

Ridgeburn

122 Morven Ferry Road, Queenstown

Urban Design Assessment

3 March 2026

B&A

Urban & Environmental

Prepared for:
Ridgeburn Limited

B&A Reference:

25820

Status:

Final

Date:

3 March 2026

Prepared by:



Cam Wallace, Registered Urban Designer (UDIA)

Partner, Barker & Associates Limited



Contents

1.0	Executive Summary	4
2.0	Introduction	5
2.1	Purpose	5
2.2	Scope and Involvement in Project	5
2.3	Statement of Qualifications and Experience	5
2.4	Site Visit	6
3.0	Site Context	6
3.1	Neighbouring Sites	7
3.2	Wider Site Context	7
4.0	Planning Context	8
4.1	National Policy Statement on Urban Development	8
4.2	Otago Regional Policy Statement	9
4.3	Queenstown Spatial Plan	9
4.4	Queenstown Lakes Proposed District Plan	10
4.5	Reasons for Consent	12
5.0	Design Response	13
5.1	Key Design Details	13
6.0	Urban Design Assessment	15
6.1	Strategic Urban Form	15
6.2	Site Layout, Access & Connectivity	17
6.3	Housing Diversity	21
6.4	Built Form and Visual Effects	22
6.5	Street Activation	26
6.6	Residential Amenity	26
7.0	Conclusion	29

1.0 Executive Summary

The Ridgeburn Development, located at 122 Morven Ferry Road, Queenstown represents a comprehensive and well-resolved masterplanned response that applies sound urban design principles to a peri-urban site within the Wakatipu Basin. While the Site is not currently identified for urban expansion in the District’s strategic planning framework, the proposal has been designed in a manner that is consistent with established patterns of settlement in the Wakatipu Basin and aligns with the broader direction of growth along Queenstown’s eastern corridor. Importantly, the Masterplan demonstrates the qualities of a well-functioning urban environment by providing a substantial supply of housing across a wide range of typologies, sizes and tenures, including a meaningful affordable housing component, alongside local-scale commercial and community functions and a strong open space framework.

From an urban structure perspective, the proposal establishes a legible and logical movement network, with an internal collector route capable of supporting future public transport provision and a robust active mode network that integrates with, and enhances, the wider Queenstown Trails system. The fine-grained block pattern around the commercial centre and Affordable Housing Neighbourhood supports walkability, permeability and passive surveillance, while the more open, topography-responsive suburban block structure to the south provides variety in lot orientation, outlook and housing character. Collectively, these layout decisions help to deliver a coherent neighbourhood structure that is easy to navigate and comfortable to inhabit.

In built form terms, the development achieves a cohesive but varied residential character through a broad suite of typologies, articulated building forms, recessive materials and varied roof profiles. This reduces uniformity, supports a human-scaled streetscape and assists in integrating the development into its rural landscape setting. Potential amenity sensitivities within the Affordable Housing Neighbourhood—particularly in relation to sunlight access, shading and privacy—are appropriately acknowledged and are mitigated through typology selection, upper-level setbacks, detached forms, block configuration and landscape treatments, consistent with the intent of the PDP Residential Design Guide and good urban design practice for medium density environments.

In my opinion, the proposal will create an attractive, liveable and safe neighbourhood with strong internal amenity, good access to recreation and open space, and day-to-day services that will help to support community functioning. Subject to ongoing detailed design refinement and implementation through the proposed design guidelines and landscape framework, the Masterplan demonstrates clear urban design merits and is considered appropriate in urban design terms.



2.0 Introduction

2.1 Purpose

This report provides an urban design assessment to support the fast-track consent application for the Ridgeburn Development by Ridgeburn Limited (**'the Applicant'**). The project is located at 122 Morven Ferry Road, Queenstown (**'the Site'** or **'application Site'**). The development requires resource consent as a non-complying activity for the development of up to 1,210 residential units, comprising 180 affordable units, a visitor and workers' accommodation complex, a commercial village precinct comprising retail, hospitality, a business hub, a daycare and community facilities (**'the project'** or **'the proposal'**).

The report assesses the urban design merits of the proposal in terms of its consistency with sound urban design principles. These principles are set out in the report and are primarily derived from the Queenstown Lakes Proposed District Plan (**'PDP'**) and good urban design practice based on the unique characteristics and context of the Site.

2.2 Scope and Involvement in Project

My involvement in development of the proposal has been:

- Ongoing review and comments on various iterations of the detailed architectural, civils and landscaping plans;
- Ongoing review and comments on various iterations of the residential design standards / controls; and
- Preparation of an Urban Design Assessment to support the current Fast Track application.

2.3 Statement of Qualifications and Experience

I am an Urban Designer / Partner at B&A. B&A is a planning, urban design and landscape consultancy with offices around New Zealand. I have been employed at B&A since November 2018.

I hold the qualifications of Bachelor of Planning (First Class Hons) and Masters of Urban Design (First Class Hons) from the University of Auckland. I am a Full Member of the New Zealand Planning Institute (**NZPI**) and am a Registered Urban Designer with the Urban Designers Institute of Aotearoa (**UDIA**). I have 17 years of experience in the urban design, strategic planning and transport development, across both the private and public sector in New Zealand and United Kingdom.

I have a broad range of experience in urban design working on behalf of a range of clients including land developers, commercial entities and Councils around New Zealand, including Queenstown Lakes District Council. This has involved lead masterplanning projects for greenfield and brownfield redevelopment projects, design review and assessment for resource consent and private plan change applications of varying scales, strategic and spatial planning projects, and preparation / presentation of urban design evidence at Council hearings and the Environment Court. This has included recent project work related to residential developments in Queenstown and Wānaka, providing urban design input into the Urban Intensification Variation to the Queenstown District

Plan, development of the Queenstown Future Development Strategy and greenfield masterplanning of sites within Te Pūtahi – Ladies Mile.

I confirm that, in my capacity as co-author and reviewer of this report, I have read and abide by the Environment Court of New Zealand’s Code of Conduct for Expert Witnesses Practice Note 2023 and the UDIA Code of Practice – Version A June 2024.

2.4 Site Visit

I have not undertaken a site visit as part of my review although can confirm that I am familiar with the Site (and the wider Wakatipu basin more broadly) as part of recent and ongoing project work for several clients, including QLDC. My most recent visit to Queenstown and Arrowtown occurred in August 2025 and I have also been able to review recent photography of the site and its surrounds provided by other members of the applicant’s design team.

3.0 Site Context

The Site is located at 122 Morven Ferry Road and encompasses approximately 212 hectares of land across seven fee simple titles and accessed directly from Morven Ferry Road. The Kawerau River forms the southern boundary of the Site. The Site is irregularly shaped and follows the underlying land ownership pattern.

