FIVE MILE

PLANNING & DESIGN CHARRETTE

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Planning and Design Charrette

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RFD Investments + Property Ventures

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PLANNING AND DESIGN CHARRETTE

CHARRETTE BOOKLET CONTENTS

“The difference between building and creating is that a thing built
can only have a chance to be loved after it is built,
but a thing created is loved before it exists.”

Charles Dickens

DESIGN SUMMARY

DESIGN SUMMARY

LEARNING FROM THE PAST AND INCORPORATING THE PRESENT TO PLAN A BETTER FUTURE

Bluff Hill in Napier, Mt. Victoria in Wellington and Parnell and Ponsonby in Auckland, all have one thing in common. They are highly sought after places to live. Although over 100 years old, they have proven to be sustainable. In fact, they have become increasingly valuable over time.

These and thousands of other similar neighbourhoods around the world were developed using traditional neighbourhood design techniques. Narrow streets are laid out in an interconnected pattern. Blocks are typically short. Parks are interspersed and accessible and civic sites with important community buildings are placed in prominent locations. Uses are mixed and the housing stock varies from detached single family homes, to attached houses, and apartments. As the years pass, they age gracefully and residents take pride in their appearance.

The methods used to develop these communities have been absent in the planning and development industry and in the curriculum of planning and design schools since the late 1950's. Since World War II designing towns has been replaced with the practice of developing single use "pods". Pods are building clusters compromised solely of residences, or offices, or shopping. These are further segregated by "product type". For example, residential uses are separated into single family detached, townhomes, and apartments, (see Mixing Uses, and Building Diversity). The mixing of uses and of sub categories of the same use was not only discouraged, it was made illegal once municipalities adopted segregated zoning ordinances. The possibility of assembling the various components into a coherent urbanism is no longer possible. Because "precedent" no longer matters, the resulting CSD is often described as formless, or sprawl.

Today, as planners, architects and developers seek to combat the negative impacts of "Conventional Suburban Development" (CSD), good precedent from the past has once again begun to inform contemporary urban development practice. Among these has been the reintroduction of building typology and coding to shape the civic realm. In the past great urban design occurred through the actions of many working within a knowledge base which respected precedent. With minimal guidance, many of the greatest examples of urbanism were constructed by individuals working across disciplines and time. Over generations, refinements and adaptations within the knowledge base shaped the different regional vernaculars which exist today.

The shift from place based designs to placelessness was encouraged by, and helped usher in, wide spread reliance on the car. Car ownership is now the rule not the exception and the problem of getting motorists to and from their daily needs dispersed among the different "pods" that make up their suburban settings, has become the biggest challenge to continued growth and prosperity for communities around the world. The answer, until very recently, was to build more roads.

In countries where CSD became the predominant model for new development, a wave of road building ensued which often changes the character of communities completely. Road widening, new bypasses, and kilometres of cul-de-sacs, built to help alleviate traffic have actually increased traffic, because they mandate car use. Traffic is funnelled from a large system of low capacity roads into a small system of high capacity roads, as a result, even nominal growth ends up generating a disproportionately high level of traffic congestion.

Twenty years ago in the United States an alternative to CSD was attempted in Florida. The first traditional neighbourhood development in the United States since the Second World War, called Seaside, proved that towns and neighbourhoods can still be planned and built and that people will purchase and build within these settings. Seaside has attracted international attention. The urban and architecture codes have been widely emulated by others seeking to reintroduce traditional design and planning to their own communities. Today, municipalities and government agencies around the world employ the techniques and principles developed

at Seaside in their planning and design ordinances, (see Transect Based Planning). The code controls the visual outcomes and shapes the experiences for residents and visitors. They introduce a design discipline that enables compatibility at all scales, from different types of uses within a development to various types of developments within a region. They are the learning mechanism by which community building can once again rest on a knowledge base that adheres to precedent.

MAKING THE CONNECTION

Connections are the places where one street meets another, where footpaths join with rear lanes and alleys, where pedestrian paths and passages converge at plazas, squares, and parks. Connections make it possible to take a number of different routes in order to reach a destination. Connections allow people random opportunities for face-to-face contact with friends and neighbours. Connected places provide choice.

Traditional neighbourhood developments (TND's) are planned to include many connections to move people, bicycles, cars, and even buses, effectively and efficiently. In order to include as many connections as possible the road network is laid out to be interconnected. Interconnected roads give people alternatives and thus disperse traffic. Because all roads share the traffic, no single road is overburdened. Thus, most roads can be designed to foster pedestrian use, which is to say narrower with wider footpaths, and in some cases street furniture to encourage civic use. Narrower roads and on-street parking slow traffic, which makes them safer for children and the elderly. It also means quieter neighbourhoods even on the busiest roads.

Although older neighbourhoods and communities included large numbers of connections, in recent years as planning priorities shifted to accommodate the car, many have been eliminated during redevelopment. In new CSD's multiple connections are seen as a negative and are replaced with dead end cul-de-sac, with garages and driveways fronting streets which precludes on-street parking. Traffic is channelled into large collector and arterial roads with high capacity and wide rights-of-way. Such roads are designed to handle large flows of traffic, because the number of alternate routes available is limited. Reducing potential conflicts between cars by eliminating connections has replaced tightly knit, pedestrian friendly design as the ultimate goal of planning and engineering.

Traffic congestion is the most visible negative consequence of CSD. However, just as detrimental is the loss of social connection. Places with a long history of CSD and subsequent lack of connections find that residents often feel isolated with fewer opportunities for community interaction. Moreover, the "inward" looking nature of suburbia hastens the decline of social responsibility and community consciousness.

DESIGN SUMMARY

MIXING USES

Town making principles begin and end with the premise that uses within a neighbourhood should be laid out in such a manner as to benefit the entire community. This approach represents an attempt to emulate the planning principles of traditional communities rather than continue the current practice of developing separate, single-use estates within a suburban setting.

Traditionally, town planning was the work of generalists, who knew a little about all the elements of community building. Looking back at their work today, it is difficult to tell if a person was an architect, planner, landscape designer, developer, builder, marketing expert, banker, or engineer. Every plan addressed all the elements of community in a single, comprehensive effort. It is difficult today to believe that a majority of the worlds most admired places were developed in this manner and without a regulatory framework to administer them.

After the Second World War, however, community designing changed radically. Zoning ordinances were adopted by governments to separate and make more efficient and safe, the delivery of development. Master plans were drawn up marking sections of cities with symbols such as R-1, C-2, or I-3 denoting the areas selected for residential commercial or industrial uses of varying types. Each zone could now more readily be modelled and the number of parking spaces determined. The added benefit of the model was the perceived correlation between parking capacity and trip generation, which allowed engineers to “size” road infrastructure for anticipated traffic volumes and to design the local, collector, arterial, and highway system of classification. Each design further impacted how and where buildings could be built along a particular road classification, and what open spaces remained. Within a short period of time, the entire CSD system had become codified and standardised the world over – the professions became obsessed with “capacity” at the expense of “character”.

What planners did not foresee was the outcome that would result from the endless repetition of this pattern. Instead of roads moving people swiftly from “home - to - work - to - play”, they became clogged with traffic. In highly developed areas the daily commute means spending weeks a year in the car. Even the simplest errands become frustrating and time consuming experiences.

Traditional town planners are now making an effort to re-establish the wisdom of past practitioners. At Weiti new codes and variances to existing regulations will be required to permit the development of an authentic, compact, walkable mixed - use community. Issues such as living above a shopfront, owning a residence with a ground floor commercial use, allowing for the corner store, permitting a studio residence above a garage, and sharing sports fields between schools and the community, all of which were once common occurrences, must now be reinstated in the regulatory framework which governs Weiti.

BUILDING DIVERSITY

A close look at the most revered towns and neighbourhoods reveals one very important fact – not one of them is compromised of just a single building type. Single detached homes are mixed with townhomes and apartments. Commercial properties are within walking distance of residential properties. On the main streets and in town centres, “liveworks” are standard, with apartments and offices located above storefronts.

Even with all the mixing of types and uses, traditional towns and neighbourhoods are not chaotic. They have a unity and functionality which results from two important principles: appropriate design and appropriate context.

An important element of urban design is the frontage. The frontage is the area between the front face of a building and the property line it faces. The elements of a frontage include

fences, elevated steps, verandahs, galleries, awnings and colonades. Diverse building types are unified through the use of harmonious frontages and facades. For instance, a two storey house and a four storey office building can coexist adjacent to one another as long as certain architectural rules are observed. The proportions of the buildings should be complementary, as should details such as windows and doors. Although diversity is important, is does not justify excessive detailing. Building facades define the streetscape on which they sit in much the same way that walls define a room. Busy facades when viewed collectively destroy the harmony of a space. Within the fabric of a town or neighbourhood, expressive design and societal aspirations are embodied in civic buildings. All other buildings play a support role, quietly providing the backdrop for civic buildings which take centre stage.

The other principal design element is context. There is a spectrum of environments from urban to rural which set the context for buildings (see Transect Based Planning). In the village centre for example, commercial activities dominate. Buildings are connected in continuous facades, while streets and landscaping are formal. A broad variety of building types can be accommodated in any context as long as they adhere to the character of the immediate environment. For example, a village centre building along a main street which is set back from the street by a lawn, with berms and shrubs, enclosed by a wooden fence, would be out of place. These are rural design elements and should not be used in an urban setting.

The benefits of mixing building types within one neighbourhood or town are substantial. Having a variety of residential building types gives people a choice that suits their lifestyle and income. A wide range of pricing and rental opportunities can be provided, allowing a diverse population to live in the same place. This means that several generations can own property in the same neighbourhood. This also gives homeowners the opportunity to move from one housing type to another within the same neighbourhood as their family needs change.

The inclusion of commercial space is an important component of an old or new community. It creates the ability for people without cars (the elderly, the young, the handicapped, and those who cannot afford a car), to fulfil many of their daily needs independently and without relying on access to a car. In addition, the space above shops can become the most affordable housing in a neighbourhood.

While these examples may seem extreme, it is actually the way villages, towns, neighbourhoods and cities were built for thousands of years. Numerous examples exist throughout New Zealand.

DESIGN SUMMARY

TND CHECKLIST

The following checklist covers the qualities that distinguish Traditional Neighbourhood Development (TND) from Conventional Suburban Development (CSD).

- There is a discernable centre. This is often a plaza, square, or green and sometimes a busy or memorable intersection. A public bus stop should be located at this centre.
- Buildings at the centre of the neighbourhood are placed close to the footpath and to each other, creating an urban spatial definition. Buildings at the edges are placed further away and further apart from each other, creating a rural spatial definition.
- Most of the dwellings are within a five minute walk from the centre. This pedestrian shed averages 400 metres.
- There are a variety of dwelling types. These take the form of houses, attached houses, apartments, live/work units and the like so that the young and the elderly, singles and families, poor and wealthy, can find places to live within the neighbourhood.
- There are places to work in the form of commercial or live/work units.
- There are shops sufficiently varied to supply the daily needs of households, such as convenience store, cafes and post office.
- A small ancillary building should be permitted within the backyard of each house. It may be used as a studio apartment, or as a place to work.
- There should be a primary school close enough for most children to walk to from their home. This distance should not be more than one kilometre.
- There are playgrounds or green spaces within walking distance of every dwelling.
- Thoroughfares vary in width, are tree lined and allow on-street parking that slows traffic and creates a safe environment for pedestrians, children and cyclists.
- Thoroughfares are relatively narrow and shaded by rows of trees and permit on street parking that slows traffic and creates an appropriate environment for pedestrian, children and bicyclists.
- Parking areas and garage doors rarely front thoroughfares. Parking is relegated to the rear of buildings and usually accessed by alleys or lanes.
- Certain prominent sites are reserved for civic use. A civic building must be provided at the centre of each neighbourhood to provide a venue for community events.

DESIGN SUMMARY

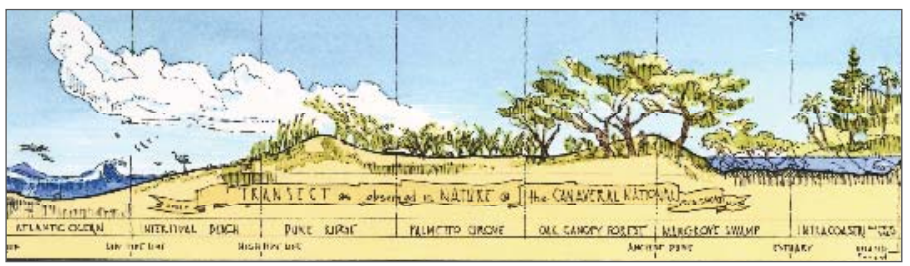
TRANSECT BASED PLANNING & THE MASTER PLAN FOR FIVE MILE

A transect is a geographical cross-section of a region used to reveal a sequence of environments. For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character a continuum that ranges from rural to urban. In transect planning, this range of environments is the basis for organising the components of the built form: building, lot, land use, street, and all of the other physical elements of the human habitat.

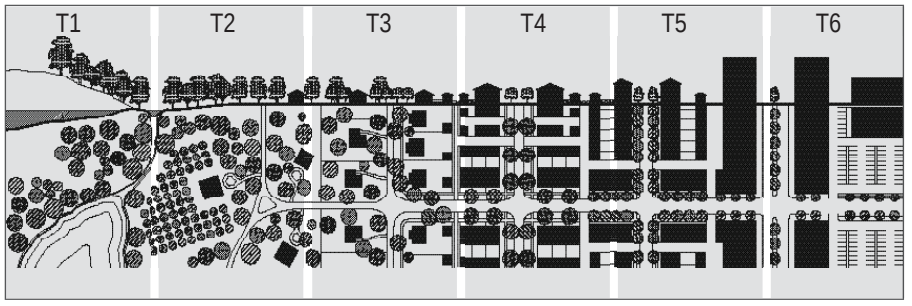
One of the key concepts of transect planning is the idea of creating what are called “immersive environments”. Successful immersive environments are based, in part, on the selection and arrangement of all the components that together comprise a particular type of environment. Each environment, or transect zone, is comprised of elements that keep it true to its locational character.

Through a complete understanding of the transect, planners are able to specify different urbanintensities that look and feel appropriate to their locations. For instance, a farmhouse wouldnot contribute to the immersive quality of village centre, whereas a multi-storey apartment or commercial building would. Wide streets and open swales fi nd a place on the transect in more rural areas, while narrow streets and curbs are appropriate for urban areas. Based on local vernacular traditions, most elements of the human habitat can be similarly appropriated in such a way that they contribute to, rather than detract from, the immersive character of a given environment. In transect planning, the essential task is to fi nd the main qualities of immersive environments.

Once these are discovered, transect planning principles are applied to rectify the inappropriate intermixing of rural and urban elements. The proper balance between the natural and the man-made environment results in higher quality places. The idea of the transect originated in the 1900’s as an ecological tool used to describe a series of natural habitats. A typical example is the transect that runs from ocean - to - beach - to - dune line, on to a coastal forest. The transect allows scientists to study each habitat and observe the constituent elements of each. The idea has been found to apply equally well to the human habitat.



The transect extended into the human habitat is divided into six Context Zones, for administrative purposes. Each zone is defi ned by very specifi c rules that can form the basis of a code. This is different from conventional suburban planning, which mixes a maximum of “green” into what should be urban elements. The transect, in contrast, provides real choices for human preferences.



