Point zoning over part of the site on the southern terrace. It is surrounded on three sides by land zoned for residential uses including Jack's Point Zone to the north, west and south-west, and Rural Residential zoning to the south (see Figure x). The rural land to the east across State Highway 6 rises steeply to the Remarkables.



Figure 7: Zoning around Homestead Bay from the QLPDP

8.2 The PDP identifies Homestead Bay as being appropriate for future urban development through its classification as an “*Indicative Future Expansion Area*” in the Urban Development chapter⁹. In the purpose section of the Subdivision & Development chapter, the PDP notes “*The council will support subdivision that is well designed, is located in the appropriate locations anticipated by the District Plan with the appropriate capacity for servicing and integrated transportation*”¹⁰.

8.3 The relevant objectives and policies in the PDP are found in:

- a. Chapter 3 - Strategic Objectives
- b. Chapter 4 - Urban Development
- c. Chapter 6 - Landscapes & Rural Character
- d. Chapter 21 - Rural Zone
- e. Chapter 27 - Subdivision & Development

⁹ Queenstown Lakes Proposed District Plan (PDP), Section 4.1.2 Housing Bottom Lines

¹⁰ Ibid, Section 27.1 Purpose

- 8.4 Chapters 6 and 21 are relevant to the assessment of the site given the existing Rural zoning, however these are predominantly landscape and visual effects related matters and have been addressed in RMMLA's assessment. This assessment primarily addresses the extent to which the development achieves a well-functioning urban environment and is consistent with the Council's objectives and policies in Chapters 3,4 and 27.
- 8.5 Chapter 3 of the Proposed District Plan addresses strategic direction. In particular Section 3.2.2.1 directs urban development to:
- a. promote a compact, well designed and integrated urban form;
 - c. provide desirable, healthy and safe places to live, work and play;
 - f. ensure a mix of housing opportunities including affordable housing;
 - g. contain a high quality network of open spaces and community facilities;
- 8.6 Section 3.2.3.2 requires built form to integrate well with surrounding urban environments and Section 3.2.4.5 directs that public access to the natural environment is maintained or enhanced.
- 8.7 Section 3.2.6.3 requires that the contribution that community, social, recreational and cultural facilities and activities make to identity and sense of place is recognised and provided for through appropriate location and sound design.
- 8.8 Section 3.2.7.1 seeks that Ngāi Tahu values, interests and customary resources, including taonga species and habitats, and wāhi tūpuna are protected.
- 8.9 Section 3.3.10 supports the role of commercial precincts and local shopping centres in serving local needs by enabling commercial development that is appropriately sized.
- 8.10 Chapter 4 of the Proposed District Plan addresses urban development and seeks to ensure sufficient, feasible development capacity and urban development opportunities consistent with a compact and efficient urban form (Section 4.2.1.4);
- 8.11 Section 4.2.2.2 seeks that land that is available for urban growth is zoned for appropriate land uses having regard to:
- a. its topography;
 - b. its ecological, cultural or landscape significance;
 - c. connectivity and integration with existing urban development;
 - d. convenient linkages with public transport;
 - e. the need to provide a mix of housing densities and forms within a compact and
 - f. integrated urban environment;
 - g. the need to provide open spaces and community facilities that are located and designed to be safe, desirable and accessible;
 - h. the function and role of the town centres.
- 8.12 Section 4.2.2.3 seeks an increased density of well-designed housing close to town centres, public transport routes, and community and education facilities, while ensuring development is consistent with any structure plan for the area and responds to the character of its site, open space and surrounding area.

- 8.13 Section 4.2.2.4 encourages urban development that enhances connections to public recreation facilities, reserves, open space and active transport networks.
- 8.14 Section 4.2.2.5 requires larger scale development to be comprehensively designed with an integrated and sustainable approach to infrastructure, buildings, street, trail and open space design.
- 8.15 Section 4.2.2.9 seeks that the development of public spaces and buildings maximises public safety by adopting “Crime Prevention Through Environmental Design” principles.
- 8.16 From the policies and objectives in Chapters 3 and 4 I have distilled the following four broad urban design questions to assess the appropriateness of the proposed development at Homestead Bay.
- Does the development contribute to a compact well-designed **urban form**, and does it include an appropriate mix of residential, commercial and open space land uses with provision for community and educational activities?
 - Does the development provide for an increased residential density that provides a mix of **housing opportunities** that are healthy and safe, and well-designed with high amenity?
 - Does the development include a high quality and accessible network of **open spaces** and recreational activities, and do the spaces provide enhanced ecological habitats?
 - Does the development provide / support **connections** to public and active transport, surrounding urban areas, and to open spaces and recreation activities?