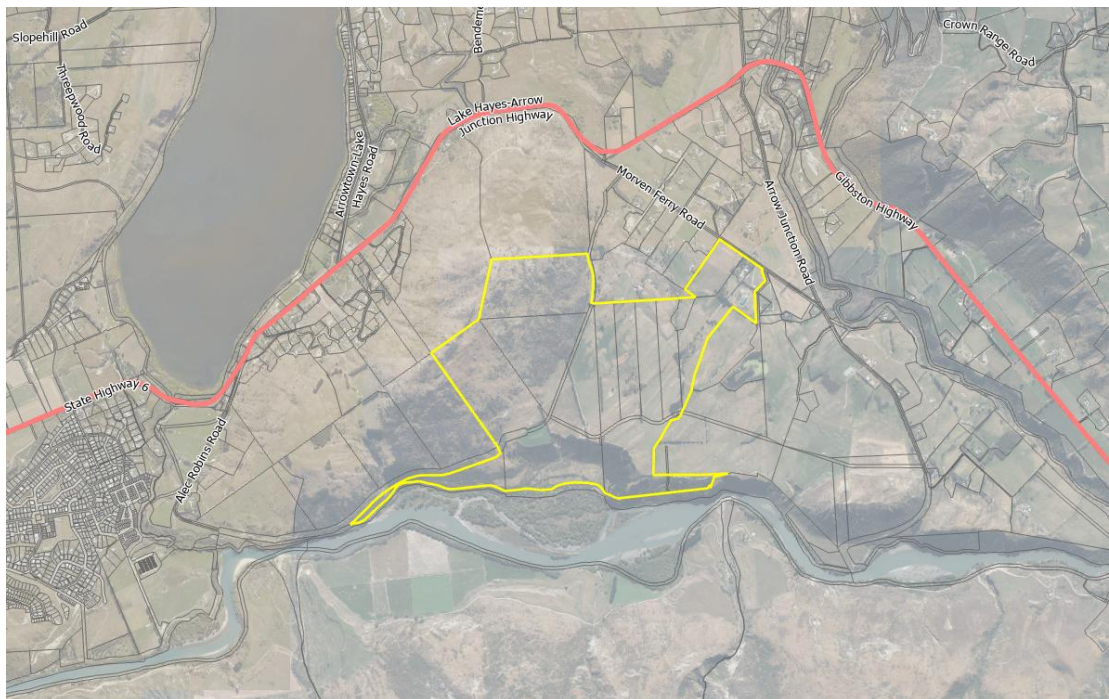


Figure 1 - Site Context

There are mature and exotic specimen trees of varying quality scattered across the Site in the form of shelterbelts, boundary planting and individual specimens. More substantial areas of contiguous planting also exist on the slopes towards the Kawerau River. The Site also contains several natural wetlands and intermittent streams.

In terms of topography, the majority of the where development is proposed sits on a largely flat plateau, which turns into rolling foothills as the Site rises towards the Peak of Morven Hill which

sites approximately 350m above the flatter portions of the Site. Along the southern boundary, the Site falls sharply towards the Kawerau River. Both Morven Hill and the Kawerau River Valley are identified as Outstanding Natural Features.



Figure 2 - 3d Site Aerial looking north with the Kawerau River in the foreground

3.1 Neighbouring Sites

Neighbouring sites share similar characteristics to the Application Site and are currently in use for rural or rural residential activities. This includes grazed paddocks, dwellings and typical rural buildings such as sheds / barns. There are also several mature shelter belts positioned along property boundaries and other stands of mature vegetation which serve to partially obscure views towards the Application Site from various vantage points. In terms of dwellings, most lie over 120m away from the Application Site, with the closest being located adjacent to the Site at 123 Morven Ferry Road – approximately 30m away.

3.2 Wider Site Context

The Site is currently located within the eastern edge of the Wakatipu Basin in an area which can best be characterised as peri-urban with both urban and rural features fragmented throughout, along with substantial areas of rural residential type development as well as existing or proposed resort / golf course developments including The Hills, Milbrook and Hogan's Gully.

Arrowtown lies approximately 4km to the north of the Site while Lakes Hayes Estate is located approximately 3km to the west. Further afield, major commercial nodes at Frankton and Queenstown Town Centre lie approximately 9km and 15km to the west, respectively.

In terms of transport, the Site is located within proximity to State Highway 6 ('SH6') and the Lake Hayes-Arrow Junction and Crown Range Road Junction which provide onward access to Arrowtown and Wānaka respectively. The Site is also located near the confluence of several recreational cycling routes including the Twin Rivers Trail, Arrow River Bridges Trail and Gibbston River Trail. These routes provide almost exclusive off-road walking and cycling access to Arrowtown, Frankton and Queenstown. The Site is not currently, or proposed to be, served by any form of public transport.

In terms of wider amenities, a Strategic Context Plan is included as Appendix 1 to this report that helps to demonstrate how the site fits in with areas of existing development and key amenities. The closest school is Arrowtown School (Years 1-8) which is approximately 6.5km north / 7-minutes' drive while the closest secondary school is Wakatipu High School is located approximately 13km west / 15-minutes' drive. It is also understood that the Ministry of Education are investigating new primary and secondary school locations at Te Putahi – Ladies Mile approximately 6km west of the Site. The nearest existing full-service supermarket is located 10km / 12-minutes drive west of the Site in Frankton, while smaller convenience-type supermarkets are also located in Arrowtown and Shotover Country.

4.0 Planning Context

This report is not a planning assessment and is not intended as such. However, an understanding of the District Plan provisions, and the wider strategic direction that applies to the Site, are relevant to this urban design assessment to:

- Contextualise the built form and design outcomes that QLDC expects from its urban environments; and
- Focus my assessment on matters for which consent is typically required under the District Plan for greenfield development and provide relevant urban design input to inform the planning assessment.

4.1 National Policy Statement on Urban Development

The National Policy Statement on Urban Development ('NPS-UD') came into effect in August 2020 and requires councils to amend their plans to provide adequately for housing. Areas over which local authorities have jurisdiction are classed as Tier 1, 2 or 3 urban environments. Auckland is classed as a Tier 1 urban environment.

The objectives and policies of the NPS-UD that are of relevance to this urban design assessment include:

- Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:
 - (a) have or enable a variety of homes;
 - (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size;

- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport
- ...

4.2 Otago Regional Policy Statement

The Otago Regional Policy Statement ('RPS') sets out a wide range of objectives and policies that relate to air, land and water across the Region. This includes a policy framework related to urban form and development which touch on the quality and amenity of development at a high level. In terms of an urban design assessment the following objectives provide a useful frame for helping to assess the proposal:

- UFD-O1 – Development of urban areas - The development and change of Otago's urban areas occurs in a strategic and coordinated way, which:
 - (1) accommodates the diverse and changing needs and preferences of Otago's people and communities, now and in the future,
 - (2) integrates effectively with surrounding urban areas and rural areas,
 - (2A) results in a consolidated, well-connected and well-designed urban form which is integrated with infrastructure ...
- UFD-P4 – Urban expansion - Expansion of existing urban areas may occur where, at a minimum, the expansion:
 - (1) contributes to establishing or maintaining the qualities of a well-functioning urban environment,
 - (1B) achieves consolidated, well designed and sustainable development in and around existing urban areas,
 - (2) is logically and appropriately staged, and will not result in inefficient or sporadic patterns of settlement and residential growth ...

4.3 Queenstown Spatial Plan

Adopted in July 2021, The Queenstown Lakes Spatial Plan ("the Spatial Plan") is a strategic document which sets the Council's social, economic, environmental and cultural objectives as they relate to growth and development across the District. A component of the Spatial Plan is the Development Strategy which sets out how future growth will be accommodated up to 2050 (as it was envisioned at the time).