T1 includes all lands that will be permanently protected from development either by purchase or by environmental law. In T1 Zones the continuity of nature has precedent over all man-made infrastructure and artefacts. Permitted buildings are; conservation, eco tourism, research facility, farmhouses, homesteads, picnic areas, cabins, stables and equestrian facilities, golf courses and campground structures.

T2 is a Rural Zone that includes lands that are not appropriate for extensive development but have not been permanently protected like the T1 Zones. T2 zones can accommodate limited development that supports the use and preservation of T1 lands, of agricultural use, and of recreational facilities for the communities it surrounds. Large “stewardship” lots are permissible as a means to manage extensive areas of open space. The mechanisms of the code can be designed to convert these areas into T1 Zones through the transfer of development rights if so desired by the residents.

T3 Sub-Urban Zones are similar to conventional suburban residential areas except they are not extensive in their area and they are always attached to other T Zones to ensure a diverse, mixed-use community within short walking distance. The Sub-Urban Zone contains larger lots, with greater setbacks, with natural features playing a prominent role in the layout of streets and buildings.

T4 The General Urban Zone is the place where communities start to exhibit a more urban character. Buildings are positioned close to the street and lots are smaller. T4 serves as the transition from the more rural character to the more urban character of the transect. It thereforehas a wide range of permitted criteria. It purposefully has a somewhat busy appearance to provide the authentic feel common to traditional communities.

T5 The Urban Centre Zone is the equivalent of Main Street. Commercial uses mix with residential in the same buildings. Footpaths are wide and foster pedestrian movement. Formal open spaces, such as plazas, squares, and town greens serve as the focus for the community.

Civic buildings are located in or adjacent to these spaces. A majority of the residents in the community are within a fi ve minute walk of the T5 Zone. The assembled T Zones create the interwoven building fabric and mixed use character of the master plan for Five Mile.

01

INTRODUCTION

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THE HUMAN HABITAT

Human communities share similarities with natural habitats. Both require diverse and complex environments to sustain their inhabitants. When properly provided, these environments form the various eco-tones of the natural habitat and the various community settlement patterns of metropolitan regions. When either environment is denied its inherent complexities, or addressed in isolation of the other, it suffers and becomes non-sustaining.

Having been subject to modelling and specialist professions over the previous half century, the human environment has been eroded to the point of abstraction. Whereas in the past a natural area was lost, in its place a hamlet, village, town, or city was gained which was as equally complex and diverse as the nature it replaced. The process represented an “even trade” between the natural and human environments, because it can be argued that culture, economy, and the growth of society are as critical to humans as biodiversity and vibrant, evolving ecosystems are to nature. But today when a piece of nature is lost a housing estate, shopping centre, or business park replaces it. These “products” represent a net loss to each system. The natural habitat destroyed is replaced by substandard human habitat. Heavily reliant on modelling and simple statistics to facilitate its delivery, such development ignores the underling complexity of people’s actions and needs.

Modelling, by definition, is a simplification of reality. In-spite of the good intentions of elected officials, planners, engineers, architects, environmentalists and developers, more often than not the impacts of modelling on complex systems, such as the human environment, are negative. The result is that today’s communities are made to suffer on two fronts, one at the hands of those who promote and enforce the simplistic system of specialties which encourage the improperly designed places we live in, and the other at the reactionary hands of those seeking to eliminate the negative impacts on the natural environment of these improperly designed places, at any cost. Little if any serious attention is given to the declining quality of life experienced by the human inhabitants of the communities which result, or to the general quality in terms of natural conservation accrued to ecosystems.

In New Zealand and many other parts of the world there is a debate being waged on how to limit the footprint of humans on the face of the Earth. Words such as sprawl, environmental degradation, and non-sustainable, usually attached to suburban development but by implication, also used to describe sound development forms such as village squares, main streets and neighbourhoods have become slogans to rally opposition against all growth. The argument put forward is based on the fundamental premise that all which is human -made is negative and that the starting point for any measure of impact on the environment by growth should be that of pristine nature.

Given that both systems are in fact Earth based, it is incorrect and short sighted to assign precedence of one over the other. Without natural systems human life would be intolerable at best for human kind does not as yet posses the practical means by which to divorce himself from its life giving elements. And without human systems the capacity of nature to sustain its current diverse and vibrant state would be diminished over time. After all, not all states of nature yield that which we admire and strive so hard to conserve today. Climates change, beaches erode, species become extinct, forests die, and sand dunes vanish and they have been doing so long before humans had the means to impact such changes.

Five Mile provides a significant opportunity New Zealand to correctly provide for each system, and show how both can coexist. Drawn by good climate, a growing economy, and breathtaking natural scenery, existing settlements are expanding into undeveloped natural areas. It is a condition prevalent throughout the world communities. In situations such as these, in order for development and nature to balance each other it is not enough to guide development to already developed areas or restrict growth from undeveloped areas. A full range of human habitats must be part of the regional solution and these habitats must engage the natural environment in order to preserve it. Five Mile has been heavily modified by human occupation.

Planned according to the principles and techniques of neo-traditional design, the proposed Five Mile master plan establishes a community with the power to affect a civic minded resolution of the issues at hand. The proposed master plan presented in this Booklet encourages complex relationships that leverage cultural, economic, and social forces that modelling is unable to take into account. The proposed Five Mile plan is important to the region and its future livability because it provides a sustainable alternative to the conventional model of planning and design. Laying the foundations for and creating community is one of the most important of human endeavors. Because it is apparent that the existing model of development in the area has not resulted in better communities, this Booklet becomes the tool for creating a settlement which properly balances the natural and human habitat.

INTRODUCTION

INTRODUCTION

This document has been produced through the joint efforts of some of the world's most progressive thinkers and practitioners in the design of human settlements. Working in collaboration with local stakeholders and professionals, opportunities and constraints were assessed and creative approaches tested for the development of Frankton Flats. The result is "Five Mile" - a mixed use community built on sound principles of sustainable urban settlement.

A 10 day long charrette was held at the Queenstown Events Centre in an open and participatory planning process which has included input from:

- The local community
- Church Groups
- Queenstown Lakes District Council
- Civic Corp
- Adjoining land owners
- Local architects and builders
- Transport, engineering and infrastructure agencies
- Queenstown Airports Corporation

The following report sections present a framework for development which not only respects the natural and cultural heritage of the district and Queenstown's own vision for its the future of the town, but also provides a sound platform for creating a vibrant and diverse community that will exceed the social, economic and environmental needs of its citizens.

As the process progress, RFD Investments and its consultant team, will work in partnership with Queenstown Lakes District Council and the broader community to bring to fruition a diverse new settlement which will have an array of facilities and services, and foster a sense of place and belonging to be used as a model for sustainable community design elsewhere in New Zealand.

VISION

Our vision for Frankton Flats is a place called "Five Mile" – a village which celebrates the splendour of the landscape that surrounds it and captures the spirit of the district's cultural heritage. Five Mile will be an immersive environment offering residents authentic community.

THE LAND AND THE VILLAGE

The uniqueness and beauty of the landscape will be reflected in Five Mile's urban design, landscape and architecture. Views to the mountains will be marked by boulevards and greens framed by buildings which resonate with a simple yet elegant architectural language.

THE VILLAGE AND THE PEOPLE

Five Mile will be a place which captures the traditional sense of community associated with the regions most loved settlements. All age groups and cultures will value the vibrancy and diversity of its community. A rich variety of environments for living, working, learning and playing will attract residents, workers and visitors alike.

Five Mile will restore civic pride. Community buildings and places will be celebrated to acknowledge their primary role in village life. At the heart of Five Mile's sense of community will be accessibility, achieved through the placement of schools, shops, greens, community facilities and other amenities throughout the village. Streets will be places for people.

MAKING IT HAPPEN

Our vision of Five Mile will be achieved through a collaborative and transparent process, at the heart of which will be the involvement and commitment of stakeholders, government and the community.

INTRODUCTION

PRINCIPLES & OUTCOMES

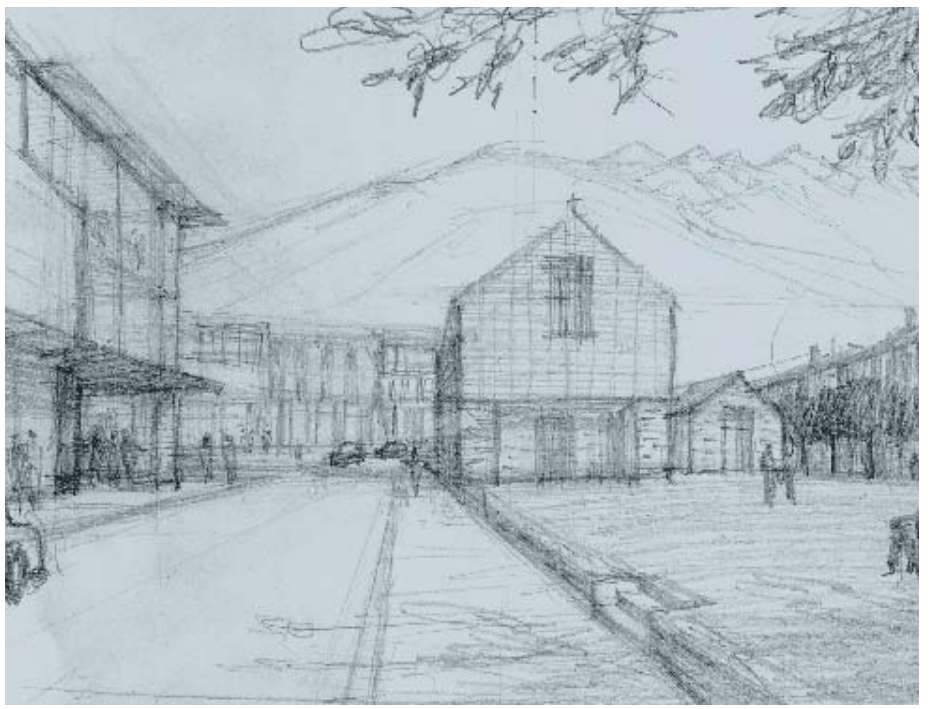
The evolution of Five Mile has, and will continue to be an exceptional process of realising the physical and contextual elements necessary to give a community its distinguishing character, whilst ensuring that planning and design contributes to sustainable outcomes. Acknowledging the spectacular natural setting enclosing the village, the site has the potential to become a settlement of world acclaim.

SHARED PRINCIPLES

Prior to developing the Masterplan, RFD Investments and its consultant team established a set of guiding principles; these were to reflect not only our vision for Five Mile, but also the community's vision as expressed through Queenstown Lakes District Council and planning documents relative to the development of Frankton Flats. These principles have become the foundation for decision making and have informed the planning and design of Five Mile. As the process for realising the vision continues, these principles will be revisited and maintained as the benchmark for delivering appropriate and sustainable outcomes. The principles and outcomes associated with planning and design of Five Mile are expressed in the adjacent table.

NEXT STEPS

After initial consideration of this document, its key components will be developed and amended in consultation with Queenstown Lakes District Council, stakeholders and community representatives. The Queenstown Lakes District Council has sought authorisation from the Environment Court under Section 293 to the Resource Management Act to resolve the Terrace Towers Reference (RMA 1028/98) and other issues relating to Frankton Flats which fall outside the reference.



INTRODUCTION

PRINCIPLES	DESCRIPTION	OUTCOME
Respond to the landscape.	Create an urban structure that recognises and augments the landscape character of the area.	Thoroughfares create framed vistas to mountains and glacial hills. The Remarkables are celebrated through an expansive green which captures the major view from the site.
Provide a robust urban framework.	A framework that has the ability to respond to temporal change by supporting the opportunity for growth and evolution from day one.	Future opportunities will be maximised by not “planning-out” the full potential of Five Mile and its surrounds by introducting an urban pattern that will respond to changes in use and form over time.
Integrate urban structure and transport.	A place that is easy to get around, whether by foot, bicycle, public transport or car.	Residents are ocated within a five minute walk of a wide range of easily accessed facilities connected by a legible, interconnected system of streets designed for people. A transit node will ensure connectivity with the surrounding region.
Celebrate the public realm.	Encourage people to engage with the community by providing a diversity of spaces, views and activity nodes conducive to chance encounters or formal interactions.	The public realm defines the urban structure. A diverse suite of activity nodes connected by lively streets and strong links to open space and other activity areas.
Create a mixed use walkable neighbourhood.	The neighbourhood unit provides the organising device overlaid on a movement network and conceived as a place where uses and activities overlap.	Five Mile is a community that boasts a range of local services and facilities including commercial, educational, health, spiritual and civic uses connected by safe walkable routes.
Provide housing diversity and choice.	Ensure social diversity by providing housing suited to different households, incomes and lifestyles.	A mixture of dwelling types and densities that are affordable and adaptable which meets the needs of a diverse community - including cottages, terraces, live/work housing and apartments.
Ensure access to employment.	Create opportunities for local employment.	Inward economic investment is facilitated through partnerships. Home based businesses are accommodated through live/work housing.
Reflect community aspirations.	Extensive liaison with Council assists in translating the aspirations of the community into a physical design response.	Workshops with Council, the community and major stakeholders conducted. Ongoing relationship and collaboration to be maintained throughout the process.
Provide facilities for the local community.	Ensure appropriate levels of civic infrastructure is included in the mix of uses.	Five Mile will include a church, library, university, markets, auditorium, exhibition hall and retirement housing.

02

EXISTING CONDITIONS

CONTEXT

CONTEXT ANALYSIS

Context is crucial to positioning Frankton Flats relative to surrounding areas and existing conditions. The process for gaining a deep understanding of what makes the setting unique included a review of existing planning documents, briefing sessions from Council, Civic Corp, and community representatives, site visits and a tour of the district; this allowed the integrated mapping of physical and conceptual opportunities and constraints.

LOCATION

Bounded by Queenstown Airport to the south, the Shotover Industrial Park to the East and the Queenstown Events Centre to the west, the Frankton Flats project area is located south of State Highway 6, approximately six kilometres east of the Queenstown Central Activity District.

SITE HISTORY

The site was acquired twelve months ago by RFD Investments from a large Australian property developer. The company, which had a history of successfully developing enclosed shopping malls, conventional suburban development and high density downtown apartments, owned the site for nearly ten years.

There has a protracted and often acrimonious planning history principally driven by its location as the “gateway” to Queenstown, its rural heritage and the nature of development proposals put before the community.

LOCAL COMMUNITY

Driven by strong growth in the tourism and property sectors, Queenstown has become one of the fastest growing local economies in New Zealand. Until recently, development responding to the high demand for property has occurred in a piecemeal manner which has made planning and design which responds to the region’s natural and cultural heritage difficult. The “Tomorrow’s Queenstown – Quality or Chaos” report underscores the community’s concerns for the future of Queenstown. The document highlighted a number of priority issues which need to be addressed as part of the development of Frankton Flats, these are:

- Managing population growth
- Protecting the landscape
- Managing visitor growth
- Building a sense of community
- Improving access and transport networks
- Ensuring infrastructure keeps pace with growth and meets high environmental standards
- Matching growth with adequate community facilities
- Establishing how Queenstown will pay for infrastructure and community facilities
- Planning Queenstown’s future
- An inclusive and caring community
- Building a sense of place
- Protecting the natural environment

As tourism and urban growth continue to increase, maintaining local identity and character becomes more and more difficult. A major outcome for any development occurring at Frankton Flats must be the celebration of community in both its physical and social form.