9. Urban Form

*Does the development contribute to a compact well-designed **urban form**, and does it include an appropriate mix of residential, commercial and open space land uses with provision for community and educational activities?*

- 9.1. At a regional scale the proposed development would provide a critical mass to anchor the southern end of the *Te Tapuae, the Southern Corridor* envisioned in the *Queenstown Lakes Spatial Plan 2021*. Linking three adjacent low density subdivisions, it would provide a higher density residential population to support a town centre and an extensive framework of open space, with potential sites identified for community and educational facilities, to meet the needs of local communities.
- 9.2. At a local scale the development creates a compact and well designed urban form with a core of high density housing and a town centre located on the relatively flat land of the former airstrip along the public transport spine running between SH6 and Homestead Bay Road (see Figure 8 attached). Clusters of medium density housing are located around the centre with lower densities on the more visually sensitive terraces close to adjacent subdivisions and sloping towards the lake.
- 9.3. The town centre is positioned on a spine road between SH6 and Homestead Bay Road in a central location in order to provide convenient access for local residents (see Figure 9

attached). The Indicative Masterplan suggests that it could take the form of a mainstreet sleeving a mid-size supermarket with a pedestrian hospitality street, a laneway and courtyard providing additional amenity. Office, commercial or residential space can be provided on the second floor of the mainstreet buildings. Potential sites for educational and community facilities have been identified nearby.

- 9.4. Once the current skydiving activities vacate the site, it is proposed to activate the existing skydiving buildings with a mixture of interim commercial, hospitality and community activities to support the initial stages of development. These are likely to relocate into the new town centre over the later stages of development and the site could potentially be used for a community facility.
- 9.5. Maximum building heights may vary from up to 20 metres (or five storeys) in the high density superlots to 12 metres (or three storeys) in the medium density superlots and 8 metres (or two storeys) in the lower density areas. I note that while the Indicative Masterplan provides an indication of what might be possible, developments in the high and medium density areas would be subject to further resource consent applications.
- 9.6. In my opinion the proposed Homestead Bay development would contribute to a well-designed and compact urban form, that would be a desirable and healthy place to live. It includes an appropriate mix of residential, commercial and open space land with provision for future community and educational activities.

10. Housing Opportunities

*Does the development provide for an increased residential density that provides a mix of **housing opportunities** that are healthy and safe, and well-designed with high amenity?*

- 10.1. The proposed development provides for a significant increase in residential density along the Southern Corridor which runs from Frankton to Homestead Bay. A range of section sizes and housing typologies are envisaged including five-storey apartments and three-storey walk-up apartments closer to the town centre, two and three-storey terrace and town houses in the medium density superlots, and stand-alone houses with gardens in the lower density areas (see Figure 10 attached).
- 10.2. I note that parts of the proposed development are of a significantly greater density, height and site coverage than nearby subdivisions. This may cause some concern, however, I also note that the PDP seeks to “*enable an increased density of well-designed residential development in close proximity to town centres, public transport routes, community and education facilities*”, while responding “*to the character of its site, the street, open space and surrounding area*”¹¹. Strategy 1 of the Queenstown Lakes Spatial Plan seeks to “*increase density in appropriate locations*” and Strategy 3 seeks to “*improve housing diversity and choice*”.

¹¹ Queenstown Lakes Proposed District Plan (PDP), Section 4.2.2.3

- 10.3. The lower density housing for which a resource consent is sought would be subject to built form standards that are broadly equivalent to the Jacks Point Zone in the PDP. I note that there are minor changes to rules with regard to height, site coverage, recession planes and setbacks that reflect conditions for approved resource consents at Hanley's Farm. I understand the changes to recession plans and setbacks for sections smaller than 380m² have been registered on the title for approved consents at Hanley's Farm.
- 10.4. Amenity and qualitative guidance would be included in a Homestead Bay design guide for the lower density housing prepared and implemented by the developer. In my opinion with appropriate design guidelines the lower density housing areas would be healthy, safe and well designed with amenity.
- 10.5. This application would create a street layout and subdivide 'superlots' for the medium and high density housing areas which would be subject to further resource consents at the time of development (see Figures 11 and 12 attached). It is anticipated that these areas would not be developed until the later stages of development in approximately five years. During this period appropriate built form standards and design guidelines for the medium and high density superlots would be established through Council or developer led plan changes, or additional resource consents.
- 10.6. The Indicative Masterplan provides one possible design outcome for the high density superlots which demonstrates that high quality outcomes are possible, however there is considerable additional work including economic feasibility and market demand before a design can be finalised. It is anticipated that the medium and high density superlots will be developed in general accordance with built form standards and design guidelines in equivalent zones in the PDP, with specific Homestead Bay design guidelines developed and implemented by the developer. I consider that this a sensible approach to ensuring these superlots are developed appropriately and provide a safe and well-designed residential environment.
- 10.7. The Homestead Bay development would enable an increased residential density along the Southern Corridor with a mix of housing types. I consider that a combination of approved consents for the lower density houses, and a plan change or consent process for the medium and high density superlots, the development would ensure that new houses are safe and well-designed with high amenity. In my opinion the higher densities that are proposed are appropriate to meet the objectives of the PDP and the Queenstown Lakes Spatial Plan, and they respond to the character of the site.

