Appendix B

Urban Design Assessment

Mt Iron Junction – Residential Development

MT IRON JUNCTION LTD.

Urban Design Assessment

Project No. 2023_084 | C

Mt Iron Junction – Residential Development

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Client name:	Mt Iron Junction Ltd.
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URBAN DESIGN ASSESSMENT: RESIDENTIAL SUBDIVISION

MT IRON JUNCTION, WĀNAKA, 9382

The following report is an Urban Design Assessment (UDA) of the proposed residential subdivision at Mt Iron Junction, which is comprised of the following addresses:

- 237 Wanaka-Luggate Highway, Wānaka (Lot 6 DP 605028)
- 10 Mountain Road, Albert Town, Wānaka (Lot 2 DP 605028)
- 37 Albert Town-Lake Hawea Road, Albert Town, Wānaka (Lot 3 DP 359869)

This review is based on the following documents:

- Architectural and Site Plans by Figure & Ground, dated 6/11/2025
- Engineering design by Patersons, dated 6/11/2025
- Urban Design Graphic Attachment (containing the proposed landscape plans) by DCM Urban Design Limited, dated 6/11/2025

INTRODUCTION AND PROPOSAL

DCM Urban Design Limited have been commissioned by Mt Iron Junction Limited (Mt Iron Junction Ltd / the applicant) to assess the potential urban design effects from the design and development of a residential subdivision at the address stated above. Dave Compton-Moen is the Director of DCM Urban Design Limited and has 25 years of experience working in the planning, urban design and landscape profession and is a Registered Landscape Architect with the NZILA. Dave has a Bachelor of Landscape Architecture (Honours) (BLA), a Master of Urban Design (MUrbDes) and a Bachelor of Resource Studies in Planning and Economics.

Mt Iron Junction Ltd seeks to develop a residential subdivision at Mt Iron Junction, with the proposal site being approximately 5.9ha in size and currently zoned as Rural under the Queenstown Lakes District Council (QLDC) Proposed District Plan (PDP). The applicant seeks to develop the land to create 250 residential units to service local demands for higher density housing, along with community scale commercial activities in proximity to Wānaka town centre and Albert Town. The proposal includes apartment buildings, terrace housing, childcare, retail, hospitality, open space reserves and connections to nearby walking and cycling tracks in Mount Iron Reserve. The development proposes to extend the existing formed road (Junction Road) to provide access to the various residential, commercial and amenity spaces proposed. The roads to be vested with Council under the proposal are comprised of four typologies, while vehicle accessways and carparks servicing the multi-unit blocks and apartment complexes are to remain privately owned and not vested with Council. This proposal is being submitted through the Fast-Track Approvals Act recently passed by Government in 2024.

Development of the site is regulated by a number of controls in the Queenstown Lakes District Plan related to its rural zoning and proximity to a protected landscape area (PLA) applied under a 2021 Environment Court consent condition (condition 60 of Decision No. [2021] NZEnvC 53; QLDC Reference RM181471), which limit the extent of development permitted on site. These restrictions are proposed to be removed through the Fast Track Process, allowing for a more efficient use of land which better reflects the surrounding urban character and infrastructure.

Figure 1. Site location (red outline) showing Mount Iron to the northwest, Albert Town to the northeast, Three Parks Development to the southwest, and the two State Highways which neighbour the site.

URBAN DESIGN ASSESSMENT METHODOLOGY

Under the QLDC PDP, the site is zoned as Rural. This zone does not include any policies or objectives relevant to urban development or multi-unit housing. This project is proposed through the Fast-Track Approvals Act 2024, which allows for development not meeting the underlying zone provisions, without requiring a plan change.

This report will assess the proposal against the New Zealand Urban Design Protocol (Ministry for the Environment, 2005) and Queenstown Lakes District Council's Residential Design Guide (2021). These documents provide a comprehensive basis for assessing urban design best practice in the context of New Zealand more broadly, and residential development in the Queenstown Lakes region.

The methodology for this assessment follows the following three components:

1. Identification of the receiving environment and a description of the existing urban/landscape character;
2. Assessment against Best Practice Urban Design Principles (Seven 'C's from the New Zealand Urban Design Protocol); and
3. Assessment against the QLDC Residential Design Guide.

The proposal also aligns with the principles included within the QLDC's Urban Intensification Variation, which if implemented, would provide additional support for the proposal. As this variation is not relevant for the Rural Zone, it has not been assessed against within this Urban Design Assessment.

SITE AND CONTEXT

The proposal site is located at 237 Wanaka-Luggate Highway, 10 Mountain Road, Albert Town and 37 Albert Town-Lake Hawea Road, as mentioned above, and is positioned in proximity to Wānaka's urban boundary. State Highway 84 (Wānaka-Luggate Highway) is located immediately south of the site, with State Highway 6 (Albert Town-Lake Hawea Road) directly to the east. Vehicle access to the site is provided through Junction Road, a vested road formed from the newly constructed roundabout adjacent to the site. This 5-exit roundabout connects Junction Road (and the proposal site) with SH84, SH6 (in 2 directions) and Riverbank Road.

Walking tracks are located directly adjacent to the northwest of the site, with access being provided via an existing vested walkway accessed from Mountain Road. These walkways connect to the Mount Iron Loop Track, with Mount Iron Reserve located directly north. They also connect to the shared use track via a well-formed but informal track network along the base of Mount Iron, which runs from the carpark on SH84 to Old Racecourse Road in Albert Town.

The site itself is approximately 5.9 ha and has been cleared of vegetation and prepared for development. Earthworks have been completed to prepare for the construction of the already consented service station at 7 Junction Road (RM181471), with topsoil bunds on the western and southern boundaries of the lot. Two sheds remain on site and are expected to be removed as part of future development. The site is relatively flat with a gradual elevation rise of 4-meters from the western corner of the site to the eastern corner (approximately 680masl). The site has a clear and prominent view of Mount Iron to the north, with the peak of Mount Iron sitting approximately 227-meters higher in elevation than the highest point on site.