RELATIONSHIP WITH QUEENSTOWN CENTRAL ACTIVITY DISTRICT

Queenstown’s Central Activity District, located on the shores of Lake Wakatipu, is dominated by land uses catering mostly to the tourist market. As such, the area is evolving into a tourist precinct with facilities being developed to meet the specific needs of local residents becoming more difficult to achieve.

The principal constraints to meeting the demands of growth within the Central Activity District attributed to geographic and infrastructure constraints is highlighted by:

- Parking problems
- Restricted access
- Traffic congestion
- Poor pedestrian amenity
- Limited availability of affordable retail and commercial space

Whilst a number of alternative centres have been created in recent years, there is little prospect of these areas developing into cohesive and, more importantly, meaningful mixed use environments.

Located at the geographic centre of the primary growth corridor for the district, Frankton Flats presents a rare opportunity to not only relieve the pressure of growth by offering an alternative service centre, but also creating an environment which reflects the district’s inimitable character.

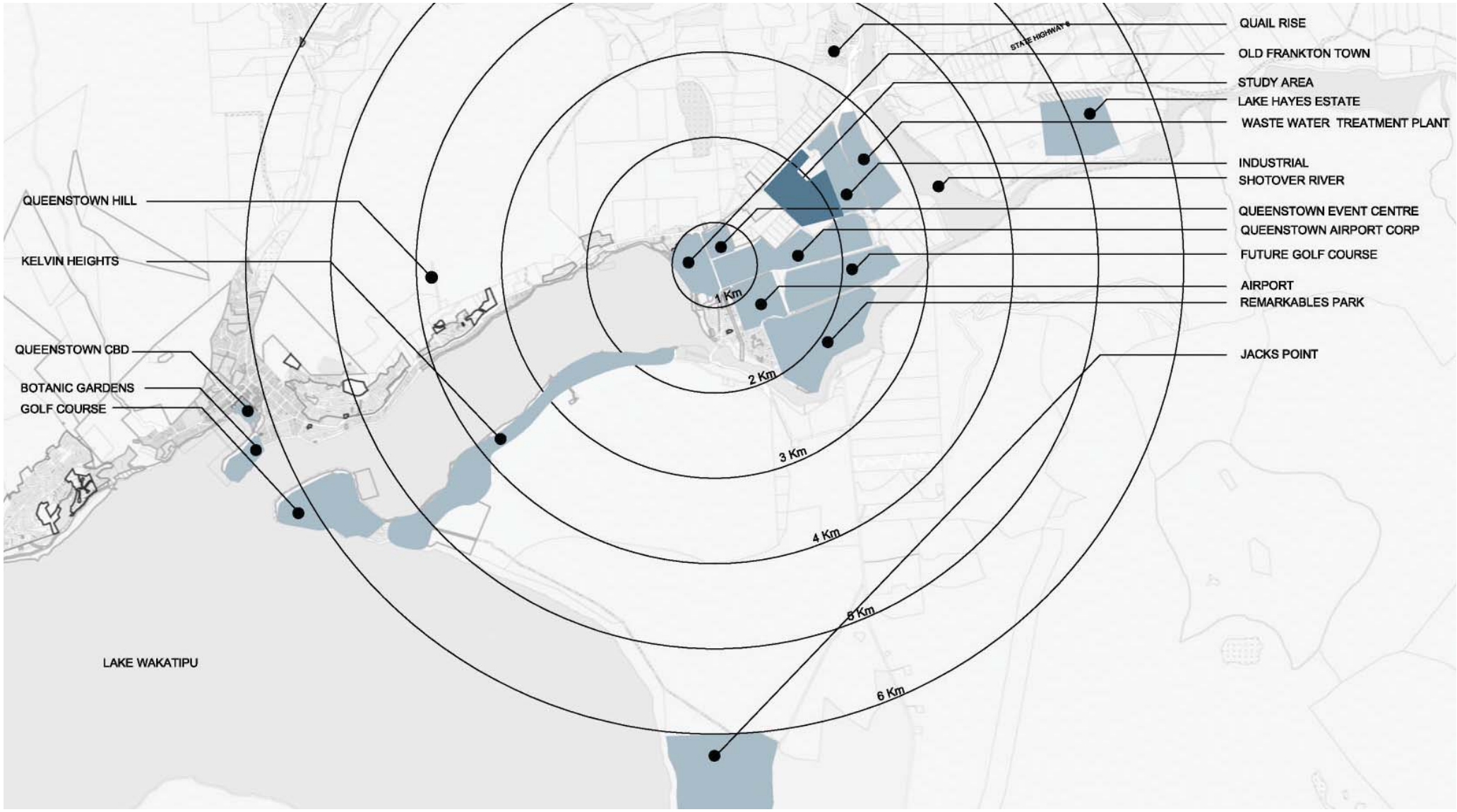
REGIONAL ACCESS

Access to the site is via State Highway 6, which is also the primary route to the Queenstown Central Activity District. Currently access to the project area is limited to two points off the highway - Glenda Drive to the east and Grant Street to the west.

The site is also conveniently located for gaining access to regional attractions including Lake Wakatipu, Arrowtown, Wye Creek, Coronet Peak, The Remarkables, Glenorchy, Kelvin Heights and Jack’s Point.

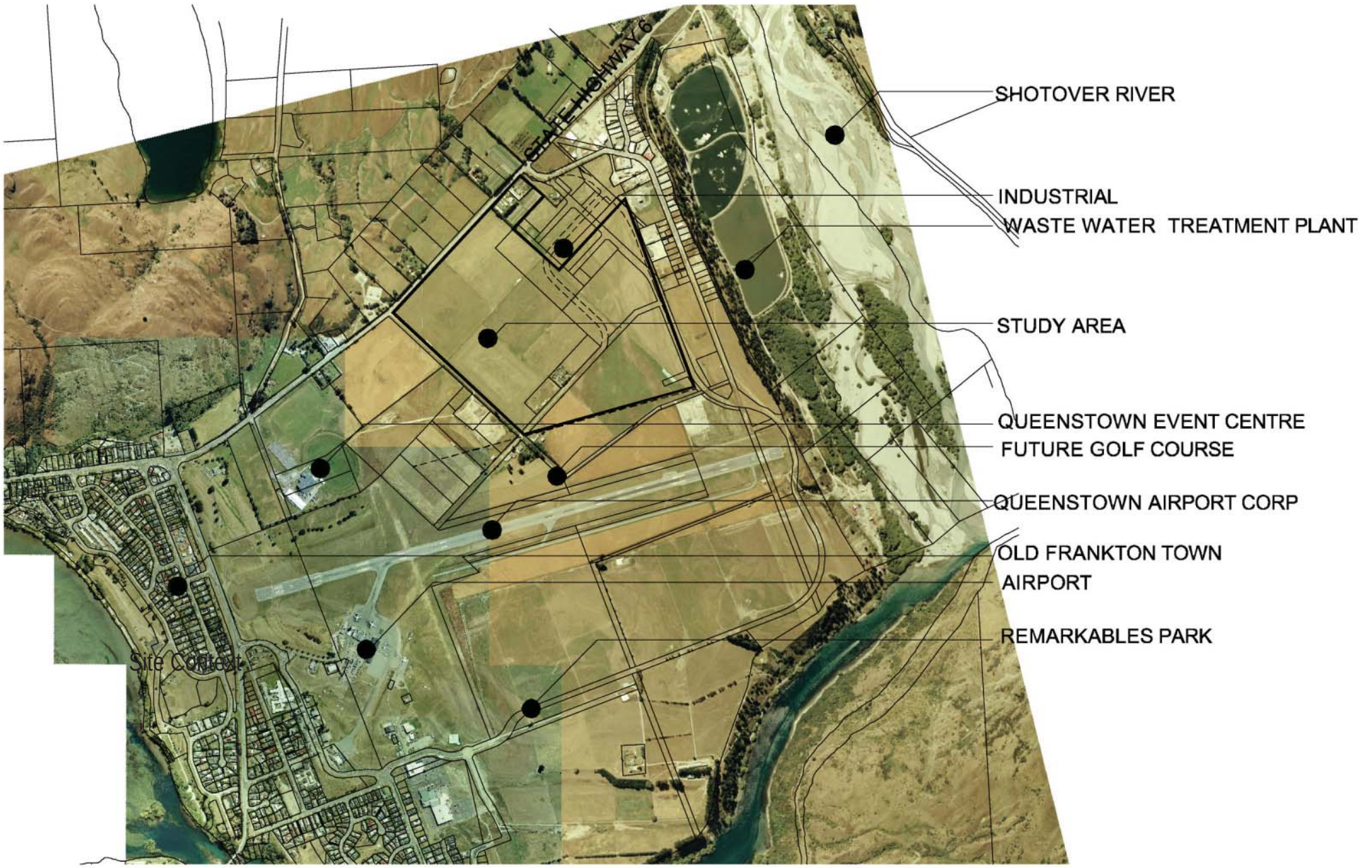
CONTEXT

DISTRICT CONTEXT



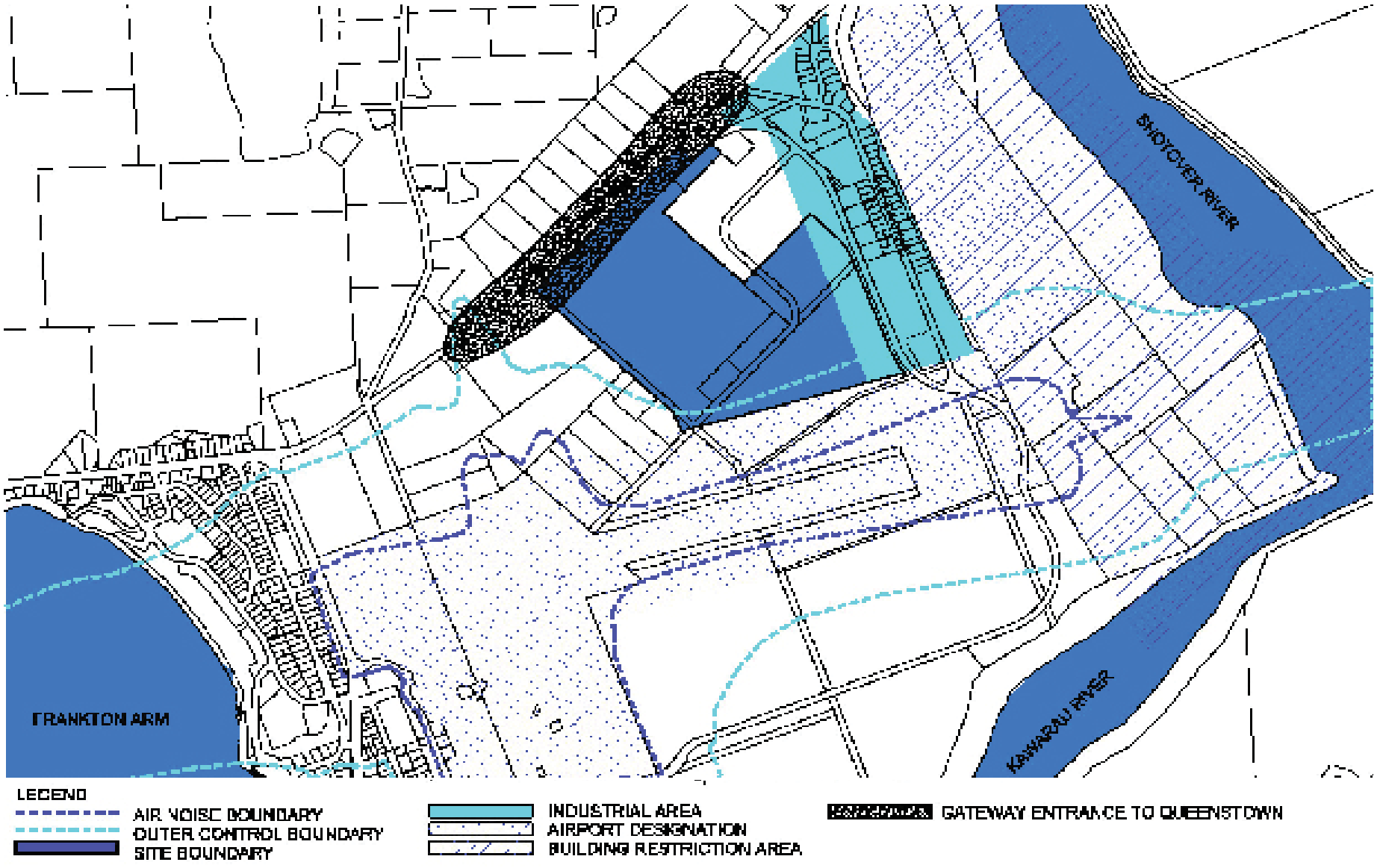
CONTEXT

SITE CONTEXT



CONTEXT

ADJACENT LAND USES



QUEENSTOWN AIRPORT

Queenstown Airport is situated just south of the site. It provides national and international connections to and from the region. The entire site falls outside the 45dba noise contour and existing residents on Grants Road and Glenda Drive located within the study area have confirmed that airport movements are not an inconvenience. Any possible future concerns the Queenstown Airport Corporation have regarding urban development adjacent to the designation boundary will be addressed through:

- Placing restrictive covenants preventing action being taken against the airport in respect for any lawful activities in relation to the airport
- Ensuring buildings are appropriately designed to maximise noise attenuation

QUEENSTOWN EVENTS CENTRE

The Events Centre is well utilised and significant will become a significant future focus for district recreation and community events. The facility includes playing fields, a stadium, gymnasium, playing courts and function centre. Council has proposed a land exchange which would result in the western parcel of land owned by RFD Investments being exchanged for Council land to the east of the site. The exchanged land would be used to expand the Events Centre and playing fields complex.

SHOTOVER INDUSTRIAL PARK

Located at the western edge of the site, the Shotover Industrial Park is a one of two industrial areas in Queenstown, the other being located on Gorge Road. The park is growing rapidly and will eventually expand south to the airport and abut the eastern boundary of the site. Uses associated with the park will have little impact on the development of Frankton Flats; however, careful consideration will need to be given to the interface between the two sites to leverage thew opportunities provided by employment and housing in such close procimity.

CONTEXT

NATURAL HERITAGE

Frankton Flats is a level site consisting of open fields and paddocks. It is located within a spatial envelope defined by a number of glacial hills, a river course and surrounding mountain ranges.

The community has clearly articulated the importance of maintaining and enhancing the landscape character. As the approach to Queenstown past Frankton Flats is considered the gateway to town, views to The Remarkables, Cecil Peak and Peninsula Hill need to be protected, along with the preservation of the rural character of the roadside.