11. Open Spaces

*Does the development include a high quality and accessible network of **open spaces** and recreational activities, and do the spaces provide enhanced ecological habitats?*

- 11.1. The Homestead Bay development proposes a *green frame* of open space enclosing and shaping the new neighbourhood. The *green frame* includes the significant natural features on the site including the lakeside escarpment, two steeply incised gullies in the southern half of the site, and the higher rolling hillocks along the western edge. Also included is an

extension to Jack Tewa Park, an existing active recreational area, an extensive passive open space to the north and a landscape buffer along the SH6 boundary.

- 11.2. A perimeter walking and cycling track would provide for recreational use as well as access to the lake edge and the wider network of Queenstown trails. Trail connections are made down the gullies and the escarpment to the foreshore reserve on the edge of Lake Whakatipu. A track from the north-western end of the site just south of the intersection of Lodge and Homestead Bay Roads leads over Jack's Point and around to Kelvin Heights, and across the Kawerau River to Frankton and Queenstown.
- 11.3. The existing Jack Tewa Park includes a cricket oval, tennis courts, playground and public toilets. Passive recreation is enabled in the gullies and trails through the open space to the north of the site. The Homestead Bay development would extend Jack Tewa Park to the south providing a site for a potential community or sports centre in the future.
- 11.4. Three local parks are proposed through the centre the Homestead Bay development providing recreational space. One is located close the town centre, one is central to the site on the main shared cycle route, and one is at the southern end of the site adjacent to the major gully.
- 11.5. Three further community and local parks are located on the higher knolls on the western edge of the site overlooking the lake and the higher parts of the lakeside escarpment. These significant landscape features are part of the identity of Homestead Bay and provide good opportunities for passive recreation including walking, picnics and enjoying the view.
- 11.6. Figure 4 shows 400 metre walking catchments from the centre of each of the local and community parks. Almost all of the proposed houses are within or close to one or more of the 400 metre walking catchments. At an average walking pace a 400 metres walk takes approximately five to six minutes, and traditionally district plans have prescribed that every house should be within 400 metres of a public open space.
- 11.7. There are extensive opportunities within the *green frame* to revegetate the landforms and to create valuable ecological corridors linking the mountains to the lake. Extensive weed and pest control and planting programmes will be required over a number of years, particularly until a canopy is established. The developer proposes to have an extended maintenance obligation where necessary to achieve this, as has been the case in its other project in the Southern Corridor, Hanley's Farm.
- 11.8. In my opinion the Homestead Bay development would include a high quality and accessible network of **open spaces** which would allow for active and passive recreational activities. I consider that network is highly walkable and note that the proposed housing would be within or close to 400 metres from the nearest public open space. I also note that the open space network incorporates key landscape features and proposes to revegetate and enhance local ecological habitats on the lakeside escarpment and in the gullies.

12. Connections and Accessibility

*Does the development provide / support **connections** to public and active transport, surrounding urban areas, and to open spaces and recreation activities?*

- 12.1. Connectivity refers to creating streets that are joined together in city-wide networks that provide more choices, and support increased resilience and safer places¹². Well-connected street networks support walking and cycling.
- 12.2. The proposed street network is a staggered grid which is more rectilinear around the high and medium density superlots, and more deformed around the lower density terraces which are more visually sensitive. There are only a few short cul-de-sacs. I consider that the development would have a high level of internal connectivity.
- 12.3. The development proposes a public transport loop running up from Homestead Bay Road, looping south to cater for the southern part of the site and returning to finish at the block with the existing skydiving building (see Figure 5). The proposed loop would provide a good accessibility to the town centre and high density housing, the potential educational and community facilities, while the lower density housing is generally within walkable distances of bus stop.
- 12.4. A “cycle network” of primary and secondary shared paths provides safe routes for cyclists on key streets and minimises conflict with vehicular traffic (see Figure 5). The shared paths provide good access to the town centre and to potential sites for a school.
- 12.5. Accessibility relates to providing access to public services and facilities particularly within easily walkable or cyclable distances¹³. The New Zealand Household Travel Survey (NZHTS) found that the average walking trip was 1.0km, and the average cycle trip distance was 4.0km¹⁴.
- 12.6. I consider that an 800 metre walkability catchment (shown on Figure 5) is a reasonable approximation of a 1.0km walking journey given the 800 metres is measured as the crow flies while most walking journeys are not direct. Figure 5 shows that approximately 75% of the proposed housing areas, including all of the high and medium density superlots, would be within the 800 metre walkability catchment of the town centre. In my opinion more than 80% of the residential units would be within the average 1.0km walking trip distance and would be easily walkable.
- 12.7. A perimeter walking and cycling track would provide good access to open spaces and active recreational uses. Track connections down the gullies and the escarpment provide access to the foreshore reserve on the edge of Lake Whakatipu. A track from the north-western end of the site just south of the intersection of Lodge and Homestead Bay Roads leads over Jack’s Point and around to Kelvin Heights, and across the Kawerau River to Frankton and Queenstown.