The land use surrounding the site is varied, containing a mix of lifestyle, residential, commercial, and recreational uses. Regarding zoning under the QLDC PDP, Mount Iron to the north and north-west of the proposal site is zoned as Rural. Also to the north, land directly adjacent to site is zoned Large Lot Residential A, making up the southern extent of Albert Town. Further north into Albert Town, the land use changes to Lower Density Suburban Residential. Across State Highway 6 (Albert Town- Lake Hawea Road), the land is zoned Rural Residential, and across State Highway 84 (Wānaka-Luggate Highway), the land is zoned Rural Lifestyle. Further to the west of the proposal site, the mixed use Three Parks development is underway. This development is comprised of various zones, including High, Medium and Lower Density Residential, Three Parks Business, Three Parks Commercial and General Industrial and Service Zone. This mix of existing residential activities to the north (in Albert Town) and new neighbourhood mixed use development to the southwest (as part of Three Parks) contributes to the transitional character of the area, with the final urban form of the site's surroundings still emerging.

Views of built form are intermittent from public viewpoints such as the nearby State Highways, most often due to the undulating nature of the surrounding land or established plantings/ boundary treatments. Where views are available, buildings appear to take on several different forms and finishes, including residential dwellings of various scales and styles, and larger scale commercial buildings as part of Three Parks. Residential and building density varies a great deal within the proposal site's surroundings at present. As the Three Parks development continues to be built, the building density within proximity of the proposal site will continue to increase.

The site is well situated regarding Wānaka's commercial areas, such as the Three Parks development (as mentioned) and Wānaka town centre. These commercial areas provide a range of retail and hospitality options, as well as supermarkets, schools and recreational reserves. Healthcare facilities are available in the area, including allied health facilities (such as physiotherapy, podiatry), while medical practices such as general practitioners are

available within Wānaka's town centre and at the Wānaka Lakes Health Centre on Cardrona Valley Road. Wānaka airport is located 7 km south-east of the proposal site.

Distances to key locations from the proposal site for the Mt Iron development are noted below:

• Mount Iron Walking Track	200m	3-minute walk
• Vetlife Wānaka	300m	4-minute walk
• Puzzling World	650m	9-minute walk
• Mountainside Educare Early Childhood Centre	900m	12-minute walk
• BP Service Station	1.2km	16-minute walk
• Riverside Park Community Facility	1.3km	17-minute walk
• Riverside Early Childhood Centre	1.4km	19-minute walk
• The Warehouse	1.5km	21-minute walk
• Allenby Park and playground	1.6km	21-minute walk
• Mitre 10 Mega	1.6km	22-minute walk
• Mountain Warehouse	1.7km	23-minute walk
• New World Supermarket	1.7km	23-minute walk
• Albert Town Shops	1.8km	24-minute walk
• McMurdo Park, Tennis Courts, Playground	1.8km	23-minute walk
• Wānaka Recreation Centre	2.2km	30-minute walk
• NRG Gym	2.3km	32-minute walk
• Te Kura O Take Kārara Primary School	2.3km	32-minute walk
• Bottle-O	2.5km	34-minute walk
• Snap Fitness	2.6km	36-minute walk
• Lismore Park and Jump Bike Track	2.6km	37-minute walk
• Te Kura O Tititea Mount Aspiring College	3.0km	42-minute walk
• Wānaka Primary School	3.6km	51-minute walk

In terms of connectivity, street types and their function, the site is immediately bordered by two State Highways as noted, and accessed via a local road, with direct proximity to a major intersection which serves multiple regional routes. Key transport links are noted below:

1. State Highway 84 (Wānaka-Luggate Highway), runs adjacent to the proposal site's southern boundary, as noted above. This is a double-lane sealed road with formed shoulders and wide grass verges on both sides, forming a minimum 20m wide road reserve, with the road reserve widening in some areas
2. State Highway 6 (Albert Town-Lake Hawea Road) runs adjacent to the proposal site's eastern boundary. This is also a double-lane sealed road, of similar typology to State Highway 84.
3. Junction Road provides the only vehicular access into the site. It is a vested, double-lane local road formed as part of the newly constructed roundabout to the south of the site.
4. The roundabout at the SH6 / SH84 intersection is a five-exit roundabout located adjacent to the site. It connects SH6 (northbound and southbound), SH84 and Riverbank Road, facilitating access in all directions from the site.
5. Shared use tracks are located along the northern boundary of the site, connecting to wider trail networks, including the Mount Iron Loop track, and other pedestrian and cycle routes connecting to Wānaka and Albert Town.

Overall, the site is well-connected to its local and wider surroundings via the existing roading network.

ASSESSMENT AGAINST NZ URBAN DESIGN PROTOCOL

01 – CONTEXT

Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city. For example, a building is connected to its street, the street to its neighbourhood, the neighbourhood to its city, and the city to its region. Urban design has a strong spatial dimension and optimises relationships between buildings, places, spaces, activities and networks. It also recognises that towns and cities are part of a constantly evolving relationship between people, land, culture and the wider environment

The QLDC District Plan identifies Three Parks as a key urban expansion area, located to the southwest of the site. The district plan has zoning in place to support a mix of residential, commercial, industrial and business activities, with development well underway and a number of facilities open for business. On the opposite side of the site, Albert Town provides a range of residential and commercial activities. This includes a local shopping centre zone towards the north, large lot residential directly adjacent to the proposal site, and Lower Density Residential, Informal Recreation, and Nature Conservation zones in between. The proposal site is therefore located at the edge of two neighbourhoods, one more established (Albert Town) and one still emerging (Three Parks), and considered appropriate for development given the surrounding activities.

The proposed design acknowledges the significance of its natural context, with Mount Iron situated directly behind the site, forming the backdrop to the future development. With the peak of Mount Iron approximately 227 meters higher than the highest point of the site, the one, two and three-storey buildings proposed will ensure retention of clear sight lines to Mount Iron's peak. A Landscape and Visual Impact Assessment Report has been prepared by RMM Landscape Architects, which addresses the potential landscape and visual impacts of the proposal in greater detail.