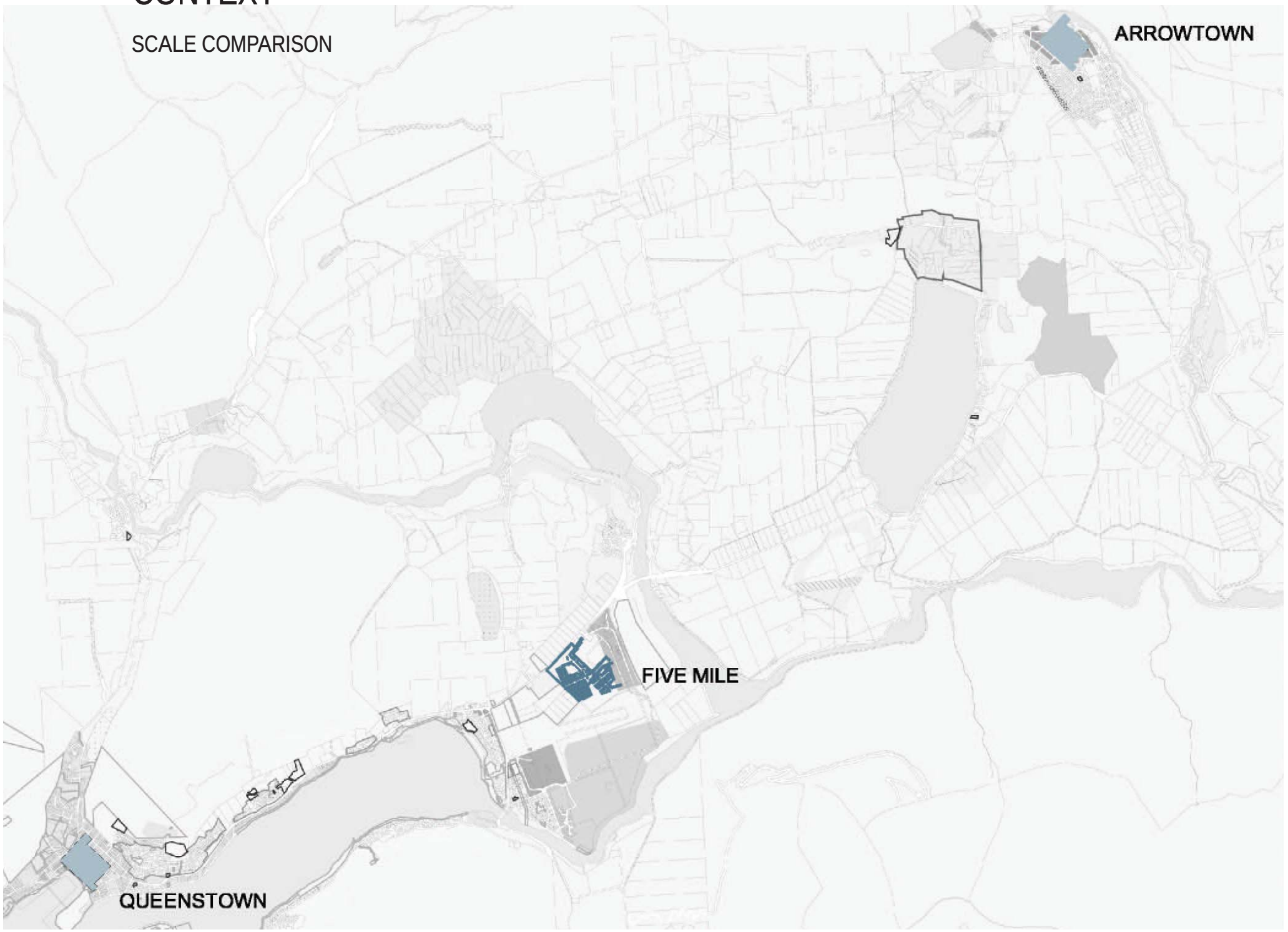
In an effort to protect views and the landscape character from the highway, height restrictions and a 30 – 100m buffer have been recommended. These restrictions, which are a direct response to the piecemeal development which has occurred throughout much of the district, present a simplified solution to a complex spatial and visual amenity challenge. In an effort to provide a more integrated and appropriate outcome, other design techniques for protecting and enhancing landscape quality whilst maximising development opportunities are proposed for the site.

CONTEXT

VIEW ANALYSIS

CONTEXT

SCALE COMPARISON



Historically, settlement within the region occurred along flatlands and valley floors. In recent times, however, development has increasingly been focused on slopes and ridges to maximise views. This haphazard approach has marred the landscape in some areas in and around Queenstown. Development occurring on Frankton Flats presents an opportunity to revisit this element of traditional settlement patterns.

Frankton Flats compares in scale to central Queenstown and a large portion of the original Arrowtown settlement. Prior to design, a thorough analysis of the scale and morphology of existing settlements was undertaken. This included measuring roads, footpaths, parking stalls, awnings and verandas, built edges and the form and disposition of buildings. This level of understanding ensures a contextual response to existing development patterns is undertaken, whilst also meeting the needs of contemporary society.

03

MASTERPLAN

MASTER PLAN

INTRODUCTION TO THE MASTERPLAN

The masterplan for Five Mile is based on the neighbourhood structure, which consists of a five minute walk from centre to edge, an interconnected thoroughfare system, the provision of various types of open space, the prominent siting of civic buildings and a mix of uses.

GATEWAY

In order to maintain the rural character of the gateway into Queenstown along State Highway 6, Five Mile offers a large rural preserve at its entry. Averaging approximately 100 metres in depth, the rural preserve maintains the long views associated with Frankton Flats to the mountain ranges that surround the valley. At either end of the rural preserve space, roundabouts are established as formal gateways to the Queenstown area and into the village of Five Mile. To maintain the rural feel of the area, buildings within the green are assembled to reflect farmhouse clusters prevalent in the region. To provide a transition from the rural to the Main Street a Farmers Market has been placed at the entry of the village. The rural preserve has been planned to accentuate the natural beauty of the surrounding mountains by providing a well-designed and executed landscape in the foreground.

MAIN STREET

A Main Street serves to connect the active enterprise centre with the more passive civic centre of Five Mile. Activities associated with the Main Street will be locally focused and include specialty retail, restaurants, bars, shops and offices catering to local residents needs. Opportunities for living above shops and offices are provided, ensuring activity is maintained both day and night.

VILLAGE SQUARE

A Village Square will serve as the heart of the community providing a gathering space for residents. It will be anchored by a meeting hall and multi-denominational church in structures visible along all the major thoroughfares within Five Mile. Provision for an ice-skating rink has also been allowed for within the space. A movie theatre and hotel are planned around the Square to anchor the end of Main Street and serve as a gateway to Main Street and the active enterprise area.

VILLAGE GREEN

As one walks from the entry to Five Mile down Main Street to the Village Square, a line of site to the double cone of The Remarkables is maintained. Beyond the Square a long Village Green has been designed to open up a large corridor that offers residents and visitors sweeping and unobstructed views of the The Remarkables mountain range and distant valley. To celebrate the connection between Five Mile and its surrounding landscape, an amphitheatre has been planned for the Green. Consequently, The Remarkables will serve as a landscape backdrop for local cultural and community performances.

VILLAGE QUARTERS

The development programme includes a retirement neighbourhood and artist's quarter. Both have been designed to integrate traditionally segregated groups of people into the social fabric of the village, adding to the diversity, community and cultural expression of Five Mile.

Intersecting with the spine of the Village, a boulevard and avenue serve to connect two major civic anchors – a university at the western end, and an exhibition hall and transit node to the east. Located at the western edge of the village, a university is planned around a series of quadrangles anchored by a college square to the south and the roundabout to the north. The campus will house approximately 3000 students participating in semester courses involving a variety of disciplines, many of which will have synergies with users and activities within Five Mile.

The Exhibition Hall is purposefully located adjacent to Shotover Industrial Park, offering opportunities for trade, cultural and community exhibitions.

The viability of Five Mile to serve as a multi-modal transport hub for the region is reinforced by its gateway to Queenstown status, proximity to the airport and central location within the district growth corridor. Because of the traffic generated by such facilities, the masterplan sites the Transit Node along the eastern edge of the village, taking advantage of direct access to the highway from the planned roundabout.

South of the transit node and adjacent to the airport, the masterplan envisions a unique airport related residential opportunity. Hangar Housing links airport activities to those of Five Mile by offering direct access by plane from the runway to the residential unit located above the hangar facility. This model has been successfully implemented in North America and Australia.

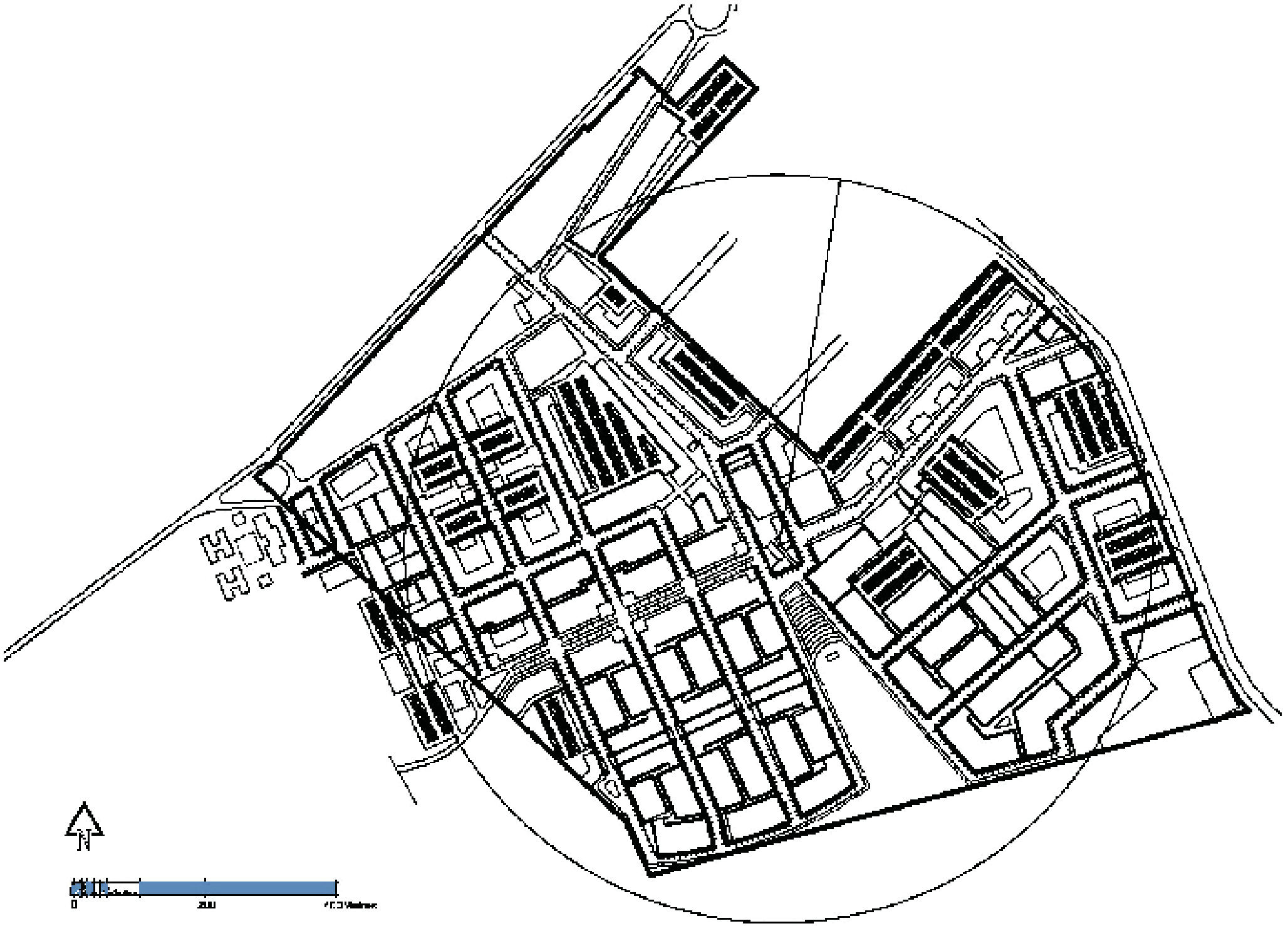
The different residential quarters of Five Mile offer a variety of housing types providing for a mix of income levels and age groups. Housing types include high density apartment buildings, medium density live/works and lower density cottages and villas

MASTER PLAN

ILLUSTRATIVE MASTERPLAN

MASTER PLAN

NEIGHBOURHOOD STRUCTURE - 5 MINUTE WALK



MASTER PLAN

ACCESS AND MOVEMENT

Successful integration of transportation into the overall masterplanning process provides Five Mile with very good levels of accessibility and a range of travel choices. This is achieved by minimising the demand for mobility in private vehicles and the impacts associated with mobility by private vehicles.

Principles

MIXED USE PLANNING

By providing an appropriate mix of land uses (commercial, education, residential, recreation and social) in the right locations, improved levels of trip containment can be reached. This means access to daily needs, goods and services within Five Mile will reduce the overall number of vehicle trips generated by the development.

Transit oriented development

A key aim of the Five Mile vision is to provide an urban form and structure that is both pedestrian and cyclist friendly and 'transit oriented'. This will improve the attractiveness and viability of transit and provide a larger modal share for public transport, thereby reducing demand for external private vehicle trips, especially during peak periods.

The transport and accessibility benefits that can be expected as a result of the mechanism described above include:

- Reduced vehicular traffic within Five Mile which will improve local amenity;
- Improved opportunities to walk, cycle or use local transit to access everyday goods and services
- Reduced vehicular traffic on the regional road networks serving Five Mile, delaying or precluding the need to expand road network capacity.

A viable and attractive bus service is an essential component in reducing private vehicle demand. An early delivery date for establishing regional and local community facilities within Five Mile will play a vital role in attracting a newly-founded population to use other forms of travel. The owner of the existing "Shopper Bus Service" has recently relocated his entire business and operations to the Shotover Industrial Park in recognition of the role Five Mile will play in servicing existing and future urban development in the district.

PEDESTRIAN AND CYCLIST NETWORKS

Pedestrian and cyclist connectivity are essential components of a well planned community. The Masterplan provides an urban form that will support and give priority to non-motorised trips for access to services, employment and recreation.

WALKABLE CATCHMENTS

The design ensures most residents are located within a five minute walk from services and amenities within Five Mile. This level of accessibility will encourage walking and cycling rather than car-based trips. The street layout also ensures easy access to public transport.

CONNECTED AND LEGIBLE STREET LAYOUT

Streets are part of an interconnected layout that is oriented towards the main trip attractors in the area. Pedestrian and cyclists will easily be able to navigate the most direct route to the activity nodes.

PEDESTRIAN/CYCLE PATHS

All streets within Five Mile will be provided with footpaths ranging from 1.5 – 4.5 metres, depending on the function of the street. Cyclists will share road access with vehicles on all roads. A number of dedicated pedestrian/cyclist paths will also connect Five Mile with the surrounding network including the Shotover River, Remarkables Park and State Highway 6.

STREET DESIGN

Streets within Five Mile are designed to calm traffic according to the function of the road. Local Streets will allow for through movement at reduced speeds, providing a more amenable environment for pedestrian and cyclists of all ages and skill levels.

PUBLIC TRANSPORT

Five Mile has been established under the principles of transit-oriented development. This means that the urban form supports public transport services and feeds directly into areas where people wish to travel to. Shopping and employment areas are structured along transit routes, providing the most convenient means of access.

MULTI-MODAL TRANSPORT HUB

A Transport Node is proposed at the eastern edge of the site which could integrate air transport provided by Queenstown Airport with the local and regional bus network. This would see Five Mile developing as a multi-modal transport hub.