The key elements relevant to urban design matters and the Site have been identified below:

- In terms of development constraints, the Site is identified as having fewer constraints relative to other areas of the Wakatipu Basin;
- The Site itself is not currently identified for future urban development. However, the identification and release of rural land for future urbanisation was predicated on Council funded / led bulk infrastructure provision;
- Te Pūtahi – Ladies Mile is intended to develop into a new centre to support significant growth along Queenstown's eastern corridor. As part of this, QLDC has signalled

investment and development of major new open spaces, schools and transport infrastructure will be required; and

- New buildings and neighbourhoods need to be well thought out to create attractive, liveable environments for people.

4.4 Queenstown Lakes Proposed District Plan

4.4.1 Strategic Direction

Chapter 3 and 4 of the Queenstown Lakes Proposed District Plan ('PDP') sets out the Strategic Direction of the plan, including future urban development. Of relevance to an urban design assessment, Policy 3.2.2.1 requires that "urban development occurs in a logical manner so as to:

- (d) promote a compact, well designed and integrated urban form;
- (e) build on historical urban settlement patterns;
- (f) achieve a built environment that provides desirable, healthy and safe places to live, work and play;
- (g) ...
- (h) protect the District's rural landscapes from sporadic and sprawling urban development;
- (i) ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in;
- (j) contain a high quality network of open spaces and community facilities; and
- (k) be integrated with existing, and proposed infrastructure and appropriately manage effects on that infrastructure.

4.4.2 Zoning

The Site currently falls predominantly within the PDP. The eastern portion of the Site also falls within the Wakatipu Basin Rural Amenity Zone as shown in Figure 3.

The purpose of the Rural Zone is to enable farming activities and provide for appropriate other activities that rely on rural resources while protecting, maintaining and enhancing landscape values, ecosystem services, nature conservation values, the soil and water resource and rural amenity. Some rural residential development is anticipated. The purpose of the Wakatipu Basin Rural Amenity Zone is to maintain or enhance the character and amenity of the Wakatipu Basin, while providing for rural living and other activities. Figure 3 – Queenstown Lakes Proposed District Plan Zoning

As this application seeks to enable urbanisation of the Site, the stated purposes of the Rural Zone and the Wakatipu Basin Rural Amenity Zone and their associated policy framework does not provide a useful basis for understanding the actual or potential urban design effects of the proposal.

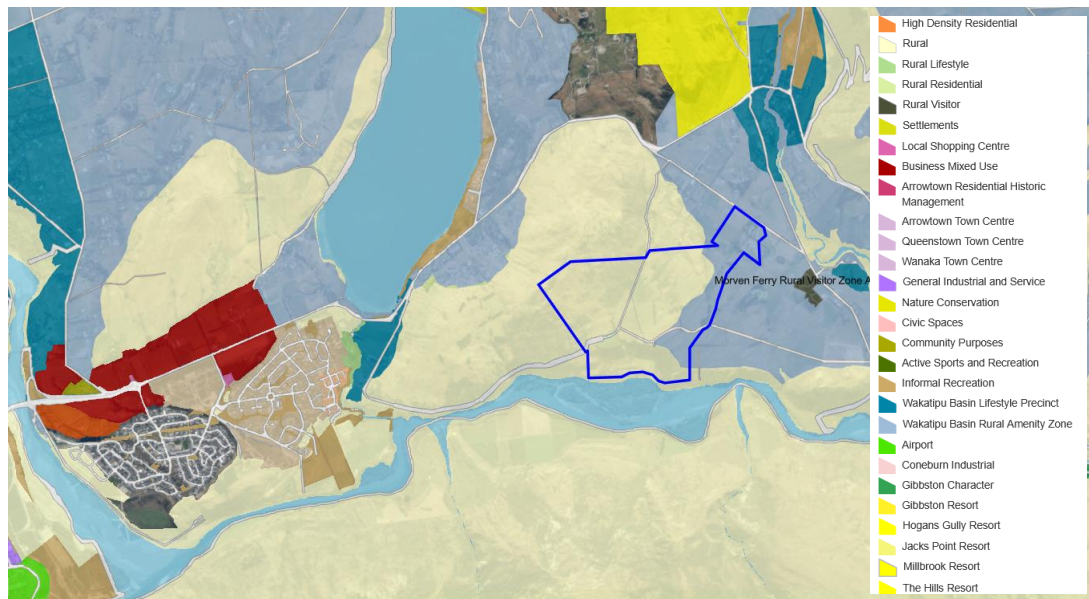


Figure 3 – Queenstown Lakes Proposed District Plan Zoning

4.4.3 Other Zoning Considerations

As the site is currently within the Rural Zone and the Wakatipu Basin Rural Amenity Zone, there is a need to understand potential design outcomes that could apply to the masterplan based on a comparison of the activities proposed and an equivalent urban zoning(s). In my opinion, consideration of alternative urban zone provisions provide a useful and well-articulated benchmark for evaluating the detailed urban design outcomes aspects of the proposal relating to built form, site layout, interface management, and public realm outcomes. The various urban zones which may be relevant for the application contain clear and tested urban design principles relating to building scale, activation of edges, pedestrian amenity, legibility, and safety, which are directly relevant to understanding how a development of an urban character may function and be experienced, regardless of the underlying zoning context. Applying these principles in an analytical sense assists in identifying potential design-related effects and mitigation measures, while remaining cognisant that broader questions of land use suitability, growth strategy, and infrastructure capacity are addressed separately as part of an overall strategic planning assessment which sits outside the scope of my assessment.

Based on a consideration of the site characteristics, existing Council strategy and the Masterplan itself, it is proposed to utilise various residential and business zones to inform an urban design assessment of the application. The zones most relevant to the Masterplan and their intended design outcomes are discussed briefly below.

4.4.3.1 Lower Density Suburban Residential Zone

The Lower Density Suburban Residential Zone ('LDSRZ') is the most expansive residential zone across the District. It provides for typical suburban type development with dwellings typically be one to two storeys in height, detached and set on sites between 450 and 1000m² in area. The western portion of the Masterplan is considered to align with this zone.

A key design outcome of the LDSRZ is that that the height, bulk and location of development maintains a suburban-intensity character and maintains the amenity values enjoyed by users of neighbouring properties, in particular, privacy and access to sunlight.

4.4.3.2 Medium Density Residential Zone

The Medium Density Residential Zone ('MDRZ') is situated in locations across Queenstown, Frankton, Arrowtown, Wānaka and Hāwea that are generally accessible to local shopping zones, town centres or schools by public transport, cycling or walking. The MDRZ is intended to enable a greater supply of diverse housing options for the District. The main forms of residential development anticipated are terrace housing, semi-detached housing and detached townhouses on smaller sites than those typically seen within the LDSRZ.

Key design outcomes of the MDRZ include:

- the creation of a new, high quality built character through quality urban design solutions which positively respond to a site, neighbourhood and wider context; and
- Provision of high-quality living environments for residents and the reasonable maintenance of amenity values.

4.4.3.3 Local Shopping Centre Zone

The Local Shopping Centre Zone ('LSCZ') is intended to enable small scale commercial and business activities that meet the day-to-day needs of the community and are accessible to residential areas and people in transit. It is intended that they help reduce the necessity for people to travel longer distances to town centres to purchase convenience goods and access services. A key design outcome of the LSCZ is the need to control the height, scale, appearance and location of buildings to achieve a built form that complements existing patterns of development and is consistent with identified amenity values.