The development also includes multiple links to the walking tracks and shared use tracks in Mount Iron Reserve and provides a public carpark to service visitors and future residents wanting to access the track from the site. These elements further strengthen the relationship between the proposal and the natural environment, recognising and designing for Mount Iron's prominence as a landscape feature and recreational asset.

Overall, a comprehensive and location-specific masterplan is proposed, reflecting the proposal site's urban and natural context.

02 – CHARACTER

Quality urban design reflects and enhances the distinctive character and culture of our urban environment, and recognises that character is dynamic and evolving, not static. It ensures new buildings and spaces are unique, are appropriate to their location and compliment their historic identity, adding value to our towns and cities by increasing tourism, investment and community pride.

The proposal site has limited existing natural features, with no distinctive landforms, waterbodies or notable indigenous plant species or trees present. The site has been largely cleared, with Junction Road, which provides access to the site, newly formed. The location of a previously consented service station has been levelled in preparation for site works. Dirt access roads and stockpiles occupy the rest of the site.

Although the site is zoned as Rural, it does not reflect this character in its current use and form. Apart from Mount Iron Reserve to the north, it is also not continuous with any wider Rural zoned areas, being otherwise surrounded by Rural Residential, Large Lot Residential A (the southern extent of Albert Town), and Rural Lifestyle Zones. Additionally, the Three Parks development is located nearby which includes a mix of zones, including Three Parks Commercial, Three Parks Business, Business Mixed Use, High Density Residential and Lower Density Suburban Residential. Given the varied zoning which surrounds the development site, and the nearby Three Parks development, the urban form proposed for the site is seen as appropriate in the context of character. The proposed development is viewed as a fitting extension of Wānaka's urban footprint, which will add value to the site and wider surroundings.

Mount Iron is a noteworthy landform immediately to the north of the site and contributes greatly to the existing character makeup of the surrounding area. The connection to Mount Iron is reinforced and enhanced in several ways within the proposed development. The public carpark and proposed shared internal pedestrian/cycling connections promotes access to the Mount Iron Track and the existing trail network in Mount Iron Reserve. Building orientation, location and mass retain views to Mount Iron from public roads, while the boundary treatment between Mount Iron Reserve and the neighbouring units proposed has been designed to maintain an engaging and aesthetic interface.

Planting throughout the proposed development has been designed to suit the local climate, with native and exotic species selected with input from RMM Landscape Architects, incorporating the majority of the plant species previously consented for the site, approved under RM181471. Landscape plantings are anticipated to soften and enhance the overall amenity of the proposed built environment, while the inclusion of post and rail fencing at site and unit boundaries is a further response to the local vernacular.

Overall, the development is anticipated to deliver a high-level of amenity, replicating, reinforcing and enhancing the features which create the distinct character of the site and its surroundings. The development is also expected to fit in with the changing character of the area, with increased medium and high-density residential developments nearby.

03 – CHOICE

Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options, and activities. Flexible and adaptable design provides for unforeseen uses, and creates resilient and robust towns and cities.

The proposal provides for a mix of commercial, recreational and residential activities, creating a development that provides choice for future residents and visitors. A range of unit sizes and styles are proposed, from one to three bedrooms, provided across apartment and terraced townhouse typologies. The variety of unit types and sizes proposed, provides for diversity and flexibility, and will subsequently support a range of housing needs.

Choice is also reflected in the commercial/ retail component of the proposal. The fresh food market, childcare centre, and café proposed, and the consented service station will function to support the day-to-day needs of residents. While the option of commuting to the nearby centres of Three Parks, Albert Town, or Wānaka town centre for additional facilities, services and resources as needed/desired will also be retained, with the site being well-connected to these localities.

Recreation facilities provide multiple choices for activity within the proposed development, including a pickleball court, a playground, BBQ area, and open lawn areas. Direct connections to Mount Iron Reserve and its wider track network will also be provided, as mentioned. Public spaces are designed to be inclusive and accessible through the inclusion of mobility parking, accessible street/ reserve furniture and accessible playground equipment. These accessible elements are designed to accommodate people of different physical abilities.

Transport choice is supported though the design of an internal footpath network, a shared path and roading. The shared path supports walking, biking and scootering and connects Albert Town-Lake Hawea Road (SH6) to the wider network of trails available in Mount Iron Reserve. The footpath network is considered to be extensive, supporting pedestrian access to all parts of the site. The shared path and footpath network ensures that residents and visitors are not limited to car use but have the choice to move around by a variety of transport modes.

04 – CONNECTIONS

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks - streets, railways, walking and cycling routes, services, infrastructure, and communication networks - connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. Where physical layouts and activity patterns are easily understood, residents and visitors can navigate around the city easily

Junction Road provides the only vehicular access into the site, connecting to the newly constructed roundabout and thereby SH6 (in 2 directions), SH84 and Riverbank Road. The proposal includes a movement network designed to support and prioritise walking, biking and other active transport models, with pedestrian/ cycle access in and out of the site located at four locations (including Junction Road). As noted, a 3m wide shared path spans between Albert Town-Lake Hawea Road and the central access point to Mount Iron Reserve, while a comprehensive footpath network also navigates across the site. These pedestrian, shared path and vehicular connections ensure the site is well connected internally and to wider amenities such as education, retail, businesses and healthcare.

The roading design incorporates four street typologies:

- Two 15m wide roads (one with a shared path on one side and footpath on the other, and one with footpaths on both sides).
- A 12m wide lane located on either side of Lot 802 (Central Reserve), which includes angled parking on one side and a footpath on both sides of the carriageway.
- A 15m wide road, located to the west of the Lot 201 (Playground Reserve), which includes a footpath on one side and on-street angled and perpendicular parking on the other.