MASTER PLAN

STREET HIERARCHY

Streets have been designed to respond to capacity without compromising pedestrian amenity or the overall character of Five Mile. The distinction between streets is based on function, the relationship between activity nodes and the overall hierarchy, these include:

DRIVE
Drives are boundary roads with development on one side and nature on the other. These are located at the northern and southern edges of the property. The two drives located to the north of the site provide access to Five Mile from State Highway 6.

AVENUE
Avenues are thoroughfares characterised by commercial activity on either side and which are terminated by significant structures or views. They run north-south and east-west and link the core with the main entry points to Five Mile, creating two well-defined axes.

BOULEVARD
Boulevards are mixed use tree-lined streets which cross through the community. The boulevard at Five Mile connects the proposed University Library at the western side of the property with the village square and Church.

LOCAL ROAD
Local roads are residential in character and provide local access to major routes.

ALLEY
Alleys provide access to the rear parking courts of commercial buildings.

LANE
Lanes provide access to private parking spaces at the rear of residential buildings. Lanes contribute to the pedestrian and visula amenity of Five Mile by reducing vehicular crossovers and the dominance of garages on local roads.

PARKING
Vehicular parking will be on all streets with extra capacity provided in parking courts located behind perimeter block development. Five Mile has been designed so that should parking requirements increase, deck parking can easily be inserted into designated areas close to activity nodes.

STREET NETWORK

MASTER PLAN

STREET NETWORK

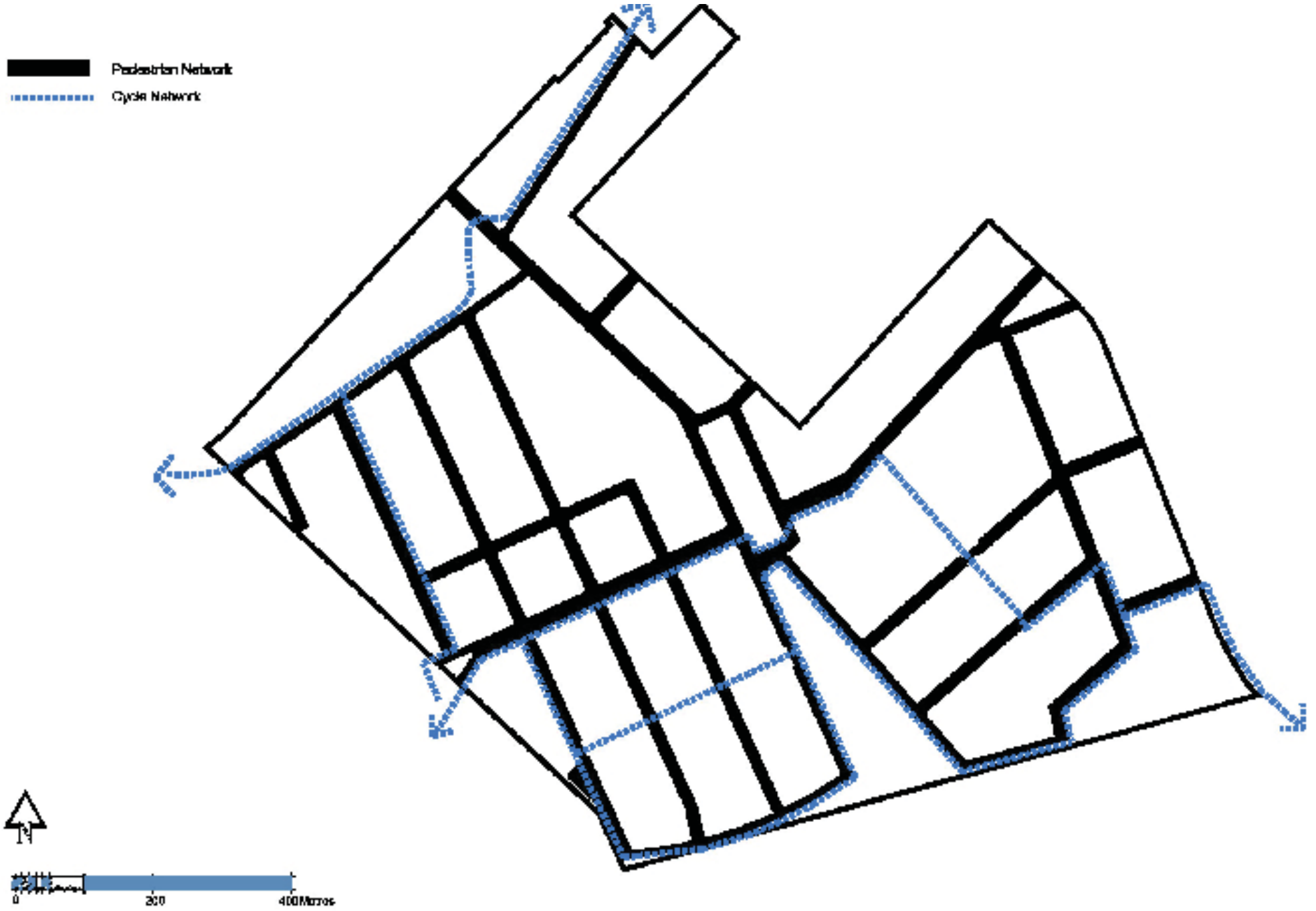
	Length	Area
Streets	8145m	10.3810ha
Rear Lanes and Alleys	2910m	3.2719ha

TOTAL SITE AREA = 44.7607ha

MASTER PLAN

MASTER PLAN

LOCAL PEDESTRIAN/CYCLIST ROUTES



MASTER PLAN

PROPOSED BUS ROUTE

MASTER PLAN

THOROUGHFARE TYPES

MASTER PLAN

THOROUGHFARE TYPES (BOULEVARD, AVENUE AND STREET)

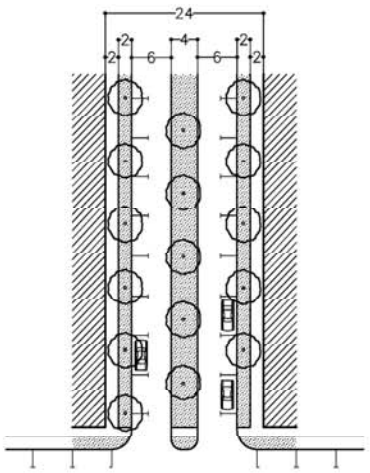
THOROUGHFARE TYPES

PT: Path
PS: Passage
LA: Lane
AL: Alley
RD: Road
DR: Drive
SQ: Square
ST: Street
CS: Commercial Street
AV: Avenue
TBD: To be Determined

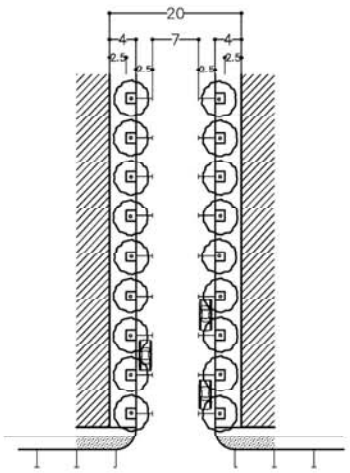
ST-17-6-bl

- Bicycle lane
- Pavement Width
- Right of Way Width
- Thoroughfare Type

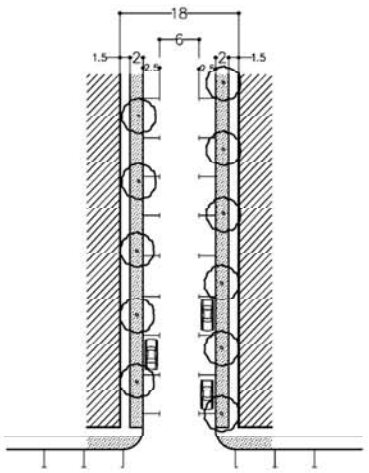
Thoroughfare: the urban element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of thoroughfare within a given time period. It is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the superelevation of the pavement. Character is the suitability of a thoroughfare as a setting for pedestrian activities and as a location for a variety of building types. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect.



1-BOULEVARD
BV 24-12



2-AVENUE
AV 20-12



3-STREET
ST 18-11

Type	Boulevard	Avenue	Residential Street
Movement	Free	Free	Slow
Design Speed	40 KMH	40 KMH	30 KMH
ROW Width	24 m.	20 m.	18 m.
Pavement Width	12 m.	12 m.	11 m.
Traffic Flow	Two Ways	Two Ways	Two Ways
Number of Parking Lanes	2	2	2
Curb Type	Raised Curb	Raised Curb	Raised Curb
Curb Radius	4.5 m.	4.5 m.	4.5 m.
Planter Width	4 m.	1.0x2.5 m.	4 m.
Planter Type	Continuous	Individual	Continuous
Planting Pattern	Stagger	Alise 8m. O.C.	Regular 10m. O.C.
Street Light Type	Luminare Post	Luminare Post	Luminare Post
Street Light Spacing	8 m. O.C.	10 m. O.C.	20 m. O.C.
Elements	occasional Benches	occasional Benches	occasional Benches
Bike Way Type	Bike Route	Bike Route	Bike Route
Sidewalk Width	Both Sides	Both Sides/4m.	Both Sides/1.5m.
Tree Type 1	TBD	TBD	TBD
Tree Type 2	TBD	TBD	TBD

MASTER PLAN

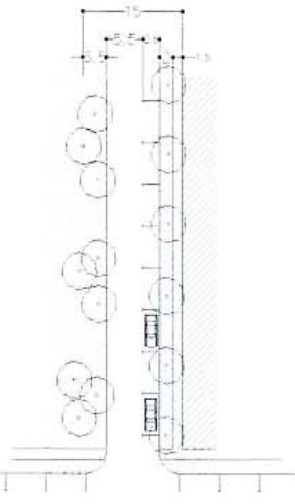
THOROUGHFARE TYPES (DRIVE AND ALLEY)

PT: Path
PS: Passage
LA: Lane
AL: Alley
RD: Road
DR: Drive
SQ: Square
ST: Street
CS: Commercial Street
AV: Avenue
TBD: To be Determined

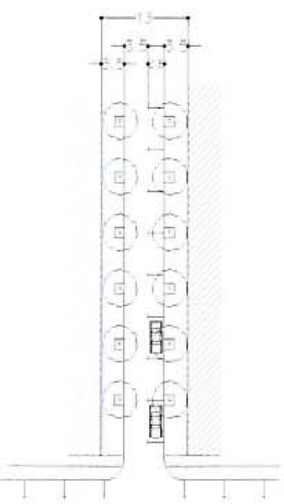
ST-17-6-bl

- Bicycle lane
- Pavement Width
- Right of Way Width
- Thoroughfare Type

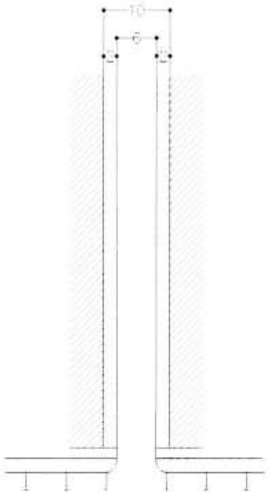
Thoroughfare: the urban element that provides the major part of the public open space as well as paved lanes for vehicles. A thoroughfare is endowed with two attributes: capacity and character. Capacity is the number of vehicles that can move safely through a segment of thoroughfare within a given time period. It is physically manifested by the number of lanes and their width, by the centerline radius, the curb radius, and the superelevation of the pavement. Character is the suitability of a thoroughfare as a setting for pedestrian activities and as a location for a variety of building types. Character is physically manifested by the thoroughfare's associated building and frontage types as determined by its location within the transect.



4-DRIVE
DR 15-7



5-DRIVE
DR 13-6



A-ALLEY
AL 10-6

Type	Drive	Drive	Alley
Movement	Slow	Slow	Yield
Design Speed	30 KMH	30 KMH	25 KMH
ROW Width	15 m.	13 m.	10 m.
Pavement Width	7 m.	6 m.	6 m.
Traffic Flow	Two Ways	One Way	Two Ways
Number of Parking Lanes	1	1	None
Curb Type	Light Swale	Light Swale	Swale
Curb Radius	4.5 m.	4.5 m.	2 m.
Planter Width	2 m.	1.5x2.5 m.	2m/Both Sides
Planter Type	Continuous	Individual	Continuous/Graveled
Planting Pattern	Grove/Stagger	Regular 8m O.C.	Regular/Diagonal 10 O.C.
Street Light Type	Low Volt Luminare Post	Low Volt Luminare Post	Attached
Street Light Spacing	Occasional	10m O.C.	N/A
Elements	occasional Benches	occasional Benches	None
Bike Way Type	Bike Route	Bike Route	Bike Route
Sidewalk Width	One Sides/1.5m.	One Sides/3.5m.	N/A
Tree Type 1	TBD	TBD	TBD
Tree Type 2	TBD	TBD	TBD

MASTER PLAN

THOROUGHFARE TYPES (LANE, PEDESTRIAN WAY AND PEDESTRIAN PASSAG

THOROUGHFARE TYPES

PT: Path
PS: Passage
LA: Lane
AL: Alley
RD: Road
DR: Drive
SQ: Square
ST: Street
CS: Commercial Street
AV: Avenue
TBD: To be Determined

ST-17-6-bl

- Bicycle lane
- Pavement Width
- Right of Way Width
- Thoroughfare Type

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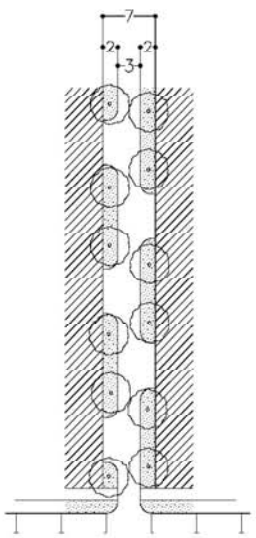
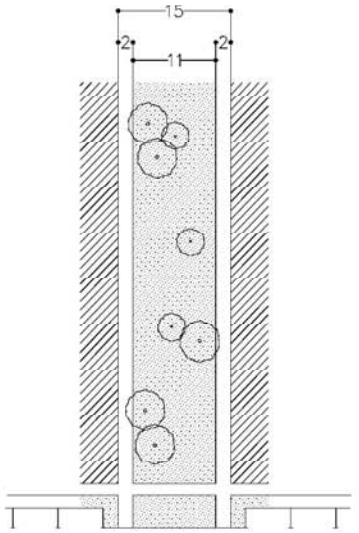


B-Lane
LA 7-3

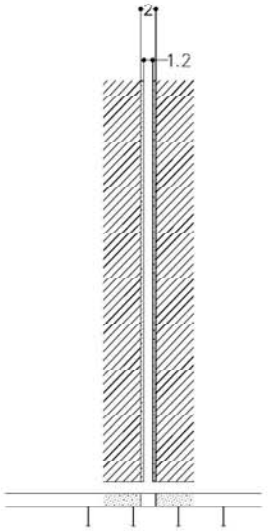
Type
Movement
Design Speed
ROW Width
Pavement Width
Traffic Flow
Number of Parking Lanes
Curb Type
Curb Radius
Planter Width
Planter Type
Planting Pattern
Street Light Type
Street Light Spacing
Elements
Bike Way Type
Sidewalk Width
Tree Type 1
Tree Type 2

Residential Lane
Yield
20 KMH
7 m.
3 m.
Two Ways
None
Swale
2 m.
2 m./Both Sides
Continuous/Internal Paving
Occasional
Low Volt Luminare Post
Attached
N/A
Bike Route
None
TBD
TBD



I-PEDESTRIAN WAY
PW 15-4

Pedestrian Way
N/A
N/A
15m.
N/A
N/A
N/A
Swale
N/A
11m.
Continuous
Irregular Grove
Low Volt Luminare Post
Occasional
Occasional Benches
Bike Route
2m.
TBD
TBD



II-PEDESTRIAN PASSAGE
PP 2-12

Pedestrian Way
N/A
N/A
Varies/2m. Minimun
N/A
N/A
N/A
Swale
N/A
4m./Both Sides
Continuous
Occasional
Low Volt Luminare Post
Occasional
N/A
Bike Route
1.2m.
TBD
TBD

MASTER PLAN

PARKING

MASTER PLAN

BLOCK AND STREET PATTERN

The block and street pattern has been framed around strong north-south and east west aligned axial corridors to The Remarkables, Crown Ranges, Coronet Peak and Walter Peak.