4.4.3.4 Residential Design Guidelines

All residential zones within the PDP are supported by the Residential Design Guide that provides examples of how to achieve good design and outlines the key design elements to bear in mind when designing a development. The purpose of this design guide is to promote good design principles to achieve high-quality, high-amenity built residential developments.

Whilst the application Site does not fall under the ambit of the zones covered by the Residential Design Guide, the document does set out key design elements to give effect to its purpose which are relevant to an urban design assessment. This includes details on design elements including building diversity, building dominance, amenity, connectivity, privacy, safety and materiality. The Design Guide also helps to demonstrate the varying design outcomes when these elements are addressed across different residential zones (e.g. LDSRZ vs MDRZ) which provides a useful basis for informing an urban design assessment of different aspects of the proposal.

4.5 Reasons for Consent

The proposal requires resource consent for several regional and district level activities under the PDP resource consent as a **non-complying activity** is required.

Whilst its status as a non-complying activity means assessment of the application is not restricted to any particular matter, relevant provisions and design outcomes as identified in Section 3.4 above will be used to help inform this urban design assessment.

5.0 Design Response

5.1 Key Design Details

Figure 4 below sets out the overall Masterplan that is subject to this assessment. Broadly speaking, the Masterplan involves the creation of 1,030 residential lots (delivering a total of 1,210 residential dwellings across the Site of which 180 are set aside as ‘affordable units’), a new commercial centre providing approximately 13,200 m² of gross floor area across 7 separate buildings, streets, public open spaces and native revegetation.



Figure 4 - Proposed Masterplan (source: Novak & Middleton)

5.1.1 Connectivity

The Masterplan is linked by an internal collector road which loops around the development from the access with Morven Ferry Road. This is intended to act as the key vehicle route for the development and has been designed to cater for future public transport services in addition to the provision of a Park and Ride / bus turnaround facility near the Site access with Morven Ferry Road. Away from the collector road access is provided through a combination of smaller local roads and laneways.

The Masterplan also includes provision for an extensive recreational pedestrian and cycling network, primarily through open space corridors. Upgrades and / or new links from the Site to the Twin Rivers and Arrow River Bridges Trails are also proposed as part of the Project.

5.1.2 Proposed Dwellings

Up to 1,210 residential dwellings are proposed. Of these 180 are identified as affordable units. An additional 202 units intended as short-stay accommodation and work accommodation are also proposed within the commercial area.

Of the 1,030 detached dwellings proposed, these are to be placed on lots ranging from 200m² to just over 1,000m² and feature 19 different housing typologies ranging from two-to-four bedrooms over one-to-two storeys. Internal floor areas range from 77m² to 234m².

Within the Affordable Housing Neighbourhood, ten different housing typologies are proposed with one-to-three bedrooms over one-to-two storeys. They are placed on lots ranging from 58m² to 158m² with internal floor areas ranging from 32m² to 125m².

All the typologies feature variations in materiality, building form / setbacks and roof form (gabled, mono-pitched and hipped). On-site carparking is provided for each dwelling through either an internal garage, an external parking pad or communal parking lot.

5.1.3 Commercial Buildings

This includes a three-storey visitor accommodation building, two-storey office building, and single storey retail, daycare and supermarket buildings. The design of each building varies to align with its internal uses although a consistent palette of materials is proposed to provide a cohesive architectural aesthetic for the area. In addition to the commercial buildings, two surface level carparks are proposed.

5.1.4 Open Spaces

Several different open spaces are proposed across this Project. This includes areas of informal open space / riparian margins which largely fulfil a stormwater or visual amenity function, pocket parks, neighbourhood parks with a mixture of landscaping, open lawn areas and informal play opportunities, playing fields and several recreational areas linked into the wider existing and proposed trail network.

6.0 Urban Design Assessment

In the absence of underlying zoning provisions related to urban development, the application is therefore best assessed against established urban design principles / themes relating site-responsive design, efficiency of land-use, connectivity, public realm quality and residential amenity. These principles / themes are drawn from good urban design practice as well as the policy framework and provisions within the LDSRZ, MDRZ, LCSZ and Residential Design Guides relevant to urban design matters which are most closely aligned with the Proposal (and have themselves been used as a basis to inform its design). This is considered to provide the most appropriate basis for the assessment of actual or potential urban design effects for this fast-track consent application.

In addition to the above I have also provided an assessment in terms of the applications “fit” within the strategic level urban form (both existing and proposed) of the wider Wakatipu Basin area drawing on the policy framework established by the RPS, PDP and Spatial Plan.

6.1 Strategic Urban Form

As identified in Section 3.4, the Site is not identified in any strategic planning documents as an area for urban expansion. It is understood that there has not been any detailed consideration of the Site previously during the development of these documents and I observe that these documents pre-date the FTAA and recent updates to the NPS-UD.

The Site is, however, in proximity to areas identified for urban development (or resort development which shares some similar characteristics to urban development) including land around Alec Robbins Road on the approach to Frankton – Ladies Mile Highway, Hogan’s Gully, Arrowtown Lifestyle Village and Gibbston Valley. Further, the nature of the Wakatipu’s geography lends itself to ‘ribbon’ style development that extends out along corridors on flatter (more easily developable) land located between waterbodies and the surrounding mountain ranges. Established examples of this approach to urban development in the area can be seen in existing neighbourhoods such as Kelvin Heights, Quail Rise and Hanely’s Farm / Jack’s Point. The Ridgeburn proposal continues this ribbon style approach to development that has defined continued expansion of Queenstown’s urban area.

Strategic planning documents clearly set out an expectation around compact forms of urban development, including intensification, largely contiguous with existing urban areas (and contained within the Urban Growth Boundary – albeit with the ability to amend the Urban Growth Boundary via a Plan Change). There are several reasons for this approach including the need to protect Outstanding Natural Features, the cost and efficiency of extending bulk infrastructure, protecting highly productive land, maintaining rural amenity values and minimising the need to travel via private motor vehicle. Within the context of the Application Site, the most applicable of these reasons relate to infrastructure provision, minimising the need to travel via private motor vehicle and maintaining rural amenity values.

In this regard, the fact that the Site itself is not contiguous with the existing urban area is not, in my opinion, problematic in terms of the urban form that results – rather it is entirely consistent with historical patterns of settlement in the Wakatipu Basin as well as the general thrust for significant levels of urban development along Queenstown’s eastern corridor. Further, the nature and scale of the Wakatipu Basin itself naturally confines development into a relatively narrow

corridor meaning that the Site is in proximity to existing urban areas, with the separation between the two generated by the presence of the Morven Hill ONF.

In terms of accessibility to wider amenities, as set out in Section 3.4 the site benefits from proximate access within 10 to 15 minutes' drive of several key amenities including primary and secondary schools, supermarkets and retail centres. Accessibility is likely to be further enhanced once development of the Ladies Mile town centre occurs. I also note that the proposal itself also includes provision for a smaller supermarket along with some retail, commercial and employment opportunities which will help to support the future resident / visitor population base of Ridgeburn and can also help support /enhance accessibility for other areas of development within the eastern portion of the Wakatipu Basin. Within the context of Queenstown (as well as other Tier 2 regional centres), having most of a typical residents daily needs located within a 15-minute drive is considered to be a particularly positive aspect of the development.