All vested roads include footpaths and street trees, while surface finishes are used to distinguish between pedestrian, vehicular and shared zones.

All internal connections have been designed with Crime Prevention Through Environmental Design (CPTED) in mind, ensuring they are all sufficiently overlooked by surrounding buildings. Two crossing types have been included in the design, a threshold crossing and regular crossing. The threshold crossings are placed to delineate the transition between the more public areas of the site (service station, commercial activities and childcare centre) and the residential parts of the site (reserves and residential lots). Threshold crossings are raised and include

0.75m high stone feature walls on either side, while regular crossings are flat and do not include any additional wall features. Both crossing types include varying materials, including exposed aggregate concrete continuous with the footpath alignments, and textured paving on either side (bluestone setts) to act as a traffic calming measure.

Overall, the proposed development is well connected and promotes a high-level of connectivity to, from and within the site, as well as in the context of the wider Wānaka region.

05 – CREATIVITY

Quality urban design encourages creative and innovative approaches. Creativity adds richness and diversity and turns a functional place into a memorable place. Creativity facilitates new ways of thinking, and willingness to think through problems afresh, to experiment and rewrite rules, to harness new technology, and to visualise new futures. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities.

The scale and nature of the development, particularly the commercial aspect, is such that it will promote creative and unique responses to create a local sense of place. Additionally, the design of the reserves, including the playground, pickleball court and BBQ area will contribute to the establishment of a unique community atmosphere. The architectural and landscaping plans thereby provide a 'framework' within which creative responses can occur over time. The proposal is expected to enhance the local identity of the site, making it a clearly distinguishable place within itself. The spaces developed will continue to change over time as more 'layers' of design and creativity are added, as tenants and owners make residences their own.

06 – CUSTODIANSHIP

Quality urban design reduces the environmental impacts of our towns and cities through environmentally sustainable and responsive design solutions. Custodianship recognises the lifetime costs of buildings and infrastructure and aims to hand on places to the next generation in as good or better condition. Stewardship of our towns includes the concept of kaitiakitanga. It creates enjoyable, safe public spaces, a quality environment that is cared for, and a sense of ownership and responsibility in all residents and visitors.

The design recognises Mount Iron as an important landscape and recreational feature, with buildings designed to ensure views to Mount Iron are not blocked from public areas outside of the site. The proposal also includes a public carpark to facilitate visitor parking, enabling safe access to Mount Iron Reserve. This reinforces the site's role as an entry point to the reserve and supports ongoing public use and wider recreational connections for future residents. The proposal as a whole, features a comprehensive footpath network, a shared path, and slow-speed roads to promote a pedestrian and cycle friendly environment.

The two reserves proposed within the site, Lot 802 (Central Reserve) and Lot 201 (Playground Reserve), will provide further opportunities for recreation, while also supporting community formation, social interaction and physical well-being. The reserves will function to bring people together by serving as nodes for community activities, with the inclusion of multiple active and passive recreation spaces (playground, open grass areas, picnic/ barbeque facilities and a pickleball court). Accessible playground equipment and furniture, will further help to bridge differences, providing opportunities for residents of different ages, abilities and backgrounds to interact with one

another and maintain involvement with community life. This will foster a sense of ownership, with residents becoming custodians who value and care for their neighbourhood.

Land is used effectively through employing medium and high-density typologies, with commercial and childcare activities included in the site to reduce the need for residents to travel far for amenities. The proposal manages the use of resources carefully, through environmentally responsive and sustainable design solutions in many realms of the design, from landscape to architecture and engineering. Locally sourced and sustainable materials will be included in private and public spaces where possible, as part of the landscape and architectural designs. Dwellings are oriented to maximise solar gain, with adequate ventilation (to reduce artificial cooling requirements). Stormwater management has been incorporated across the site, through the provision of stormwater basins in various reserve and green spaces. The site's stormwater management systems will manage stormwater runoff, particularly during periods of heavy rainfall, preventing adverse outcomes such as flooding and erosion, for more details, refer to Paterson's engineering drawings.

The principles of CPTED are promoted by the site design to create a safe environment though:

- Providing clear routes across the site for all traffic types, and safe access between key destinations.
- Open sightlines along the site's various roads, to support safe movement and wayfinding.
- Avoidance of possible entrapment areas, with a largely integrated and interconnected site circulation.
- A mix of activities (residential, commercial, recreational) across the site, with additional activity generators such as the proposed playground, pickleball court and barbeque area, which will increase numbers of legitimate users, and thereby passive surveillance.
- A clear definition of public and private space, promoting ownership and maintenance by the relevant parties to preserve a tidy and respected environment (less prone to vandalism).
- An overall high quality of design and finishes (of units and public spaces) promoting a sense of community cohesion and pride, and less tolerance for antisocial behaviour.

Overall, the proposal supports the principle of custodianship by supporting active transport, providing community green spaces, implementing durable and sustainable design solutions, incorporating the principles of CPTED, and protecting access to and the amenity of Mount Iron as an important local landmark. These aspects of the proposal are expected to contribute to the long-term welfare of the environment and future community, with stewardship values expected to continue to strengthen as the neighbourhood establishes fully.

07 – COLLABORATION

Towns and cities are designed incrementally as we make decisions on individual projects. Quality urban design requires good communication and co-ordinated actions from all decision-makers: central government, local government, professionals, transport operators, developers and users. To improve our urban design capability we need integrated training, adequately funded research and shared examples of best practice.

The proposal has required input from several disciplines to achieve a full understanding of the site, come up with potential designs and identify ways forward. Future development as the project progresses, will continue to rely on the expertise of various consultants, including engineers, planners, architects, urban designers, and landscape architects, to achieve high-quality and sustainable outcomes.