All streets have been oriented to maximise the visual relationship to the landscape from the site, and/or connect to primary activity nodes within the site, such as the Village Square, Village Green, University, Main Street and Exhibition Hall. A principally north-south/east-west orientation of streets and blocks also increases opportunities for passive solar gain in both residential and non-residential buildings.

Block widths and depths are designed to allow a range of building types to be accommodated with a single block dimension. This provides flexibility during construction to respond to changing market demands. The adjecent table provides an overview of development lots and unit yields corresponding with lot and block frontage.

All residential blocks offer access from rear lanes and alleys which permit uninterrupted pedestrian movement on tree-lined frontage streets. Commercial blocks are designed to screen and accommodate parking lots.

The interconnected network of streets proposed will efficiently achieve an integrated neighbourhood and provides a permeable and legible movement framework that will allow for a range of movement choices between destinations.

TYPE	LOT FRONTAGE	TOTAL FRONTAGE	UNIT YIELD
Hangar House	30m	235.29m	7
Estate House	24m	149.77m	7
Villa	24m	263.47m	9
Cottage			
Attached	9m	185.85m	12
Sideyard	12m	185.85m	20
Detached	15m	185.85m	15
Terrace House	6m	191.31m	31
Live/Work	6m	148.14m	24
	15m	148.14m	9
Apartment House	24m	1200.34m	300
Liner Building			
1 Bed	9.7m	26m	2
2 Bed	12.7m	26m	2
Mixed Use			
1 Bed	10.2m	1024.33m	501
2 Bed	13.9m	1024.33m	368
Commercial	24m	238.38m	116
Student Housing			954
TOTAL			**2377**

MASTER PLAN

DEVELOPMENT BLOCKS

MASTER PLAN

OPEN SPACE AND PUBLIC REALM

The masterplan allows for a wide range of activities to occur within the public realm by providing a diversity of open spaces. Designed to draw nature into the village, the proposed settlement's relationship with the landscape will become the defining element of Five Mile.

Principles

A well defined public realm connected by a legible network of active streets will play an important role in developing a distinct sense of place evocative of more traditional towns and communities within the region. Five Mile will be a rich tapestry of distinct places knitted together by lively streets, providing residents and visitors with a range of cultural and natural experiences.

Public Open Space

Open Spaces have been located and sized in such a way as to encourage pedestrian movement, whilst at the same time affording the local community a range of active and passive recreation opportunities.

Open Space should cater to and attract a diverse set of community needs and should reflect and respect local landforms. The masterplan responds to this philosophy by ensuring the location and size of public open space serves a variety of social needs in a manner that safeguards local community values, while at the same time not becoming an unreasonable maintenance burden for the Queenstown Lakes District Council.

The settlement pattern has been deliberately planned to create view corridors to the surrounding landscape and to create well-defined spatial envelopes within public realm.

Gateway

The Gateway to Five Mile and Queenstown is marked by two triangular green spaces which will reflect the rural character of the region. Planting of native species will be sparse carefully considered to ensure views to The Remarkables. Any structures located within the Gateway will be reminiscent of clustered rural buildings in both form and disposition.

Village Green

The Village Green captures a primary view which includes The Remarkables, Peninsula Hill and Jack's Point by creating a triangular space framed by residential buildings on two sides which opens up a substantial view corridor of over 100 metres across the built edge. The Green will function as an active recreation area that will feature a sunken amphitheatre adjacent to the Village Square to cater for local performances.

Village Square

The Village Square is located at the intersection of the two primary axes in the very heart of Five Mile. The Square will be a formal public green space fronted by key buildings in an urban setting. A church and local meeting hall will be sited at the southern edge of the square as a focal point visible from the ends of the main axes. An ice-rink may be established within the space during winter months, offering an alternative to the traditional forms of local recreation.

Quadrangles

Quadrangles will be used as the setting for the student dormitories within the University Campus. They are designed to open to the street, allowing students to interact with the village.

Streets as Social Places

An effect of post-war planning practice has been the design of streets as spaces meant primarily for the use of cars, in turn making them inhospitable places for people. A major feature of Five Mile will be wonderful streets designed for more than just moving cars, they will be social places that people will want to inhabit and interact within.

Higher densities will mean more activity on streets. Along with generous footpaths, street trees, adequate lighting and attention to safe urban environments, streets will not only reflect their function, but will facilitate chance interaction, passive surveillance and walking and cycling. They will not only be corridors between a series of urban experiences, but experiences within themselves.

Relationship to Queenstown Events Centre

The Queenstown Events Centre has positioned itself as a district-level recreation destination and is poised to expand its current offerings. Five Mile will complement existing and proposed activities by offering alternative forms of passive and active space. The Events Centre will be connected to the village by vehicular and pedestrian/ cyclist rout

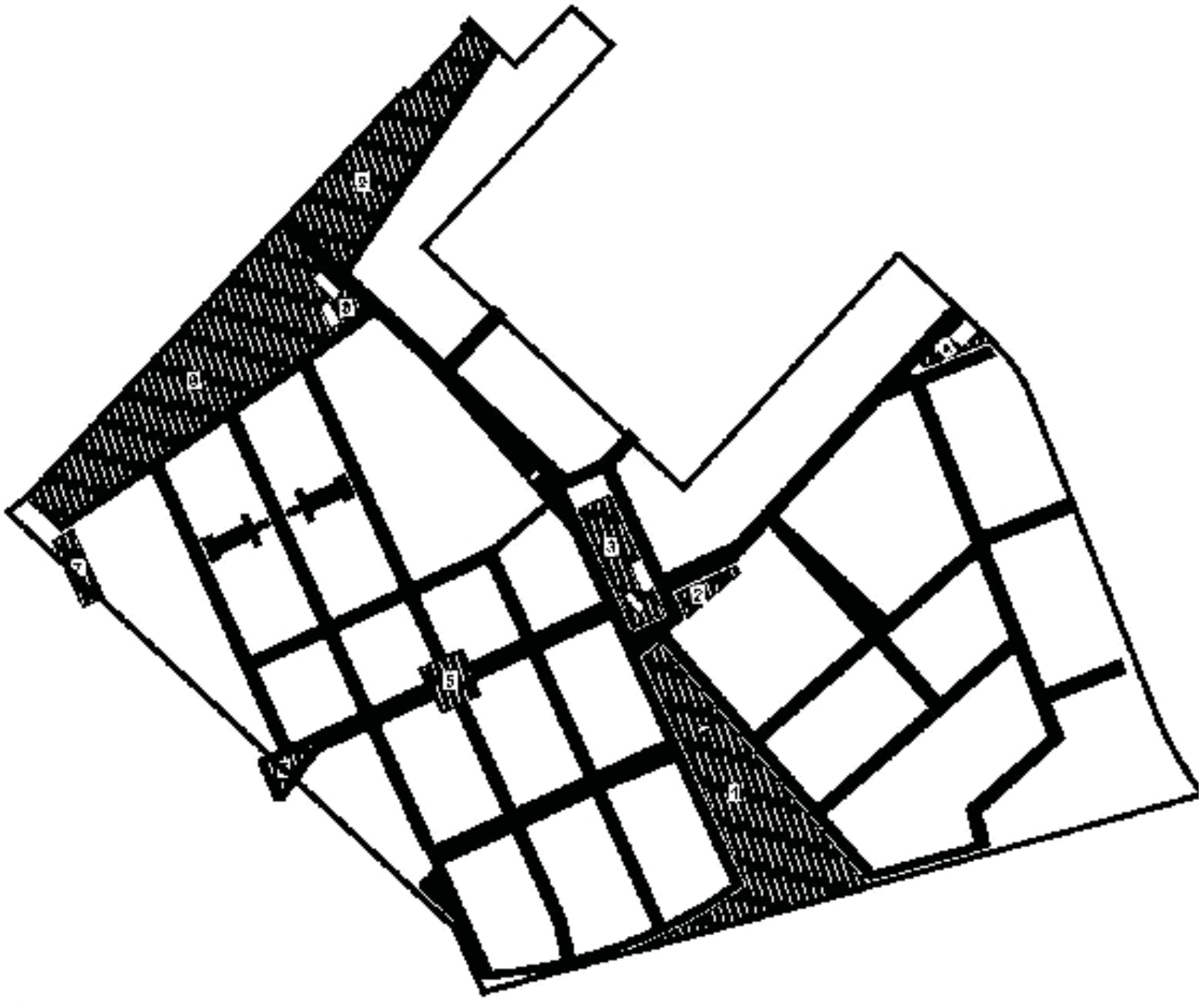
MASTER PLAN

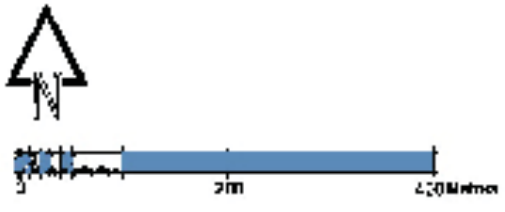
PUBLIC REALM AND OPEN SPACE NETWORK

OPEN SPACE		
1	Great Lawn	1.7000ha
2	Remarkables Plaza	0.0878ha
3	Village Square	0.2226ha
4	Exhibition Hall Plaza	0.0735ha
5	Boulevard Plazn	0.1760ha
6	University Square	0.0732ha
7	University Quad	0.1343ha
8	Market Square	0.0609ha
9	Village Green	3.3400ha
Total		5.9700ha

PUBLIC REALM	
Pedestrian only	0.9130ha
Vehicular and Pedestrian	6.2870ha
Total	7.2000ha
Grand Total	13.1700ha

TOTAL SITE ARE - 44.7507ha





MASTER PLAN

MAJOR ACTIVITY NODES

Successful communities require a full range of local services and facilities including commercial, educational, health, spiritual and civic. Five Mile will encapsulate all these elements in an experiential human environment of activity nodes connected by “living” streets.

PRINCIPLES

Traditionally, towns and villages have developed around crossroads, transport routes, stopping places and centres of activity, with incremental growth of housing, retail and employment uses around the centre. The proposed disposition of activities throughout Five Mile reflects historical development patterns coupled with sound principles of urban design.

Rather than establishing prescriptive land use areas which restrict natural evolution and compromise economic viability and sustainability, Five Mile will be a mixed use community providing a range of benefits, which include:

- Convenient access to facilities
- The development of social capital through greater opportunities for social interaction
- Socio-economic diversity
- More efficient use of space
- Vitality and street life
- The development of a sustainable local economy and associated employment opportunities
- Increased viability of facilities and enterprise

PLACES

Every town has a variety and hierarchy of places (squares, main streets, markets, local streets, parks, lanes and alleys) characterised not only by their physical structure, but also by the activities that occur in and around them. Places at Five Mile, and the activities that will define them, include:

- Village Square
- Village Green
- University Precinct
- Artists Quarter
- Exhibition Hall
- Transport Node
- Aviation Cluster
- Farmers Market
- Retirement Precinct

MASTER PLAN

MAJOR ACTIVITY NODES

MASTER PLAN

MAJOR ACTIVITY NODES

MAIN STREET

Main Street will be a vibrant and cosmopolitan meeting place active both day and night. Urban in form and character, it will feature 3 storey buildings housing retail at ground level with commercial activities and dwellings on upper levels and be the primary pedestrian spine of the village. A supermarket and department store will be located on the south side of the road opposite the Farmers Market. Specialty retail, cafes, bars and restaurants will line the street binding activities into a single urban experience.

VILLAGE SQUARE

The Village Square will be an active space oriented to capture maximum northern sunlight. A multi-denominational church, meeting hall, and ice-skating rink during the winter will be clustered within its bounds. The space will be framed by retail buildings allowing activity to spill onto and across the street.

A four star hotel will be located diagonally opposite the church at the southern apex of the east-west avenue and Village Green. It will consist of 150-200 rooms, a restaurant, bar and other associated leisure and hospitality activities.

The Village Square presents Five Mile with civic centre for the personal and shared history of residents and visitors. As the spiritual and social heart of the community it will offer a constant – a sense of place entrenched in meaning and value.

MASTER PLAN

MAJOR ACTIVITY NODES

UNIVERSITY PRECINCT

A university campus is proposed at the north-western edge of the site. It will mark the western gateway to Five Mile from the Events Centre. The campus will be anchored by a quadrangle at the end of the east-west boulevard framed by administrative buildings and a library offering shared facilities for the region. Three storey buildings housing lecture theatres, auditoriums, tutorial rooms and student dormitories will be positioned around a series of smaller quadrangles, effectively creating a “village within a village”. The university is an exceptional activity that will provide a valuable foundation for ensuring that Five Mile develops into a successful economic, social, intellectual and cultural centre of excellence.

VILLAGE GREEN

The Village Green will be a place for respite and quiet. It will be a landscaped park framed by two to three story residential dwellings. From this vantage point locals and visitors will be able to experience panoramic views to the surrounding landscape. The Green will feature an amphitheatre and performance space for local and regional events which could include Carols by Candlelight, amateur and professional theatre, an outdoor cinema in the summer and cultural performances such as ballet or opera.

MASTER PLAN

MAJOR ACTIVITY NODES

EMERGENCY SERVICES AND PLAZA

A site has been provided for use by fire or police as a station house for Five Milke. The adjoiniung plaza will provide a location for community gatheriungs and supplement the Exhibition hall wich is located across the street with outdoor space.

TRANSPORT NODE AND EXHIBITION HALL

The Transport Node , located at the south-eastern extremity of the site opposite existing industrial uses, will be a focal point for local and regional transit services integrating with air transport. The node will include a bus station, small scale retailing, ticketing stations, tourist information and parking areas.

The Exhibition Hall will be located at the adjacent to the Transport Node and Bus Station. It will be a formal civic building that provides the region with the opportunity to display local goods and services, for travelling trad shows or cultural exhibitions.

ARTISTS QUARTER

The Artists Quarter will include dedicated space for artists and craftspeople from around the region to live, work and display their endeavours. The quarter is located along a pedestrian promenade with a built edge of one and a half storey cottages incorporating work space, galleries and offices at ground level and residential above.

MASTER PLAN

MAJOR ACTIVITY NODES

FARMERS MARKET

The gateway to the active centre will be a Farmers Market consisting of a large rural style building. The Market will be active on weekends and allow local growers, artists and craftspeople and members of the community in general to partake in collective social and transactions. The structure could also function as a multi-use community space at all other times.