¹² *People Places Spaces: A design guide for urban New Zealand*, Ministry for the Environment, 2002, p.32

¹³ *New Zealand Urban Design Protocol*, Ministry for the Environment, 2005, p.21

¹⁴ New Zealand Household Travel Survey, Ministry of Transport, 2015-2018, <https://www.transport.govt.nz/statistics-and-insights/household-travel/>

- 12.8. A track would connect from the proposed town centre across the open space to the north to Jacks Point Rise. Provision is made for potential future track connection to the north alongside State Highway 6. The future connections connect onto land owned by others and can only be implemented with their agreement and their investment in linking tracks.
- 12.9. The proposed development includes street connections to State Highway 6 and Homestead Bay Road, and a potential street connections to the west onto Chief Reko Road in the Homestead Bay Village (Lot 13). The spine road between State Highway 6 and Homestead Bay Road connects to a secondary loop parallel to State Highway 6 north to developments at Jacks Point, Hanley's Farm and Park Ridge (see Figure 13 attached). It would also provide improved access to future developments at the Jardine property, Homestead Bay Peaks and land owned by the Homestead Bay Trustees.
- 12.10. I consider that the proposed street and trail networks are well connected and that the development would have a high level of accessibility to the proposed town centre and public open spaces, and the potential sites for schools and community facilities. Most of the proposed allotments would be within an easily walkable distance of these activities.
- 12.11. In my opinion the Homestead Bay development makes provision for and would assist in making a future public transport route along the Southern Corridor viable. It would provide a network of cycling and walking trails with access to open spaces and for active recreation. I consider that the proposed street network would support a secondary route north parallel to State Highway 6 connected and improving access to a number of existing and future developments to the north and west.

13. Subdivision and Development

- 13.1. Chapter 27 of the PDP supports subdivision and development *"that is well designed, is located in appropriate locations anticipated by the District Plan with the appropriate capacity for servicing and integrated transportation"*¹⁵.
- 13.2. Objective 27.2.1.2 seeks subdivision that is consistent with the QLDC Subdivision Design Guidelines 2015 recognising that good subdivisions respond *"to the neighbourhood context and the opportunities and constraints of the site"*.
- 13.3. I have reviewed the QLDC Subdivision Design Guidelines and I consider that the Homestead Bay Development is consistent with the Subdivision Design Principles¹⁶ that relate to urban design.
- 13.4. In particular I note that the design:
- responds to the opportunities and constraints of the site and the surrounding neighbourhoods, and seeks to integrate with surrounding neighbourhoods through roading, trail and open space connections where possible;

¹⁵ Queenstown Lakes Proposed District Plan (PDP), Section 27.1 Purpose

¹⁶ Queenstown Lakes District Council Subdivision Design Guidelines 2015, <https://www.qldc.govt.nz/media/zenbzla0/2015-qldc-subdivision-design-guidelines-may-2015.pdf>, p.3

- responds to local landforms with higher densities in the valley, lower densities on the terraces, and open spaces on the distinctive gullies and knolls creating a distinctive character;
- allows local residents to walk or cycle to the new town centre including the temporary reuse of the existing skydiving building, and to the lakeshore reserve of Lake Whakatipu;
- provides for a range of lot sizes and housing options including low density stand-alone houses, duplex and town houses, terraces and apartments;
-

13.5. Policies 27.2.2.1 and 2 seek to align roads and allotments to maximise the sunlight access and ensure buildings front the road. The design predominantly orients roads north south with allotments running east-west in order to maximise access to sunlight. Development design guidelines (implemented by the developer) will ensure buildings in the lower density areas front the roads, and the provision of rear lanes in the medium and high density areas will support townhouses, terraces and apartments to front the roads.

13.6. Policy 27.2.2.3 seeks to locate open spaces in appropriate locations having regard to topography, accessibility and their intended uses. The design locates seven local and community parks throughout the development to provide walkable access for most residents. The northernmost parks are located close to the future town centre and the high density housing areas.

13.7. Policies 27.2.2.4 and 5 seek to provide integrated connections and accessibility to employment, community facilities, trails, public transport and adjoining neighbourhoods including provisions for pedestrians and cyclists. Where possible connections have been allowed for into adjoining neighbourhoods although some of these connections require the cooperation of adjoining land owners. Provision for a future public transport loop has been integrated into the design. The design provides for a network of shared paths within the subdivision to promote cycling and walking combined with a trail around the perimeter of the site with connections into the wider network of Queenstown trails.