In terms of the actual proposal itself, this is discussed in more detail in the remainder of this assessment, but I observe that it represents a comprehensively designed masterplan that incorporates a range of housing densities and typologies, commercial and community activities, open spaces and infrastructure (e.g. a Wastewater Treatment Plant). The overall layout and general configuration of the proposal do respond to the context of the Site and it's unique topography, specifically:

- The more intensive development is positioned on flatter land closer to existing and future transport links and away from more sensitive landscape areas;
- Varied housing typologies and lot sizes are spread across the development providing greater choice for future residents that can respond to different household needs and market expectations, as well as create visual interest and diversity across streetscapes;
- The southern portion of the development adopts a modified grid block structure which supports the positive benefits of a traditional grid structure such as frequent connections, intersection and routes, while also limiting impact on the landform by working with the Site contours;
- Roads are generally aligned to provide extended views south towards the Remarkables throughout the development. This helps to provide engagement with the surrounding landscape, supports a sense of place for the development and will enhance residential amenity through a shared visual outlook;
- A range of open spaces with different functions are integrated into natural systems (such as watercourses) and topographical features helping with wider development integrate with the surrounding landscape; and
- The development provides for a range of recreational and commercial amenities, and has been integrated with the Queenstown [Bike] Trails Network and has future proofed extensions to public transport networks through the Site itself or via a Park n Ride system adjacent to Morven Ferry Road which will help to reduce reliance on private vehicles as the only means of transport to service the development.

Overall, I believe this represents a well-considered and logical Masterplan that responds well to the opportunities and constraints presented by the Site. This is aligned with the design outcomes expressed in strategic planning documents, is consistent with the requirements of a well-

functioning urban environment (as I understand the term) and is aligned with good urban design practice.

6.2 Site Layout, Access & Connectivity

6.2.1 Block Structure & Configuration

The proposed block structure is a logical layout given the size and irregular shape of the Site and constraints associated with topography, wetlands and watercourses.



Figure 5 - Roading Network Plan (source: Novak & Middleton)

The key vehicular access / road location (Road 1) is positioned to the western boundary to align with the existing vehicles access. The primary vehicle circulation network effectively forms a loop system leading towards the south of the Site back to the main access just south of the commercial Centre.

The proposal introduces a relatively fine-grained block structure in its northern extent around the commercial centre and Affordable Housing Neighbourhood with block lengths ranging between 60 to 100m and block perimeters of approximately 300m. This helps to deliver a range of positive design outcomes at both the neighbourhood and individual street scale. Shorter block lengths improve permeability and legibility, helping to make a place easier to navigate and more comfortable for pedestrians by providing frequent (and variable) route choices and visual connections. This finer-grain block structure also supports a more human-scaled environment, avoiding long, monotonous frontages. From a built-form perspective, the smaller block structure also enables greater variation in building orientation and increases opportunities for sunlight penetration, views between buildings, and passive surveillance of streets and public spaces. Collectively, these outcomes contribute to appropriate levels of residential amenity within a medium-density environment.

In the southern portion of the Site, the block structure is more reflective of a suburban environment configured in a curvilinear loop / informal grid structure to align with the underlying

topography and Site constraints with block lengths extending out to approximately 300m and perimeters to around 800m which helps to facilitate larger individual lot sizes and an efficient development pattern with a greater sense of openness. The block structure in the southern portion of the Site also provides for a wider variety of lot types in terms of orientation (including associated views and sunlight access) and elevation.

6.2.2 Public Transport

There are no existing or proposed public transport routes which could service the development. Rather, the development has been future proofed to support an internal bus route (along the internal collector road) which would provide good coverage to the development. In addition, the plans include provision for a Park and Ride / bus turnaround facility adjacent to Morven Ferry Road. This provides optionality in how any public transport service is run as well as opportunities for private operators to run shuttles / buses from the development to nearby ski fields. This appears to be a practical approach to public transport provision given typical operating models.

6.2.3 Active Modes

The Masterplan provides for off-road pedestrian and cycling connections throughout the development in addition to a north/south separated cycling route through the heart of the development. In addition to these, the application includes a proposal to deliver new and/ or upgraded links to the established Queenstown Trails Network as shown in Figure 6 below. This includes two connections linking the Masterplan with the Twin Rivers Trail which will provide an onward (off-road) connection to Lake Hayes Estate, Shotover Country, Frankton and Queenstown. In addition, it is proposed to provide additional off-road cycle connections along Morven Ferry Road to link with the Arrow River Bridges Trail which will provide onward (off-road) connections to both Arrowtown and Gibbston Valley. It is also proposed to open access to a new Morven Hill Summit Trail. These new or upgraded links are considered particularly beneficial in urban design terms as they will help to integrate the development with the wider Wakatipu Basin (both urban areas and key destinations such as resorts) and provide an opportunity for safe, non-vehicular connections beyond the Site. Further, these provide a significant recreational and well-being benefits to future residents of the development through direct access to a well-established network of trails which are a key feature / amenity of the wider Wakatipu Basin.

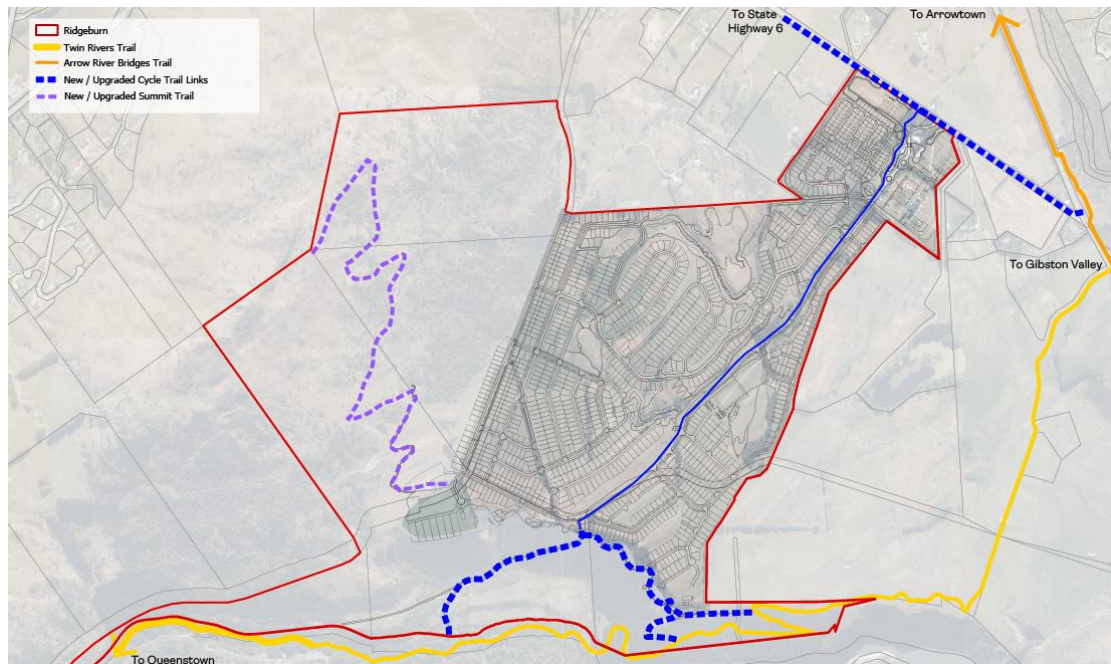


Figure 6 - Proposed Paths and Trails Network Upgrades

6.2.4 Parking

Parking is proposed to be split amongst double garages, single garages, parking pads, communal parking courts and on-street spaces depending on the specific lot context and use. All typologies (with the exclusion of Type 4) features at least one off-street car parking space in the form of a single garage or car parking pad. Across all typologies with on-site car parking, the garage and parking pad is predominantly set back from the main building frontage, which in combination with proposed landscaping, helps to reduce the visual extent of car parking as viewed from the street. Surface carparking associated with the commercial centre is also proposed to be screened from the main access roads when entering the Site helping to maintain an open and landscaped setting upon arrival.