AVIATION CLUSTER

Housing which incorporates hangar space at the rear of properties with direct access to Queenstown Airport offers a distinctive residential typology. Linking seamlessly with the function of the airstrip this type of product meets the unique needs of a growing lifestyle group.

MASTER PLAN

MAJOR ACTIVITY NODES

RETIREMENT PRECINCT

Housing for the aged is proposed along the east-west pedestrian promenade in the south-western quarter of Five Mile. Buildings will be single residential dwellings of one to two storeys, purpose built to accommodate the needs of the aged and less mobile. The precinct will be within easy walking to services associated with the Health and Wellness Centre, which could also incorporate a service dedicated to the needs of older residents within Five Mile and the immediate locale.

HEALTH AND WELLNESS CENTRE

The Health and Wellness Centre will focus on creating and maintaining a sense of well-being by endowing the community with “healthy lifestyle” opportunities. As well as traditional medical practitioners, the centre will also incorporate alternative medicines (naturopathy, homeopathy, massage), allied health professionals (physiotherapists, dentists, dieticians) and health retail services (pharmacies, health food stores). The Centre complements and reinforces the health and lifestyle activities associated with the Queenstown Events Centre and opportunities to integrate further should be explored.

MASTER PLAN

ENSURING SUCCESS

Ultimately it is the sense of place that will endure and continue to add to the social and financial investment made by those who choose to live at Five Mile. People are looking for places that will ensure increased land values, better homes, protection of their investment, quality of life and opportunities for their children. RFD Investments acknowledges their privileged position as “town founders” and will work towards ensuring the real success of Five Mile – creating places that people will want to live, work, learn and play in for generations to come.

A FRESH APPROACH

Historically, development processes have restricted the ability to create successful sustainable communities and neighborhoods because they have been characterized by:

- Compartmentalising government, stakeholders, institutions and professions
- Focusing on product rather than place
- Marginalizing the role of the public sector
- Providing predominantly short term, supply driven solutions
- Limited innovation with respect to sustainability issues
- Providing predominantly short term, supply-driven solutions
- Limited innovation with respect to sustainability issues

The success of Five Mile will be found not only in fresh and more responsive approaches to urban design, but also in development processes and management structures that concentrate on;

- Instigating an interactive and collaborative approach
- Focusing on place rather than product – lifestyle, diversity, community
- Understanding and responding to sustainability issues
- Working with Queenstown Lakes District Council and their representatives throughout the process
- Seeking out opportunities to innovate and respond to the needs of the community

Approaches such as these will not only augment the future sustainability of Five Mile, but also contribute to creating and enhancing a sense of community through active participation.

Exploring New Initiatives

A project the scale of Five Mile presents a rare opportunity to explore pioneering initiatives for the planning of a new community.

EARLY PROVISION OF COMMUNITY INFRASTRUCTURE

Many projects fail to provide appropriate community infrastructure at the early stages of development, leaving those who live there with little or no facilities or amenities to foster a sense of community and civic pride. Five Mile will be different such that elements fundamental to creating a sense of place and community will be created from the outset, these could include:

- Local parks
- Public telephones
- Post boxes
- Community facilities
- Public transport
- Local shopping

EDUCATION

Education plays an important role in establishing community by promoting the development of social and human capital. RFD Investments has successfully negotiated the development of a university campus in the initial development stages of Five Mile. An activity such as this can often be the catalyst for the attracting cross-supporting services and facilities into the immediate area.

BUSINESS AND EMPLOYMENt

Employment is one of the major issues facing governments and the developers of new urban areas. As such, RFD will increase opportunities to promote business and employment as part of the overall development strategy. Initiatives could include:

- Facilitating inward economic investment into the community by initiating partnerships which will deliver goods and services to the community as early as possilbe
- Developing construction associated training and employment initiatives (in partnership with government) for unemployed residents within the project area to partake in the building of Five Mile
- Promoting and catering to the development of Home Based Businesses by introducing smart technology and providing housing types which supports working from home
- Creating a mixed use environment which ensures a robust and flexible local economy
- Establishing a Business Incubator Centre to assist start-up businesses by offering temporary office or retail accommodation and business support services. These can also complement HBB, acting as a catalyst for the development of longer term employment generators.

MASTER PLAN

ENSURING SUCCESS

COMMUNITY ART

Arts play an important role in shaping humanitarian and community aspirations at the heart of any urban development. It enriches places and provides a focus for creating community expression. Individuals in and around Five Mile will be able to achieve a significant personal and social and cultural growth through participation in local Community Arts Programmes, reinforced by the permanent presence of local Artists in a dedicated Quarter of Five Mile.

EVENTS AND ACTIVITIES

Community events can assist in augmenting social capital and reinforce Five Mile's sense of place. Events could be implemented prior to construction, providing a conceptual connection to place and raise the community's awareness of the existing character and environment heritage of Five Mile, providing a catalyst for stewardship.

INTEGRATED HOUSING FOR THE ELDERLY

A participatory and integrated community which offers access to public transport, health services and community facilities is central to the development of a successful and diverse new town. Through sensitive and well researched design, Five Mile aims to provide a variety of dwelling types that adequately support the needs of elderly and less able.

PROMOTING ALTERNATIVE TRANSPORT

Promoting walking and cycling as attractive means of alternative transport will be a priority. Designing Five Mile as a walkable neighbourhood works towards achieving this outcome. Other initiatives, such as creating a Community Bicycle Programme which offers shared bicycles and facilities to residents and launching active walking and cycling clubs, could assist in establishing a local culture which is not completely dependent on motor vehicles. These kind of initiatives could easily be extended into the Queenstown to assist in reducing motorised traffic.

NETWORKED COMMUNITY

Information and Communications Technology has reduced the traditional barriers associated with time and space, and has been one of the major catalysts and drivers of the "knowledge economy". Smart infrastructure and a community intranet are two ways of addressing the "digital divide" in education and communication.

PARTNERING FOR SUCCESS

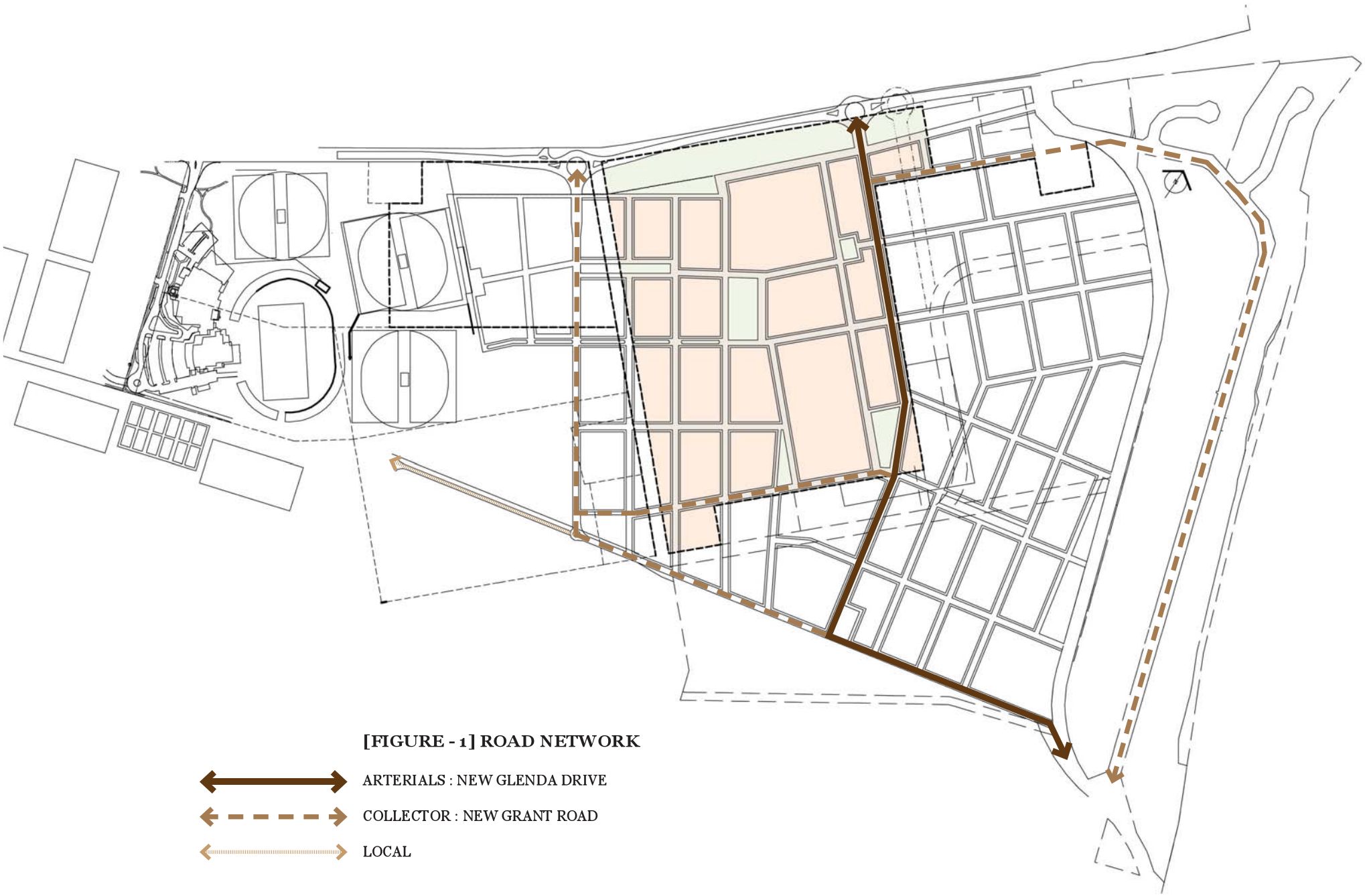
A successful project and a sustainable community at Five Mile will be the sum of numerous interconnecting, enduring and constructive partnerships. Partnerships will emphasise the collective pursuit of an agreed and realistic set of goals within a framework of openness, trust, and mutual respect

- New approaches to infrastructure provision;
- Arrangements to provide housing for particular groups;
- Innovative arrangements for delivering and managing facilities (including multi or shared use of sports facilities, meeting spaces, university infrastructure);
- Private sponsorship of community activities;
- Delivering of community development programs through established agencies;
- Co-operative service planning among government, not-for-profit and private service providers.

Partnering arrangements will include involving incoming residents to Five Mile in actively planning and developing a sustainable community. RFD Investments aims to engender community pride and ownership in the outcomes of the partnership, and to build the capacity of the community to sustain and take forward an enduring legacy of partnership achievement