13.8. Policy 27.2.2.6 seeks subdivision designs that respond to local context, landforms and opportunities for shelter or views. Two local / community parks are located on prominent knolls on the western edge of the site and one local park is located on the upper part of the lakeside escarpment providing views over the lake and opportunities for passive recreation. Two significant gully systems and the lakeside escarpment are incorporated into the *green frame* and provide opportunities to access the lake edge and to enhance recreational, riparian and biodiversity values.

13.9. Policy 27.2.2.7 seeks to promote informal safety by ensuring that open spaces and roads are overlooked by adjacent buildings. Development design guidelines (implemented by the developer) will ensure buildings in the lower density areas overlook adjacent roads and open spaces, and the provision of rear access and undercroft parking in the medium and high density areas will support townhouses, terraces and apartments to overlook neighbouring streets and open spaces.

14. Conclusion

- 14.1. In my opinion the proposed Homestead Bay Development would form a “*future urban area*” which meets the objectives of the Queenstown Lakes Spatial Plan (2021) for a well-designed residential neighbourhood with a new local centre at the southern end of the *Te Tapuae / Southern Corridor*, with provision for an effective public transport corridor.
- 14.2. I consider that the Homestead Bay development meets the urban design objectives and policies in the Chapters 3 and 4 of the Queenstown Lakes Proposed District Plan and in particular:
- a. The Homestead Bay development would contribute to a well-designed and compact urban form, that would be a desirable and healthy place to live. It includes an appropriate mix of residential, commercial and open space land with provision for future community and educational activities
 - b. The Homestead Bay development would enable an increased residential density along the Southern Corridor with a mix of housing types. I consider that the higher densities that are proposed are appropriate to meet the objectives of the PDP and that they respond to the character of the site.
 - c. The Homestead Bay development would include a high quality and accessible network of open spaces which would allow for both active and passive recreational activities. The network is highly walkable and all of the proposed allotments would be within or close to 400 metres from the nearest public open space. The open space network incorporates key landscape features and it is proposed to revegetate local ecological habitats on the lakeside escarpment and in the gullies.
 - d. The Homestead Bay development would have a high level of accessibility to the proposed town centre and public open spaces, and the potential sites for schools and community facilities. Most of the proposed allotments would be within an easily walkable distance of these activities
 - e. The Homestead Bay development makes provision for and would assist in making a future public transport route along the Southern Corridor viable. It would provide a network of cycling and walking trails with access to open spaces and active recreation. The proposed street network would support a secondary route north parallel to State Highway 6 connecting and improving access to a number of existing and future developments to the north and west.
- 14.3. In my opinion the Homestead Bay Development is consistent with the objectives and policies of Chapter 27 Subdivision and Development and the Subdivision Design Principles¹⁷ from the QLDC Subdivision Design Guidelines with regard to urban design matters.

¹⁷ Queenstown Lakes District Council Subdivision Design Guidelines 2015, <https://www.qldc.govt.nz/media/zenbzla0/2015-qldc-subdivision-design-guidelines-may-2015.pdf>, p.3