The proposed approach means that all dwellings have at least one allocated car-parking space which is a sensible approach considering the context of the District which features a wide variety of destinations and amenities outside of urban areas (e.g. ski fields) which generally require access to a vehicle.

6.2.5 Landscaping / Open Spaces

Landscaping plans prepared by RMM demonstrate both on-lot and communal landscaping outcomes for the Site.

Individual lots feature a palette of features including lawn, low-level amenity planting and hedging along with hardscaped patios, decking and gravel chip to provide for a low-maintenance lifestyle. Specimen tree planting is set out for all larger lots and some of affordable housing typologies, while streets include provision for regularly spaced specimen trees across the development. Varied hard surface treatments are also proposed to signal thresholds at street intersections or key pedestrian routes through the development.

As shown in Figure 7, the pocket parks include some flat or open grassed areas, seating and deciduous tree planting. A small playground and informal play / exercise areas are also proposed

in various locations throughout the Masterplan. The parks and open spaces will act as an additional amenity space for future residents – especially those in the Affordable Housing neighbourhood, which is considered beneficial given the limited extent of on-lot outdoor open space proposed. In addition, provision has been made for three small playing fields to provide a flat area that is suitable for ball games (e.g. football). All parks have also been positioned to provide an extensive amount street frontage to ensure they are visible and support good levels of passive surveillance.

The open spaces themselves are generally well spaced across the Masterplan ensuring proximity to these amenities for future residents and visitors, with the largest areas centrally located. The spaces are integrated with the wider walking and cycling network (as well as onward connections via the proposed Trail Links). In my opinion, the overall provision of open spaces within the Masterplan is appropriate for the overall density and scale of the development and will support the establishment of a well-functioning urban environment in this location.



Figure 7 – Lookout and wetland reserve concept plans (source: RMM)

An extensive area of landscaping is also proposed along the Morven Ferry Road frontage to be planted with a combination of regularly spaced deciduous specimen trees, concentrations of native tree plantings and stormwater features. This is a positive feature of the Masterplan that will provide for a generously spaced and attractive gateway into the development and will act as a transitional point between the surrounding rural environment and proposed development consistent with some of the outcomes sought by the PDP.



Figure 8 – Morven Ferry Interface Landscaping (source: RMM)

6.3 Housing Diversity

The proposal seeks to provide for approximately 1,210 dwellings across the Site as well as a further 200 visitor / workers accommodation units. In addition to the overall number of new homes proposed, the Masterplan provides for a large amount of variety in housing typologies, including:

- Between 1 (including studio) and 4 bedrooms;
- Varying in typological form between detached houses, duplexes, and apartment units with associated variation in internal floor areas;
- A wide variety of lot sizes between 58m² and 1,000m² +;
- Varying forms of tenure and ownership including detached fee simple lots, dual-key lots, and affordable housing (retained for a specified timeframe);
- Associated with the above, varying acquisition or renting costs associated with the different typologies and their attributes.

Based on the above, the proposal has the potential to accommodate a range of different household types in terms of their size and socio-economic characteristics consistent with the expectations of the NPS-UD and needs of the District. This is likely to have a positive benefit for the area relating to its overall vibrancy and attractiveness as a community / neighbourhood that can appeal to a diverse group of people with varying needs that change throughout any given day. Further, the proposed housing could support a diverse local labour force that would help meet the needs of local businesses as well as provide a local population to support the proposed commercial centre.

Further diversity in the dwellings is also provided through variation in the provision of a single or double garage, on-site parking pad, the number of bathrooms, dedicated laundry / utility rooms as well as heights of between one or two storeys. The orientation of the lots across the development adds further to the overall diversity of supply across the development and is consistent with the expectations of the PDP as well as NPS-UD. These variations will, inevitably, attract different sales and rental values and help to meet the different amenity needs of varying households.

6.4 Built Form and Visual Effects

6.4.1 Character

The proposed development responds positively to neighbourhood character expectations established within the LDSRZ and MDRZ. This has been achieved by avoiding uniformity and monotony in built form through subtle variations in materiality, roof forms and typology placement (see Figure 9 for example). In this context, the proposal incorporates 29 different housing typologies, which collectively establish a cohesive architectural response with appropriate levels of visual diversity consistent with the emerging character of greenfield developments around Queenstown including Hanley's Farm, Jacks Point and Shotover Country / Lake Hayes Estate.





**Figure 9 - Perspective images showing the proposed residential architectural character of the development
(source: Novak & Middleton)**

Variation in building footprints (including setbacks from the street and side boundaries), heights, and orientations ensures that the development reads as a suburban residential neighbourhood rather than a single, homogenous complex, aligning with the intended design outcomes of the PDP. Architectural variety is further achieved through a mix of roof forms, including gabled, hipped, and mono-pitch roofs. This approach is consistent with the Design Guidelines, which encourages roof variation and modulation to reduce the perceived bulk of individual buildings as well as reflect traditional residential forms. The use of varied roof forms also breaks up building mass when viewed from surrounding sites and internally within the Site itself, contributes to an articulated skyline, and creates a sense of openness that reinforces a residential scale of activity. Combined with proposed landscaping and areas of open space, these design elements will assist in integrating the development into its surrounding peri-urban / rural context.

Within the Affordable Housing Neighbourhood, smaller lot sizes invariably mean development will appear less open and denser. Nevertheless, the variation in building heights and roof form will continue to provide for variation in building form in a manner that is consistent with the wider development and the Queenstown architectural aesthetic that is emerging in recent developments.

Further, material selection and façade treatment also play a key role in reinforcing neighbourhood character. Buildings utilise a palette of vertically and horizontally profiled cedar weatherboards alongside stone accents, along with series of neutral coloured and earthy colours that help the development to appear visually recessive in the wider landscape. These will be applied in a manner that helps reinforce individual dwelling identity while maintaining overall aesthetic cohesion. Façades are also modulated through setbacks at both ground and upper levels, changes in materials, and articulation of entries consistent with the Design Guideline's emphasis on visual interest, and human scaled development. Variable setbacks from the street along with front yard landscaping, street trees and grassed swales within the street corridors further reduces perceived bulk and create a more informal, residential streetscape, supporting a character outcome that is consistent with both the intent of the LDSRZ and the Design Guidelines.

6.4.2 Building Dominance

All buildings across the development have been designed to express a variety of façade finishes and both vertical and horizontal modulation extending to variations in roof forms.

Each residential typology is reasonably consistent in its overall design and appearance, adopting a simple range of claddings and colour finishes. Building façades are well modulated, with parts of the façade being ‘pushed’ and ‘pulled’ back or forwards and materiality aligned with these volumes. Within the context of this development, I consider both a simple palette of materials and restrained approach to façade modulation to be appropriate and helps to break up the visual expanse of each façade in a manner consistent with the human scale of development anticipated within the Queenstown’s residential zones. Further, landscaped buffers and areas of open space are proposed to encircle the affordable housing neighbourhood and screen this from immediately adjoining properties.