QLDC RESIDENTIAL DESIGN GUIDE 2021

01 – HOUSING DIVERSITY AND ADAPTABILITY LEGIBILITY, ENTRANCES AND CHARACTER

To encourage housing diversity which caters to a large segment of the population for all stages of life

The proposal will provide the following unit types:

- 20 x 1-bedroom units (10 dual key townhouses, and 10 apartments)
- 160 x 2-bedroom units (98 townhouses, 10 of which are dual key, and 62 apartments)
- 70 x 3-bedroom units (all townhouses)

The introduction of additional higher density housing, by way of the (250 total) 1–3-bedroom apartments/ townhouses, will continue to increase the diversity of local housing supply in Wānaka and Albert Town, providing greater choice and opportunity to match the lifestyle needs and incomes of various population groups. All typologies offer a functional layout and use of space, capable of catering to the day-to-day needs of various demographics. The range of bedrooms in units across the development will further provide diversity of choice, accommodating for different household arrangements. Townhouse and apartment typologies, although present, are not a common typology within Wānaka, and so their inclusion as part of the proposal will contribute to the overall supply of more varied housing types in the region. This will improve housing affordability by providing diverse price points to suit a wider market, through the proposed high and medium density typologies which are able to more efficiently utilise land and building costs. Additionally, as the development will increase total housing supply, this is expected to help ease competition and aid in moderating housing costs and rent, making the overall cost of living in Wānaka more affordable.

02 – WELL-DEFINED ENTRANCES AND DETAILING TO IMPROVE LEGIBILITY

To create buildings which positively address the street, providing a high level of legibility and visual interest while avoiding blank walls or facades.

Entrances to all units are clearly defined through layout, building orientation, and building design. Townhouse entrances connect directly to the street where possible, although some front doors connect to a shared accessway in order to provide dual access or a north facing backyard. The main entry points to apartment buildings are also accessible from the street, as well as shared accessways/ the building's carparking areas. Further activation of the surrounding streets will also be enabled by several ground floor apartments, which feature access directly to the street from their front patios. Architectural detailing such as recesses have further been utilised to delineate entranceways, while entrances are well integrated into the wider pedestrian circulation for straightforward navigation.

The proposed townhouses and apartment buildings maintain consistent entryways across each block, enhancing legibility, while creating a strong built edge to the street. Where townhouses front internal accessways, entryways have been oriented towards the lane, ensuring clear visibility and logical wayfinding. Some townhouse units have their outdoor living areas positioned towards the street, this orientation has been implemented to provide north facing yards, to maximize solar gain, as mentioned above. In these instances, each unit still includes a clearly defined pedestrian access from the road, via gated access to their private outdoor living area. Boundary treatments for these units will be comprised of a 1.2m high post and double rail fence and hedge. This approach maintains

passive surveillance and visual connection to the street while providing a level of separation and privacy for each unit's outdoor living space.

Across the development, the built form avoids long stretches of blank or inactive facades. Variety in appearance is provided by alternating building form, recessing various parts of building bulk, varying materials, changes in colour and varying building heights. End walls within the development have been designed to avoid blank facades. These walls incorporate glazing to maintain visual interest and support passive surveillance, as well as architectural details such as variations of cladding and form. Passive surveillance is further addressed through the orientation of living and/or habitable spaces, and ensuring sufficient fenestration facing public roads, accessways, reserves and shared paths. Building setbacks are used to define a clear threshold between public and private space, while low and permeable fencing and landscaping are used to frame individual units and entry areas without reducing visibility.

Several hard surface finishes will be used across the site as shown in the material palette, to introduce a variation in colour and texture, and to create spatial definition. All individual and communal rubbish bin areas will be screened from the street, to uphold a tidy and pleasant appearance.

03 – BUILDING DOMINANCE AND SUNLIGHT ACCESS

To allow for flexibility in building height where positive designs and visual interest can be created without resulting in any adverse effects due to visual dominance.

The proposal will introduce buildings of various heights across the site. Townhouse units range from one (4.956m) to three-storeys (8.99m) high, while both apartment buildings are three-storeys (10m) high. The heights of the various units/apartment buildings are seen as appropriate, balancing the maintenance of a consistent neighbourhood character with some level of variation to create visual interest. External visual and dominance effects are mitigated through the aforementioned strategies (variations in form, cladding material, building heights) and a landscape buffer. For further details on external visual effects on the receiving environment, refer to RMM's Landscape and Visual Impact Assessment Report.

Assorted roof forms have also been designed across the site. For the townhouse units, a variation of gable roofing is the most widely used, while some unit typologies also feature sloping shed-like roof forms, and roofing structures hidden by the external walls, giving a flat appearance. Both apartment buildings will have a flat roof design. The designed roof forms across the site are considered simple and aesthetic and sufficiently varied across the site.

Units have been broken up into various blocks to prevent any unusually long extents of built form. Side yards, accessways, driveways and landscaped areas have been used to separate lengthy expanses of units, creating breathing room across the site. The use of long linear walls has been avoided, with all unit typologies (including the apartment buildings) using a combination of vertical and horizontal modulation, and material changes to avoid large flat facades and overly dominant monolithic building forms.

A shading study has been carried out to assess possible shading effects within the development and on adjoining public realm spaces. The study shows the expected shadows from the proposed buildings, topography and proposed trees (at 10 years growth). No unreasonable extents of shading (within the site or extending to its surroundings) are anticipated to result from the proposed development, as shown by the summer solstice, autumn equinox, and winter solstice shading diagrams.

04 – CONNECTIONS TO OPEN SPACE TO CREATE SAFE, HIGH AMENITY SPACES

To create public and communal open spaces which provide additional amenity to residents promoting collaboration, custodianship and to maximise connections.

The proposal includes two areas of open space. Lot 802 (Central Reserve), which is to be vested with council, is located in the eastern aspect of the site, while Lot 201 (Playground Reserve) which features a smaller open space area and playground, is located on the western side of the development, adjacent to the consented service station. Both recreational spaces are well connected to the site's pedestrian circulation, while the shared path which runs through the eastern portion of the site adjoins to the northern boundary of Lot 802 (Central Reserve). Thereby walking and cycling connections to the site's green spaces are well supported.