Graphic Attachment

Homestead Bay Development

Urban Design Assessment

Hugh Nicholson

UrbanShift

22/03/25

Figure 1: Homestead Bay design concept

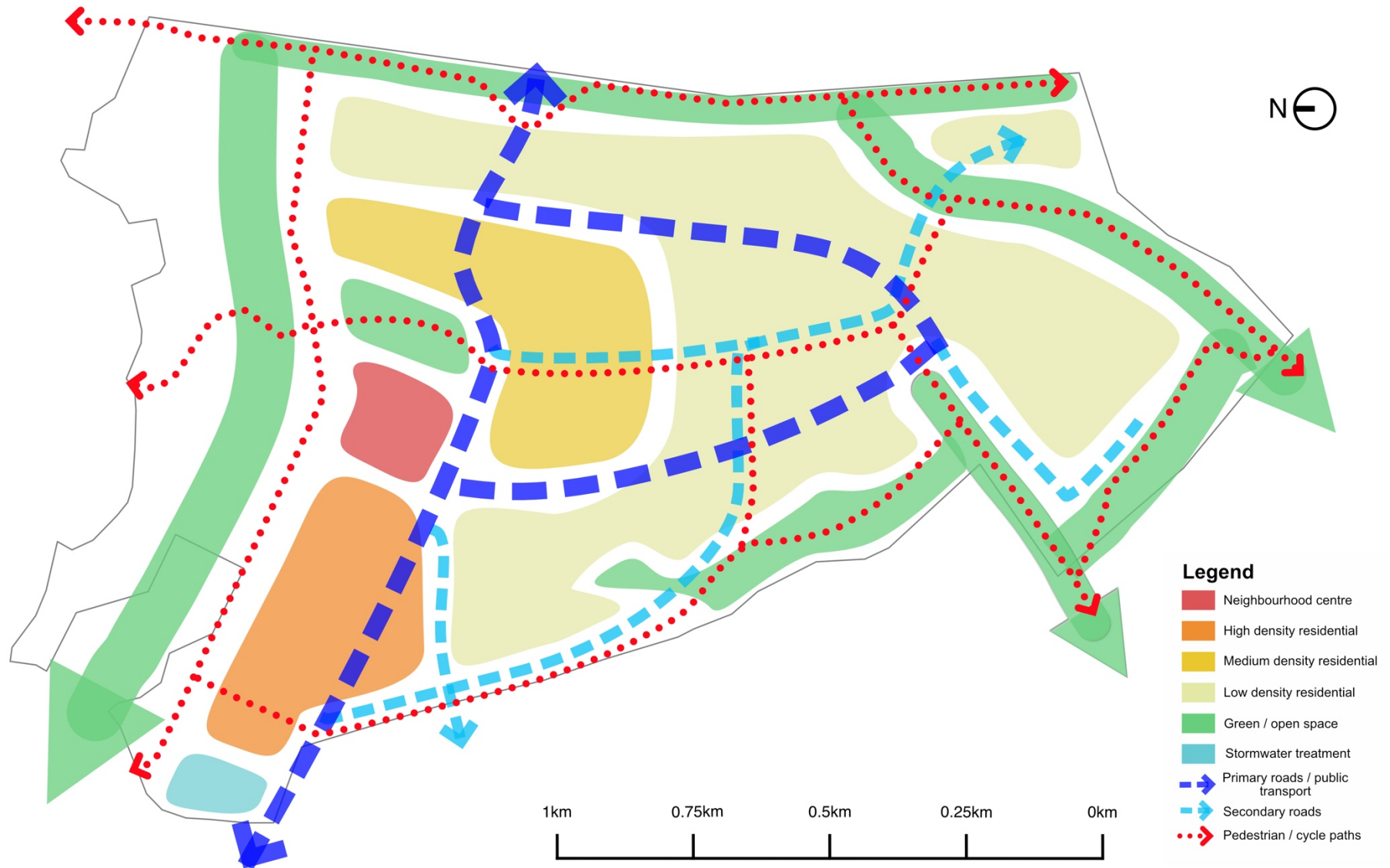


Figure 3: Homestead Bay preliminary subdivision plan