Similarly, commercial buildings proposed are reasonably consistent in their overall design and appearance with the proposed residential dwellings. Having reviewed the plans I note that the design approach is consistent with good design practice, with the vertical and horizontal building mass or larger commercial broken down through a range of design measures including the approach to materiality, articulation and modulation of building façades and a varied roof profiles (see Figure 11 for example).



Figure 10 – Visitor and Worker Accommodation Building South Elevation (source: Novak & Middleton)

They have also adopted a simple range of claddings and colour finishes along with simple building forms that complement the residential character proposed throughout the balance of the Masterplan (refer to Figure 11). These include vertically and horizontally profiled weatherboards, profiled metal cladding, off-board concrete, schist and corten steel.



Figure 11 - Perspective image looking south showing the proposed commercial architectural character of the development (source: Novak & Middleton)

In terms of building dominance relative to neighbouring sites, in addition to the above matters, this has been minimised / mitigated through a range of design measures including:

- The adoption of building typologies of predominantly one to two storeys;
- The inclusion of expansive areas of open space throughout the development in the form of riparian corridors, pocket parks and larger neighbourhood parks to retain areas of openness / separation between individual buildings;
- Internal setbacks of buildings and the provision of landscaped buffers in various places (refer to Figure 12). This includes a 23m-75m setback from Morven Ferry Road and densely planted landscape buffers adjacent to the Affordable Housing Neighbourhood and Commercial Centre;
- The positioning of roads and areas of carparking along / near some site boundaries to act as a further physical setback of proposed buildings; and
- The use of highly modulated building forms and recessive materials / colours that reference the existing rural landscape.

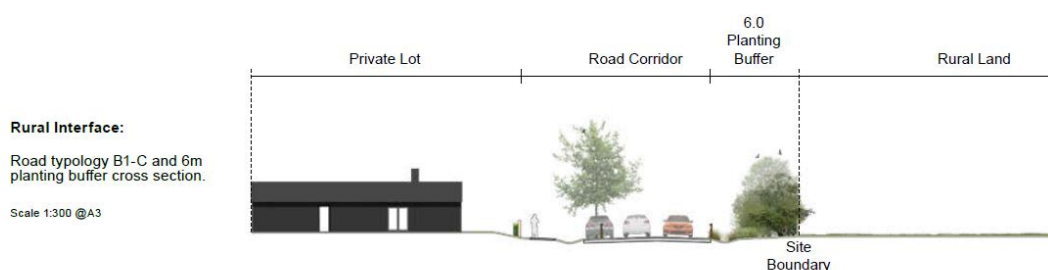


Figure 12 - Example Rural Boundary Interface (source: RMM)

6.5 Street Activation

The proposal provides for good levels of street activations across the residential areas of the development. All proposed typologies provide for both windows and doors to habitable rooms facing the internal street network. In addition, upper levels of all typologies (where proposed) also feature windows from habitable rooms overlooking the street. This will ensure opportunities for passive surveillance are provided across the development and will support positive feelings of safety within the Site's communal spaces and streets consistent with good design practice.

In terms of the Commercial Centre, good levels of street activation are also proposed fronting key streets and internal parking areas. Generally speaking, high levels of glazing, building openings and active uses are orientated towards the street edge at ground floor level (for example refer to Figure 13). Service areas, including loading areas associated with the proposed supermarket are positioned to face away from internal streets and be screened from surrounding areas by landscaping. This approach is considered to present a positive design outcome from the proposal.



Figure 13 - Workspace and Retail Building West Elevation (source: Novak & Middleton)

6.6 Residential Amenity

6.6.1 Internal Amenity

In terms of the proposed layout of each of the typologies, the internal floor area varies depending on the number of bedrooms proposed (with larger floor plates provided for those units with more bedrooms). All dwellings feature a range of internal storage options, including wardrobes for bedrooms and separate storage cupboards. Additionally, some dwellings feature multiple bathrooms or also have access to a dedicated laundry / utility room. Overall, this ensures that the development can accommodate the needs and potential requirements of a range of different living arrangements / households and deliver an appropriate standard of internal amenity.

Some lots within the Affordable Housing Neighbourhood infringe on the comparable recession plane standards within the MDRZ along internal side and rear boundaries – particularly along the southern boundary. It is noted that there is no allowance for inter-lot infringements as is common in most medium density residential zones across New Zealand and the Residential Design Guidelines direct consideration towards infringements on external site boundaries.

Potential effects associated with these infringements relate to sunlight & shading, privacy, and building dominance. In terms of the later, I do not consider infringements to internal recession planes give rise to any adverse visual dominance effects noting that this is a comprehensively designed greenfield development and residents chose to move into these dwellings with an

understanding of that context. In terms of amenity effects relating to sunlight and shading, and privacy, these are discussed further below.

6.6.1.5 Sunlight & Shading

In terms of potential issues associated with sunlight and shading within the Affordable Housing Neighbourhood itself, the architectural plans prepared by Novak & Middleton identify that there will be some infringements to various recession planes and yards when compared against the benchmarks established by the MDRZ.

Notwithstanding this theoretical non-compliance, the PDP anticipates that where compliance with design controls is not achieved, that development should still be designed to maintain solar gain to individual lots. Consistent with that policy intent, the proposal incorporates a suite of design responses specifically targeted at reducing shading effects and improving sunlight access, including:

- Single storey typologies are placed through the Affordable Housing Neighbourhood to enable sunlight access to lots beyond;
- Where upper floors are included within a typology this typically incorporates setbacks from ground floors and site boundaries to reduce bulk near some boundaries and reduce the shadow profile on adjoining sites. This directly aligns with the Design Guideline's recommendations to help mitigate potential sunlight / shading effects;
- The proposal has avoided continuous long runs of buildings by adopting predominantly detached building forms (which also include upper floor setbacks as discussed above). This provides opportunities for more sunlight to pass around and over the proposed buildings at various points throughout the day to adjoining lots, streets and neighbouring sites;
- Open-plan ground floor living is used to support daylight penetration from multiple orientations throughout the day (i.e. sunlight / daylight can pass through the building to different areas of occupation);
- At a site-wide level, the proposal provides for a subdivision pattern of small blocks and frequent road corridors which provides additional breaks between building forms and increases opportunities for sunlight to reach streets and adjacent lots;
- All lots are located in proximity to other areas of open space with good access to sunlight (e.g. lake area and playing field); and
- The proposal adopts the use of deciduous specimen trees providing summer shading while enabling improved winter sunlight (after leaf drop) which will help to support comfort in summer without permanently blocking solar access in winter.

Shading diagrams have been prepared by Novak & Middleton to provide an understanding of the potential amenity implications of the proposal during the winter / summer solstices and spring equinox.

The shading diagrams demonstrate wide-spread shading across the development during the winter solstice throughout the morning which is not an inappropriate (or unexpected) outcome for an area with more intensive housing. At the other extreme, the diagrams indicate generally good levels of sunlight access to private open spaces for several hours per day with more extensive

shading limited to either the early morning or late evening (as is unavoidable due to the lower altitude of the sun at these times).