Lot 802 (Central Reserve) is bordered by two 12m, one-way lanes (Road Typology 3) creating a one-way loop around the reserve. The lanes include angled parking next to the reserve, and footpaths on both sides. The reserve also includes lawn areas, an accessible BBQ area and a pickleball court, and is intended to facilitate informal active and passive recreation. This reserve is overlooked to some degree by Blocks 13, 14, 17, 19, 21, 22, 23, 25 and 27, with the layout of these blocks integrating well with the open space. The front doors of Blocks 19 and 25 face directly towards the reserve, with the proximity and density of these units helping to activate the space. These blocks also feature an open frontage, to retain a connection between these neighbouring dwellings and the reserve, while also generally providing a sense of spaciousness around the reserve. The reserve trees extend amenity to the surrounding units, and the more unique reserve features like the pickleball court and BBQ area will help create a sense of place in the local neighbourhood.

Lot 201 (Playground Reserve), which is proposed to contain a playground and green space, is located between the consented service station and Blocks 10, 8, 6, which overlook the reserve to some degree. This open space is smaller in size but is still expected to function well in providing an outdoor recreation area for nearby residents and visitors to the site. The playground and green space's location benefits from the adjacent consented service station, which includes a café/ restaurant, providing convenient amenities for reserve users. Visitors to the Mount Iron track can easily access Lot 201 (Playground Reserve) from the public Mount Iron carpark located directly to the north. Block 10 has its frontage facing towards the reserve, overlooking the site and providing passive surveillance, while the reserve is immediately neighboured to the west by a 15m road, with on-street angled and perpendicular parking (Road Typology 4). The proposed playground will provide a local activity space for families, with the specimen trees, landscape plantings, and open lawn area, providing a pleasant green space amongst the built landscape in the western part of the site. To be noted, Lot 201 (Playground Reserve) is not proposed to be vested with council.

As noted, the site is located adjacent to the recreational walking and cycling tracks around Mount Iron, including the shared track at the base of Mount Iron, and the Mount Iron Loop walking track. Access to these tracks is currently available through the walkway reserve at the southern end of Junction Road. As part of the Mt Iron Junction Development proposal, this access will be retained and connected with the proposed shared path and footpaths which run across the site and the track network around Mount Iron. This will facilitate easy and integrated access for residents and visitors to the natural landscape and recreational networks of Mount Iron to the north. Blocks 1, 2, 5, and 6 are located along the boundary of the site adjacent to Mount Iron Reserve. Along this interface a 1.5m post and triple rail fence and hedge are proposed, to maintain a balance between privacy (for the units) and passive surveillance over the adjoining public space. Direct gated access to Mount Iron Reserve will also be provided from the outdoor living areas of these units, creating a permeable and engaging edge.

05 – PROVIDING OUTDOOR LIVING SPACE FOR RESIDENTS' AMENITY

To provide outdoor living space for residents' amenity.

Each unit has a private outdoor living area directly accessible from indoor living spaces, either on ground level or as a balcony for the upper-storey apartments (noting units in Blocks 3 and 4 also contain first-floor balconies, in addition to their ground floor outdoor living spaces). The overall layout of private outdoor living areas avoids narrow, unusable or leftover outdoor spaces, with each unit being provided with a clearly defined and functional outdoor living space. South facing outdoor living spaces have been avoided in the design where possible, with the majority of private outdoor living spaces having a northern, eastern or western aspect, in order to have access to either morning, afternoon, or all-day sun. The exception being four south facing apartments (across the second and third floors) in each apartment building, which will have more limited access to direct sunlight, although with their elevated position they will still have ample access to daylight and outwards views.

Where possible, private outdoor living areas for townhouse typologies have been positioned to the rear to support privacy, however as mentioned some are positioned at the street front to maximise solar access. Where outdoor living areas are positioned along a street front, a clearly defined pedestrian access to the street has been included as noted, to support engagement with the street. Fencing in these instances has also been designed to balance privacy and openness through a 1.2m high post and double rail fence and an associated hedge. This will maintain a visual connection over the street, supporting passive surveillance, while still creating a useable and clearly defined private outdoor living space. Similarly, as mentioned, Blocks 1, 2, 5, and 6 will have gated access to Mount Iron Reserve, with a 1.5m high post and triple rail fence and hedge supporting the balance between privacy for units, and passive surveillance. 1.2m high post and rail fencing has also been implemented where outdoor living spaces face a shared internal walkway, under the same reasoning as the street front fencing design. Where the outdoor living areas of units back onto internal carparks (and no access to the car parking area is needed from units), 1.8m high timber close board fencing is proposed, to enclose these spaces and limit undesirable carpark views.

For townhouse typologies private outdoor living spaces will consist predominantly of a hardstand area and planting, with lawn included where space permits. The use of concrete, decking or pavers will ensure a durable, functional and low-maintenance outdoor space for future residents. Side yards are provided to end units to allow for additional amenity and accessibility, while providing a break in the built form. Various soft landscaping elements, planting and trees will adjoin each unit's concrete patio/deck to support amenity and integrate greenery. The trees proposed are well suited to the available space and local climate, and a mix of deciduous and evergreen species will provide year-round interest. Plant species are low maintenance to provide an ease of care for future residents, supporting a green and tidy landscape.

Apartment typologies are each provided with an appropriately sized balcony. Ground floor apartments will have individual outdoor areas, or patios in place of balconies. Both ground floor patios and upper balconies are clearly defined but not fully enclosed to balance privacy and openness. Where implemented, the proposed balconies and patios are seen as appropriate and well-proportioned given the higher residential density of the apartment buildings. They are expected to provide a low-maintenance, pleasant, and usable outdoor space for future residents.

06 – CREATING HIGH LEVELS OF ACCESSIBILITY FOR ALL TRANSPORT MODES

To create a high amenity streetscape with high levels of accessibility for all modes while minimising the visual effect of vehicles and garaging.