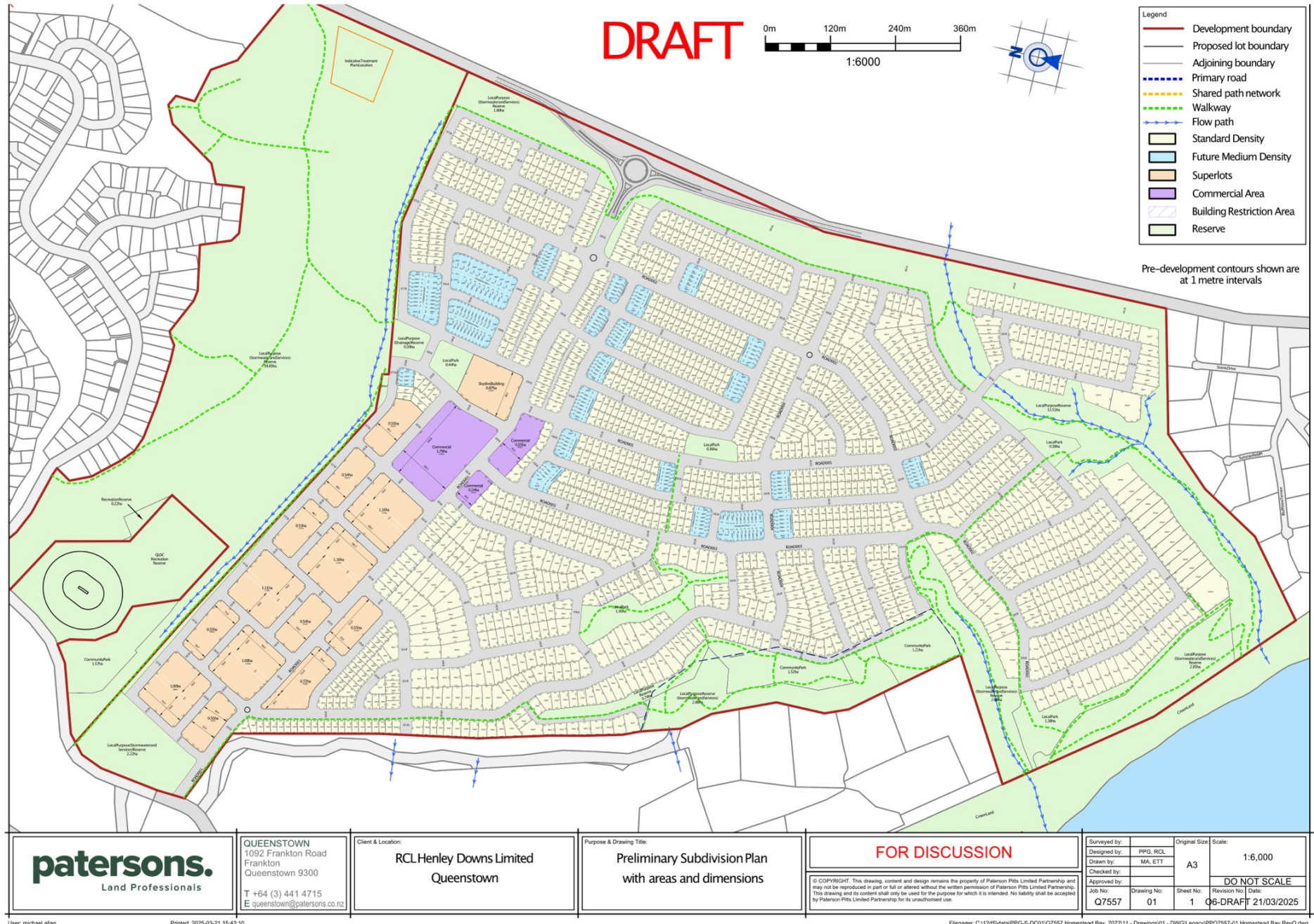


Figure 4: Plan of green frame and open spaces



Figure 5: Plan showing accessibility and connections

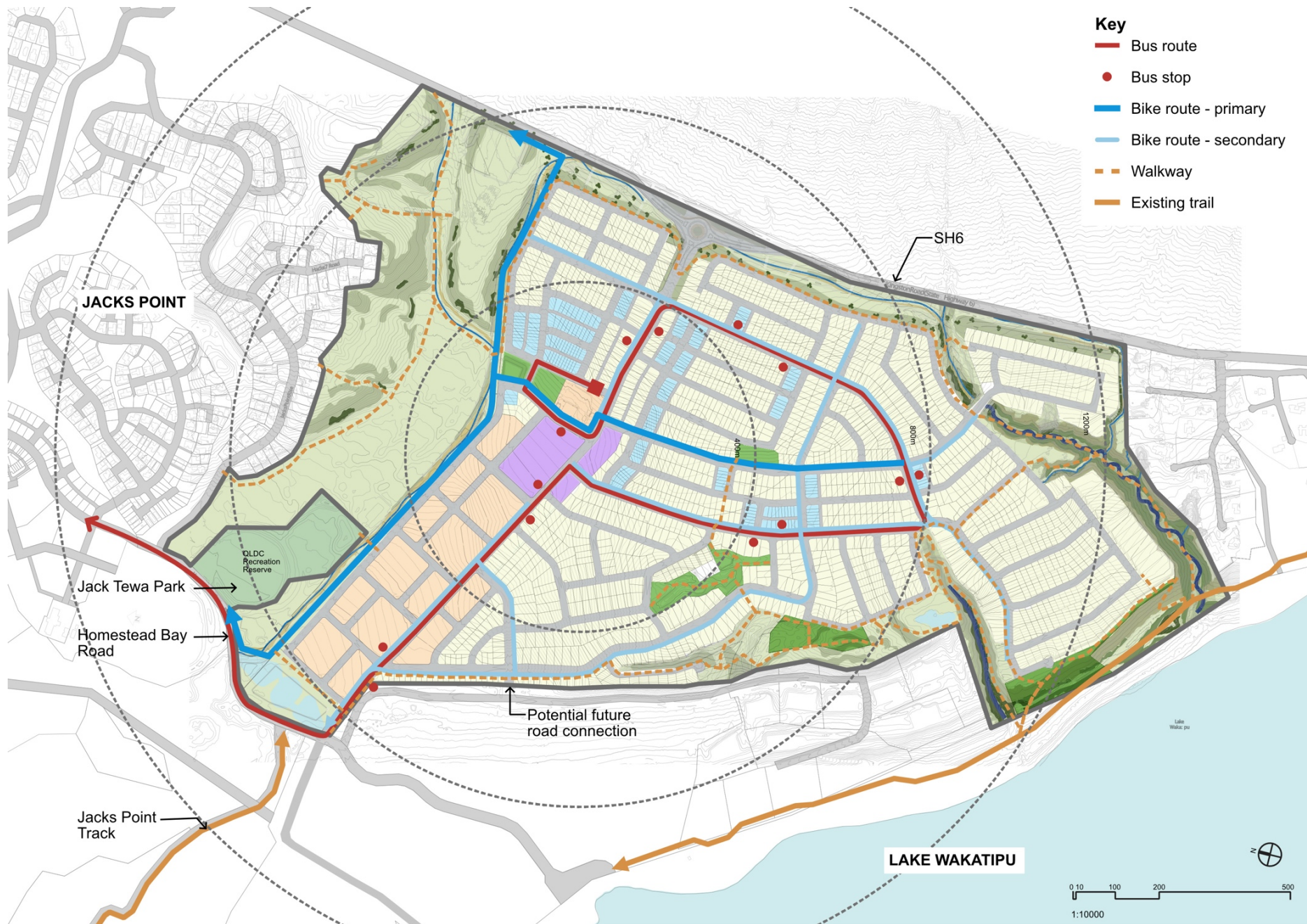


Figure 8: Indicative masterplan – 3D model of town centre and high-density housing