The shading diagrams covering the spring equinox provide the most representative sample of sunlight and shading issues throughout the year. The diagrams demonstrate that east-west as well as north orientated lots generally receive a few hours of sunlight to rear private open spaces throughout the middle of the day. South orientated lots feature noticeably less direct sunlight to their rear yards during this period.

Regarding potential sunlight and shading effects over the balance of the Masterplan, the relative open block layout and larger lots, combined with the general one-to-two storey development set-back from internal boundaries is unlikely to give rise to any problematic effects for future residents.

6.6.1.6 Privacy

Due to the nature of the wider area and separation from surrounding dwellings as well as the proposed layout of the Masterplan including areas of landscaping and lot orientation, the Proposal does not, in my opinion, generate external issues over privacy to neighbouring sites. This is considered a conventional design approach to addresses potential privacy issues.

In terms of privacy internal to the site, appropriate levels of privacy will be supported for future residents of the wider residential area through a combination of lot sizes, fencing, landscaping and the design of the houses themselves (e.g. upper-level setbacks and the positioning of windows). Within the Affordable Housing Neighbourhood there is the potential for reduced privacy for future residents owing principally to the smaller lots proposed. To address this, a range of different design measures have been adopted, including:

- Most private outdoor spaces proposed are located to the rear of dwellings, allowing the built form to screen them from view streets. Where private outdoor spaces are located along building frontages, these are clearly delineated through hedge planting and fencing;
- The exemplar lot planting plan demonstrates that all dwellings will utilise a combination of hedge planting and fencing to provide some screening between the street and individual units, while 1.8m semi-permeable fencing is also proposed to delineate between rear and side lot boundaries;
- Where typical front yards are not proposed and dwellings directly adjoin the communal footpaths or street edges a small planting strip is used between the street and the dwelling to provide a transitional space and support internal privacy and separation; and
- Adjoining windows between dwellings are limited or generally set back from side boundaries at upper floors (or are not present on single storey typologies).

In my opinion this is consistent with good practice as well as amenity outcomes anticipated within more intensive residential environments such as that proposed.

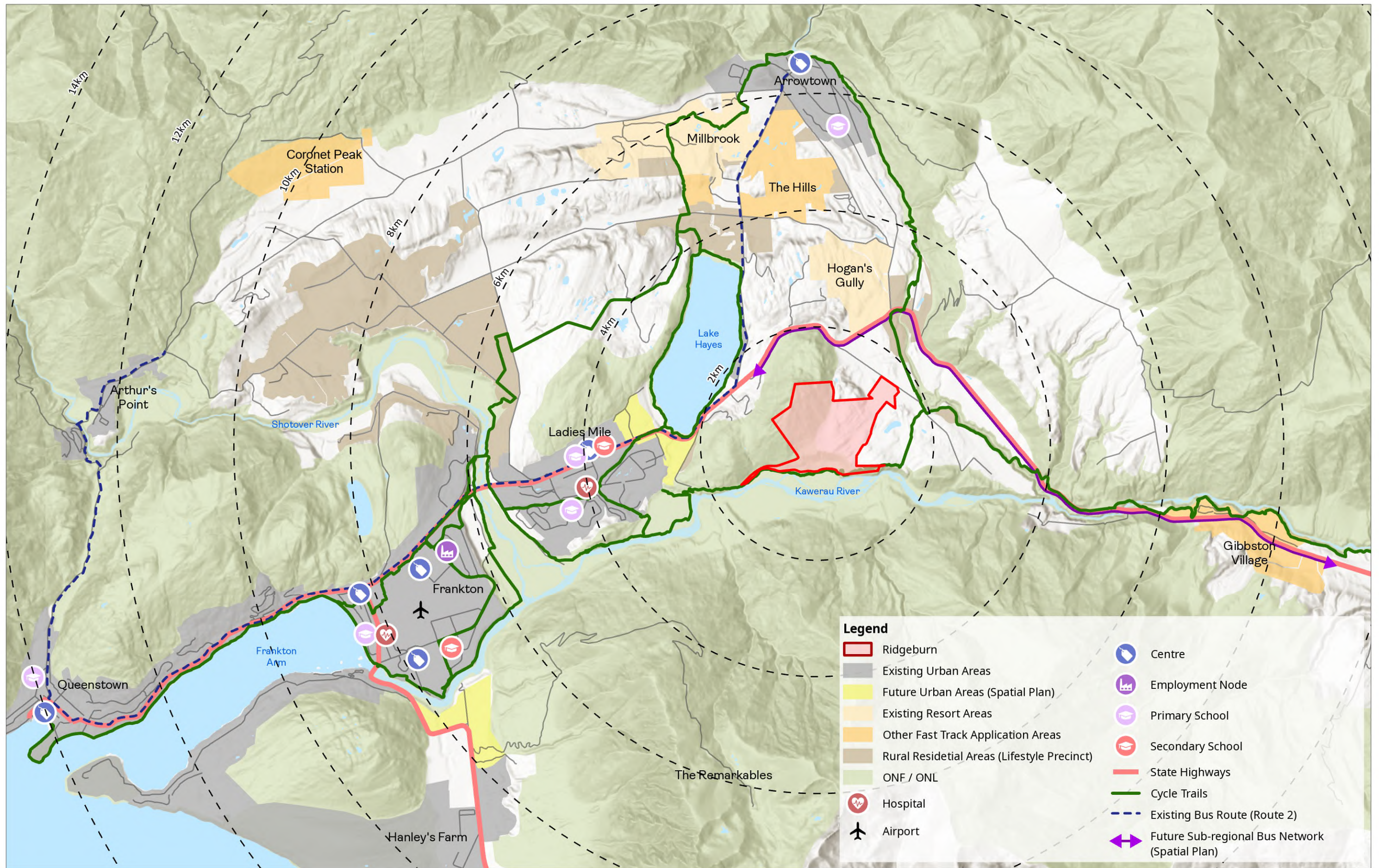
7.0 Conclusion

In conclusion, the proposed development represents a comprehensive and well-resolved masterplan that applies sound urban design principles that respond to the constraints and opportunities presented by the Site. While the Site is not currently identified for urban expansion, the proposal reflects established patterns of corridor-based growth in the Basin and demonstrates the qualities of a well-functioning urban environment through a substantial and diverse housing supply (including affordable housing), a local commercial and community precinct, and an integrated open space network.

The Masterplan establishes a logical and legible movement framework, future-proofs for public transport, and provides strong walking and cycling connectivity internally and to the wider Queenstown Trails network. Built form outcomes are cohesive yet varied, with a wide typology mix, modulated forms, and recessive materials that support a human-scaled streetscape and assist landscape integration in a manner consistent with other greenfield developments across Queenstown. Potential localised amenity effects within the Affordable Housing Neighbourhood (sunlight, shading and privacy) are recognised and are appropriately mitigated through typology placement, setbacks, block structure and landscaping.

Overall, the proposal has clear urban design merit and will deliver an attractive, liveable and safe neighbourhood that is consistent with good urban design practice.

Appendix 1 – Strategic Context Plan



Client: Ridgeburn Limited
Job Number: 25820

Drawing: Strategic Context Plan
Version: For Issue
Date: 5/02/2026

0 500 1,000 1,500 2,000 M
Scale: 1:60,000 @ A3
Sheet: 1 of 1



Ridgeburn FTA Application

122 Morven Ferry Road, Queenstown

B&A
Urban & Environmental