The layout of the proposed development provides a clear and logical vehicular, pedestrian and cycle circulation to support transport options for people of all ages and abilities. This also provides future residents with greater choice regarding how they move through the site, particularly through the provision of pedestrian and cycle networks to support active transport. The site design includes a 3m wide shared path as mentioned, connecting Albert Town-Lake Hawea Road and Mount Iron Reserve to the north of the site, maintaining continuity with the site's surroundings where possible.

The footpaths and shared path proposed are delineated from carriageways and parking areas by way of a change in surfacing, with their continuity maintained by banding and surface changes where they cross internal roads and raised crossings at residential thresholds to signal a change to a slow-speed shared space. Additionally, street trees, street landscaping, and on-street parking all work in traffic calming, to create a pedestrian and cycle friendly environment.

The visual impact of street front garages is minimized by setting garages back from the street front, behind the rest of the building façade. This has been implemented for the units positioned along the site's northern boundary (Blocks 1, 2, 5, 6, 12, 13, 14, 15, 30, 31 and 32). As part of the proposal, there are units which have their garaging closest to the street (Blocks 9, 10, 18, 19, 25 and 26). Architectural detailing has been utilised to maintain visual interest however, through recessing front doors to create a modulated frontage and the use of varied materials to create rhythm, texture and contrast. Extents of glazing are also incorporated into these frontages, to avoid a blank façade. The lengths of these typologies have been limited, with the longest blocks holding seven units (Blocks 10 and 19), to prevent garaging featuring as an overly dominant or prolonged element in the streetscape.

For townhouses without garaging, parking is internalised in carparking areas accessible by rear lanes/ shared driveways. Moving carparking away from street frontage within the development will lessen possible adverse amenity effects, by reducing the potential visual dominance of large areas of hardstand and parked cars, supporting active frontages instead. It is noted that the carparking areas of the apartment buildings are positioned along the boundary shared with Albert Town- Lake Hawea Road (SH 6). A combination of post and rail style fencing, hedging, planting and trees are proposed to restrict views of cars/ hardstand from the neighbouring State Highway, and to maintain a high-quality development edge. This layout of the apartment building carparks is also considered the better alternative, in order to maintain amenity within the development site.

07 – HOW TO INTEGRATE WASTE AND SERVICE AREAS SO AS NOT TO AFFECT AMENITY

To encourage useful storage and service areas that have minimal adverse effects on residents and neighbours.

Waste areas have been included in the form of individual and communal bin areas. The units along the northern boundary (Blocks 1, 2, 5, 6, 12, 13, 14, 15, 30, 31 and 32) will have individual bins, located at the front of their properties or to the side where possible. For units in these blocks, bins will be screened via a gated enclosure, finished to complement the exterior cladding of units. The locations of bins will also be separated from the front doors of units, to maintain a pleasant entranceway. The largely level site and close proximity of bin enclosures to the road, will allow for easy bin movements on collection day, while the enclosures will ensure that bins are concealed when viewed from the street.

For the remainder of the units and apartment buildings proposed, communal bin enclosures are planned for. Six communal bin areas in total are located within the development, two of which adjoin to the apartment buildings, and four of which are integrated into each of the remaining residential super lots (that don't facilitate individual bins for all units). Standalone communal bin enclosures will be screened by a gated enclosure with corrugated roofing (as shown in the architectural package), while those which adjoin to the apartment buildings will also be gated and screened. Screening of communal bins will contain these service areas and maintain amenity. The proposed communal bin enclosures are well distributed across the site to maximise functionality and convenience. Access to the bin enclosures will be provided via footpaths, to allow residents a safe path to dispose of their rubbish. Although there are several units which are located outside of a convenient walking distance (30m) to a communal bin enclosure, as bin enclosures are associated with communal carparking areas, residents will still be able to easily dispose of rubbish via their coming and going vehicle movements. The positioning of bin enclosures are expected to facilitate collection with minimal disruption.

08 – CREATING PRIVATE AND SAFE ENVIRONMENTS

To create developments with a high level of private amenity balanced with creating public space with a high level of natural surveillance.

Natural surveillance over public spaces and private amenity are both supported in the proposed development. All units feature reasonable extents of glazing from habitable rooms towards the street, from either their first, second or third storey, or across all storeys combined. Some units feature slatted screening over extents of glazing, such as those a part of Blocks 18 and 25, while similarly battens are used to partially enclose the balconies of the apartment buildings. These screening methods provide both design detail and additional privacy to units, while maintaining outwards views.

As discussed above, boundary fencing which is shared with Mount Iron Reserve, a shared accessway or the street frontage has been kept open and low (1.2m high along streets and accessways, and 1.5m high along the Mount Iron Reserve boundary) with associated hedging, thereby enabling outwards views at standing height but a sense of enclosure when sitting down. This balancing both privacy and a visual connection to the street/ accessways/ neighbouring Mount Iron Reserve. 1.8m high timber close board fencing will be constructed between the private outdoor living areas of units, where privacy is sought and passive surveillance is not required. The 1.8m timber close board fencing will taper downwards to meet the lower fence typologies proposed, to ensure tidy and consistent transitions between fences of different heights. The open frontages of Blocks 10, 19 and 25 are orientated directly towards the neighbouring green spaces (Lot 802 (Central Reserve) and Lot 201 (Playground Reserve)), as mentioned. This will support passive surveillance over the reserve and playground spaces via both the street front glazing of these units and the coming and going of residents.

Note, although indicative lighting has been provided as part of the landscape plans, this is subject to final design by a qualified lighting designer to ensure light levels meet the required lux requirements to support a safe nighttime environment.

09 – SITE COVERAGE AND LOW IMPACT DESIGN SOLUTIONS TO REDUCE INFRASTRUCTURE DEMANDS

To provide sufficient space for outdoor living, waste and storage areas, and on-site vehicle manoeuvring while limiting stormwater runoff peaks.