Figure 9: Indicative masterplan – 3D model of town centre



Figure 10: Indicative masterplan - density calculations for superblock options



Figure 11: Indicative masterplan – 3D model of high density superlot

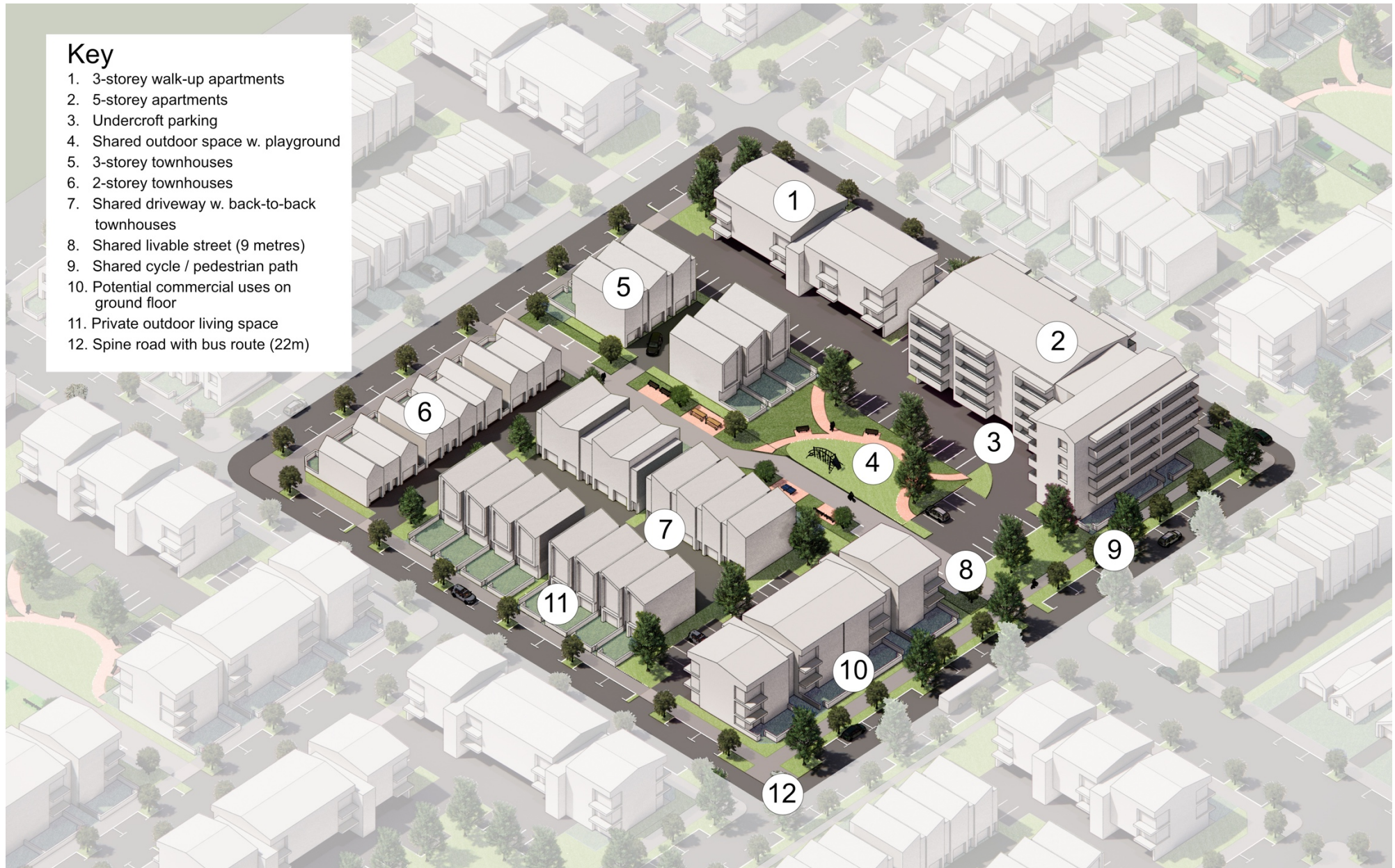


Figure 12: Indicative masterplan – 3D model of medium density superlot



Figure 13: Secondary roading network parallel to State Highway 6