The total site occupies an area of 59,768m^2. Site coverage values are as below:

- Building coverage of 16,092.40m^2 (26.92%)
- Landscape (plantings and lawn) coverage of 17,776.32m^2 (29.74%)

Overall, the building coverage and landscape coverage for the site are considered appropriate to maintain a balance between efficient land use and a sustainable and pleasant living environment. The proposal makes productive use of the site for housing, commercial tenancies and infrastructure, while also providing sufficient space for reserves and private outdoor living areas to support the amenity of future residents. As discussed, waste management will be facilitated via individual and communal bin stores, located throughout the site. Commentary on the compliance of on-site vehicle manoeuvring is not within the scope of this report but will be reviewed by the project's traffic engineers. Several stormwater basins have been included across the site as designed by the engineering team. These have been incorporated into the site's reserves/ green spaces and have been designed to accommodate for the development's stormwater runoff.

10 – BUILDING MATERIALS AND ENVIRONMENTAL SUSTAINABILITY

To encourage the use of local, sustainable materials and systems to support the reduction of long-term maintenance costs.

Building materials and their locations are outlined in the architectural plans. Building materials include:

- Shiplap timber weatherboards with cover battens.
- Corrugate roofing.
- Vertical timber weatherboards.
- Off white Roman brick veneer.
- Corrugate cladding.

The architectural team has selected these materials which have proven durability in the building industry, and are expected to create robust and low-maintenance dwellings for future residents.

11 – LANDSCAPE MATERIALS AND PLANTING

To create high quality, human-scale, low maintenance spaces which encourage collaboration, creating and custodianship.

Landscape materials proposed as part of the development are considered to be low-maintenance and hardwearing, this includes timber decking, concrete and landscape pavers in lime chip, as per the materials palette provided in the Urban Design Graphic Attachment. To instil additional variation and to communicate a clear delineation of space, a range of concrete colours and finishes are included throughout the site. This is anticipated to contribute to the overall perceived quality of the development. The play equipment and landscape furniture

proposed in the reserves have been designed with products from reputable suppliers, to ensure they are of high-quality, durable and able to withstand public use.

A mix of native and exotic tree species are proposed across the streetscape, reserves and internal lot planting, incorporating the majority of the plant species previously consented for the site, approved under RM181471. Specimen trees are a mix of deciduous and evergreen species, which will provide seasonal interest, with multiple species flowering in spring, while in autumn the foliage colours will range from green, to yellow, orange, red and burgundy. Tree species have been appropriately positioned, given their anticipated width and height, to minimise the risk of damage to buildings or infrastructure via root or foliage growth in the long term. The tree species proposed are also suitable for Wānaka's climate, to support their healthy establishment. Species proposed are not considered to be high maintenance, with minimal upkeep requirements anticipated.

The hedging species, shrubs, groundcovers and grasses proposed are also considered appropriate for the site. They consist of a mix of generally hardy native and exotic species, with a good variation in scale (to suit different planting spaces and arrangements), colour and texture to provide amenity. All species proposed are generally accepted as low maintenance.

Fencing typologies proposed have been described above and are proposed to be combined with hedging/ planting to provide softer and more aesthetic boundary treatments. At thresholds to the residential streets, schist walls are proposed to reflect the local vernacular and add additional visual interest/ landscape detail.

CONCLUSION

Having reviewed the architectural package by Figure & Ground, Engineering design by Patersons, and the Urban Design Graphic Attachment (including landscape plans) by DCM Urban Design, I can support the proposal from an urban design perspective. I consider that the proposal will not have any adverse urban design effects for the following reasons:

- The proposal site is well positioned for more intensive development regarding the local context, including its proximity to Three Parks, central Wānaka and Albert Town, and close connection to SH6 (Albert Town-Lake Hawea Road) and SH84 (Wānaka-Luggate Highway).
- Specific design approaches have been included within the proposal to respond to the site's interface with Mount Iron, a key local landmark in the Wānaka region. This includes the provision of direct connections for future residents and visitors/recreational users, and consideration of boundary treatments along the site's reserve interface.
- The proposal supports the provision of housing choice for those who wish to reside in the Wānaka area, with the 1-3 bedroom townhouses and apartments providing various layouts and dwelling sizes to support a range of household needs.
- The mixed-use nature of the proposal provides local amenities within the site, while being in close proximity to wider retail, hospitality, business, healthcare and education options.
- Active transport choices are well supported in the site via the comprehensive footpath network and proposed shared pedestrian/cyclist path that connects with the Mount Iron Track Network.
- A high-quality and safe development is expected, with the incorporation of CPTED principles, and a good balance between passive surveillance and privacy for units.

- The multiunit blocks and apartment buildings are expected to contribute positively to the surrounding streets, through variations in height, form, materials and colour to support visual interest, while avoiding overly dominant buildings and blank facades.
- Residents and visitors will have access to two internal reserves, Lot 802 (Central Reserve) and Lot 201 (Playground Reserve), which are accessible by the footpath network and shared path (which runs past Lot 802 (Central Reserve)), to support amenity, outdoor recreation and community interaction.
- Each unit will be provided with an appropriately sized private outdoor living space, in the form of a yard, patio or balcony. These spaces have been designed with durable materials and plantings (where space permits) to provide amenity.
- Communal and Individual bin areas will be screened, and carparking internalised via garaging or internal carparks, to maintain pleasant and engaging views across the development.
- Locally sourced (where possible), durable and low-maintenance building and landscaping materials are proposed across the site, supporting sustainable and resilient design.
- The proposed tree, hedge and plant species are considered to be low-maintenance and suitable for the site. The proposed plantings will greatly enhance the overall amenity of the site, through softening-built elements and adding colour and texture to various spaces throughout the development.

Please do not hesitate to contact me if you require any clarification.

Yours sincerely,

David Compton-Moen

Director, Urban Designer / Landscape Architect

(M.Urban Design(hons); Registered Landscape Architect, MNZPI)

DCM Urban Design Limited