MASTER PLAN 2ND EDITION REVISION

ROAD NETWORK



[FIGURE - 1] ROAD NETWORK

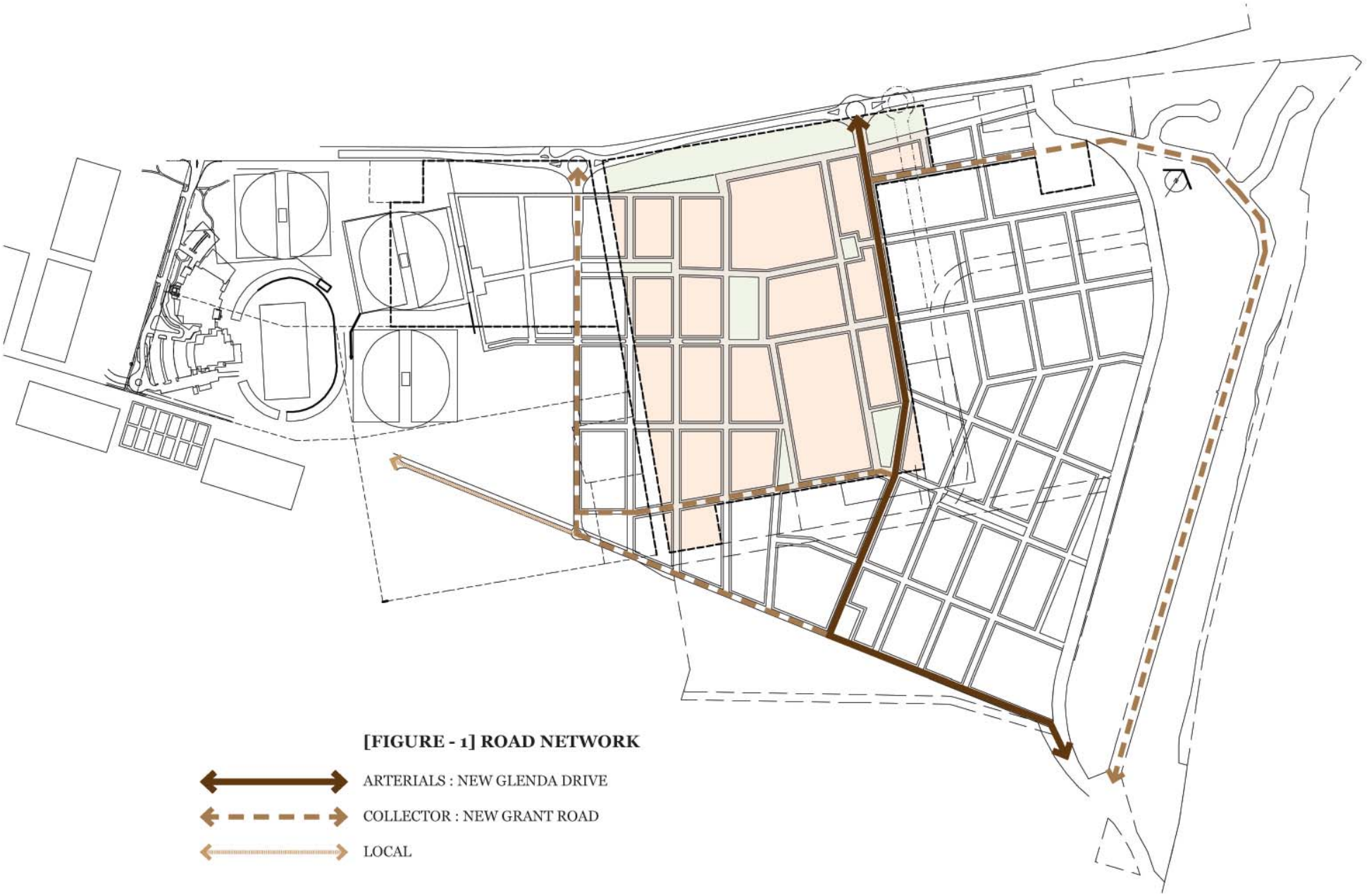
ARTERIALS : NEW GLENDA DRIVE

COLLECTOR : NEW GRANT ROAD

LOCAL

MASTER PLAN 2ND EDITION REVISION

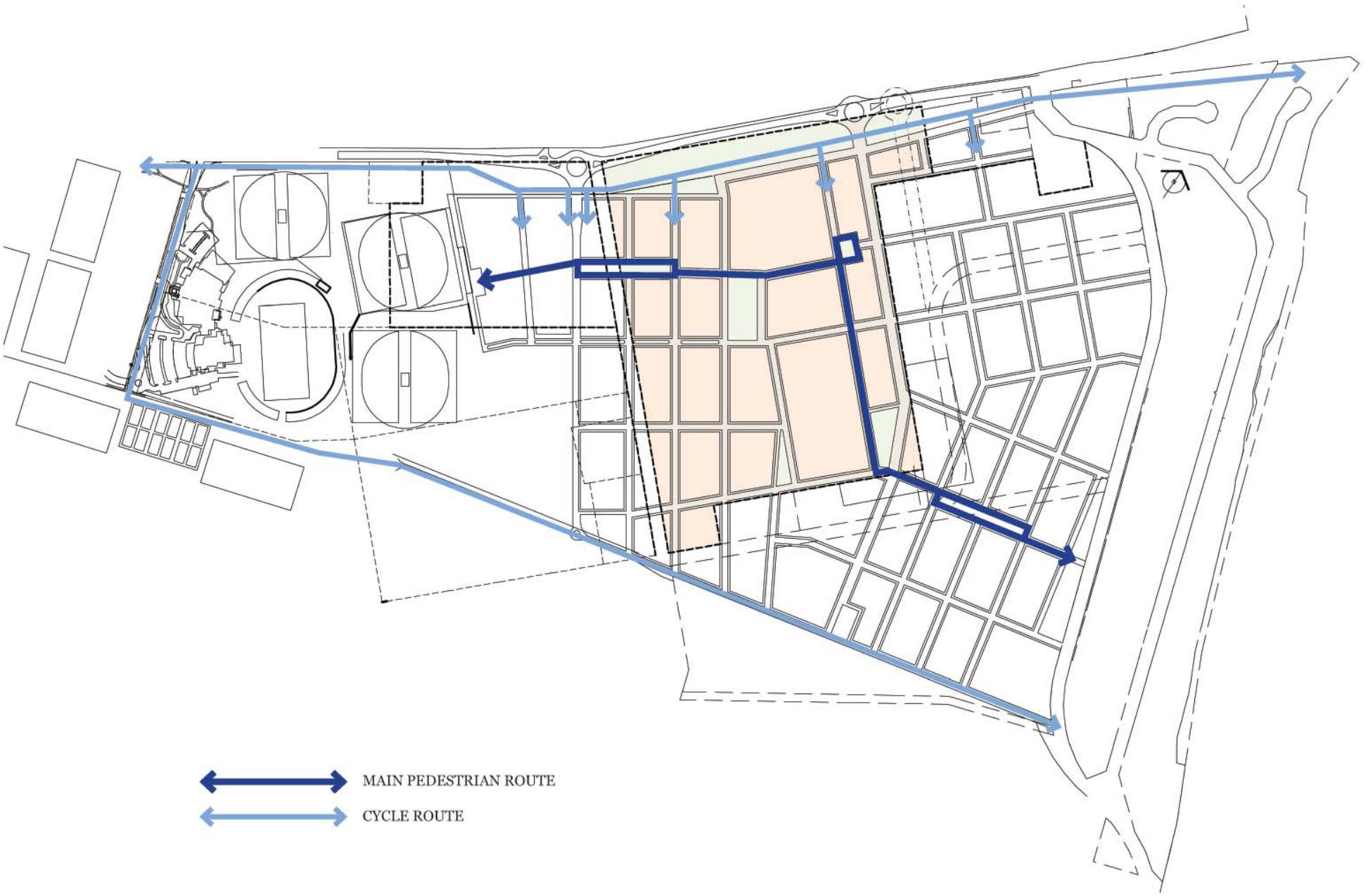
ROAD NETWORK



[FIGURE - 1] ROAD NETWORK

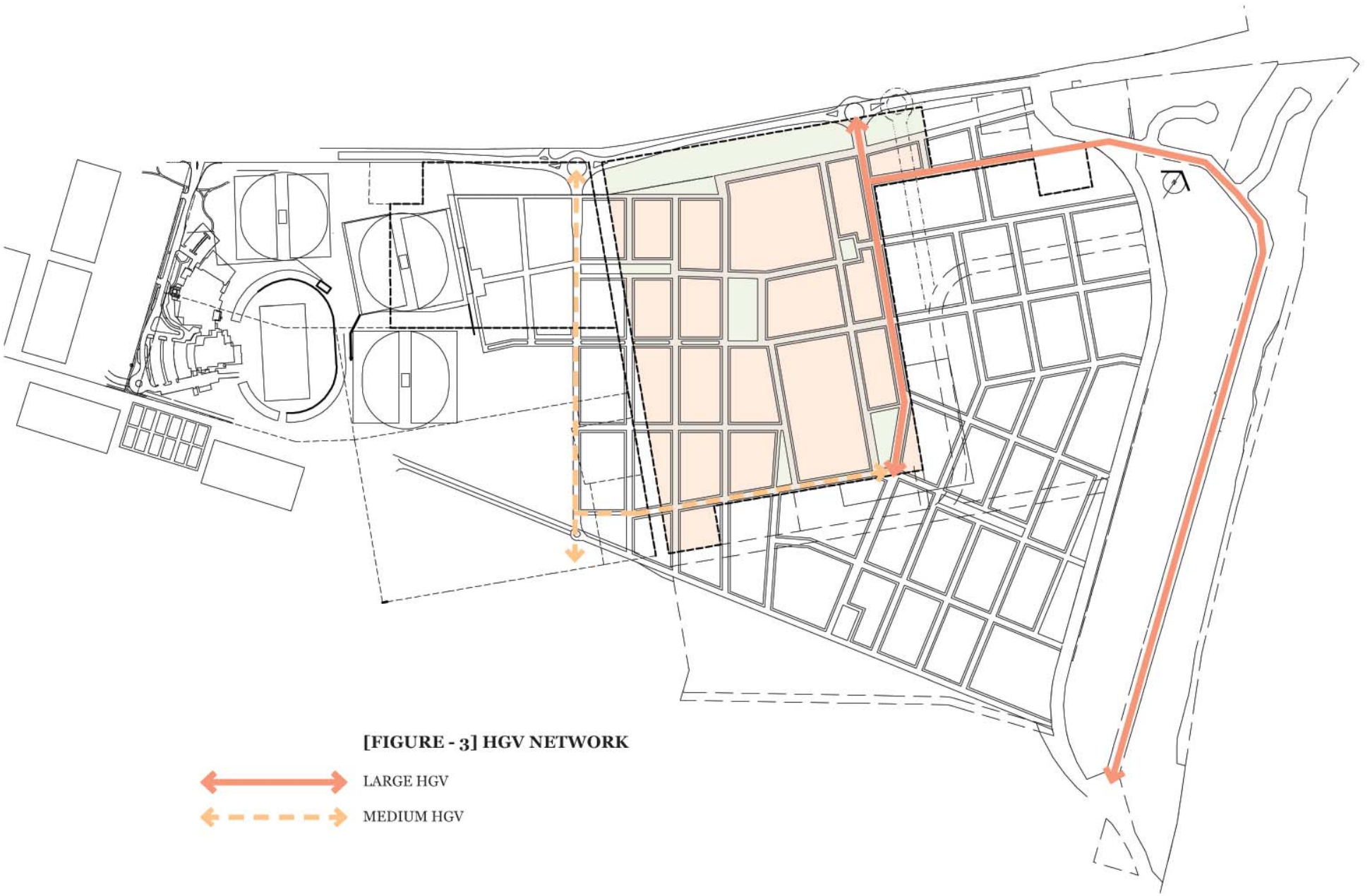
MASTER PLAN 2ND EDITION REVISION

PEDESTRIAN & CYCLE ROUTES



MASTER PLAN 2ND EDITION REVISION

HGV NETWORK



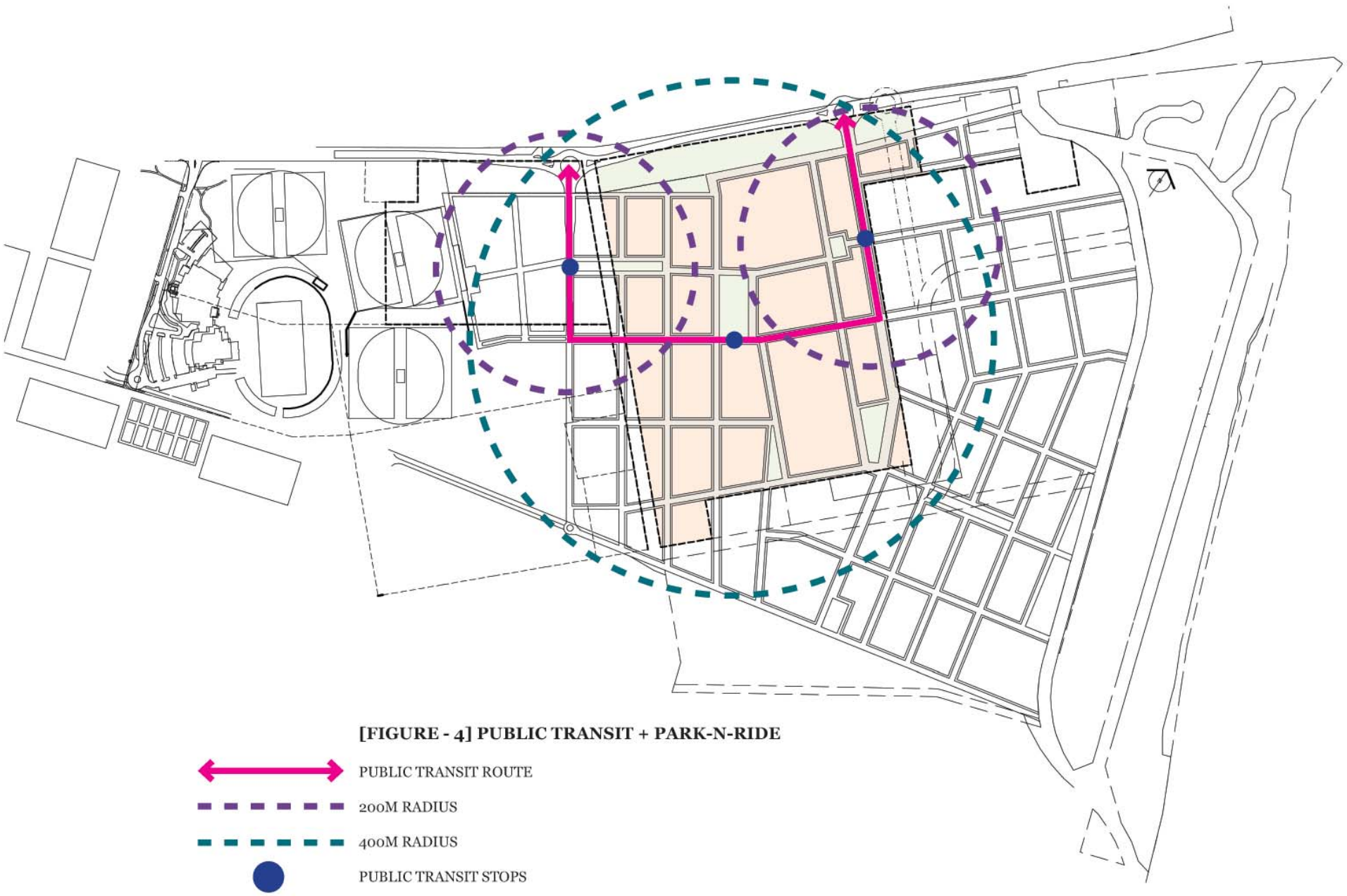
[FIGURE - 3] HGV NETWORK

LARGE HGV

MEDIUM HGV

MASTER PLAN 2ND EDITION REVISION

PUBLIC TRANSIT & PARK-N-RIDE



[FIGURE - 4] PUBLIC TRANSIT + PARK-N-RIDE

PUBLIC TRANSIT ROUTE

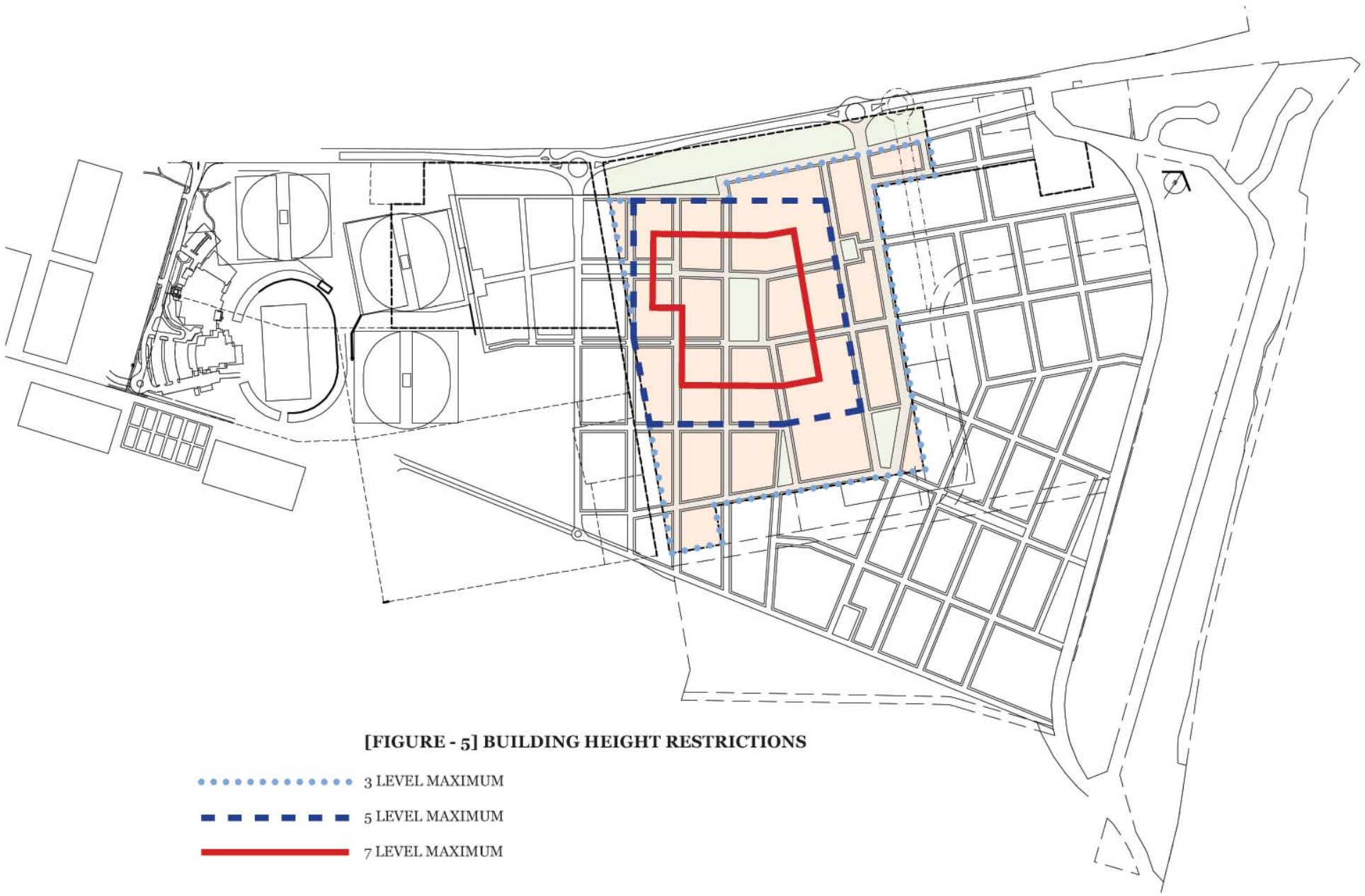
200M RADIUS

400M RADIUS

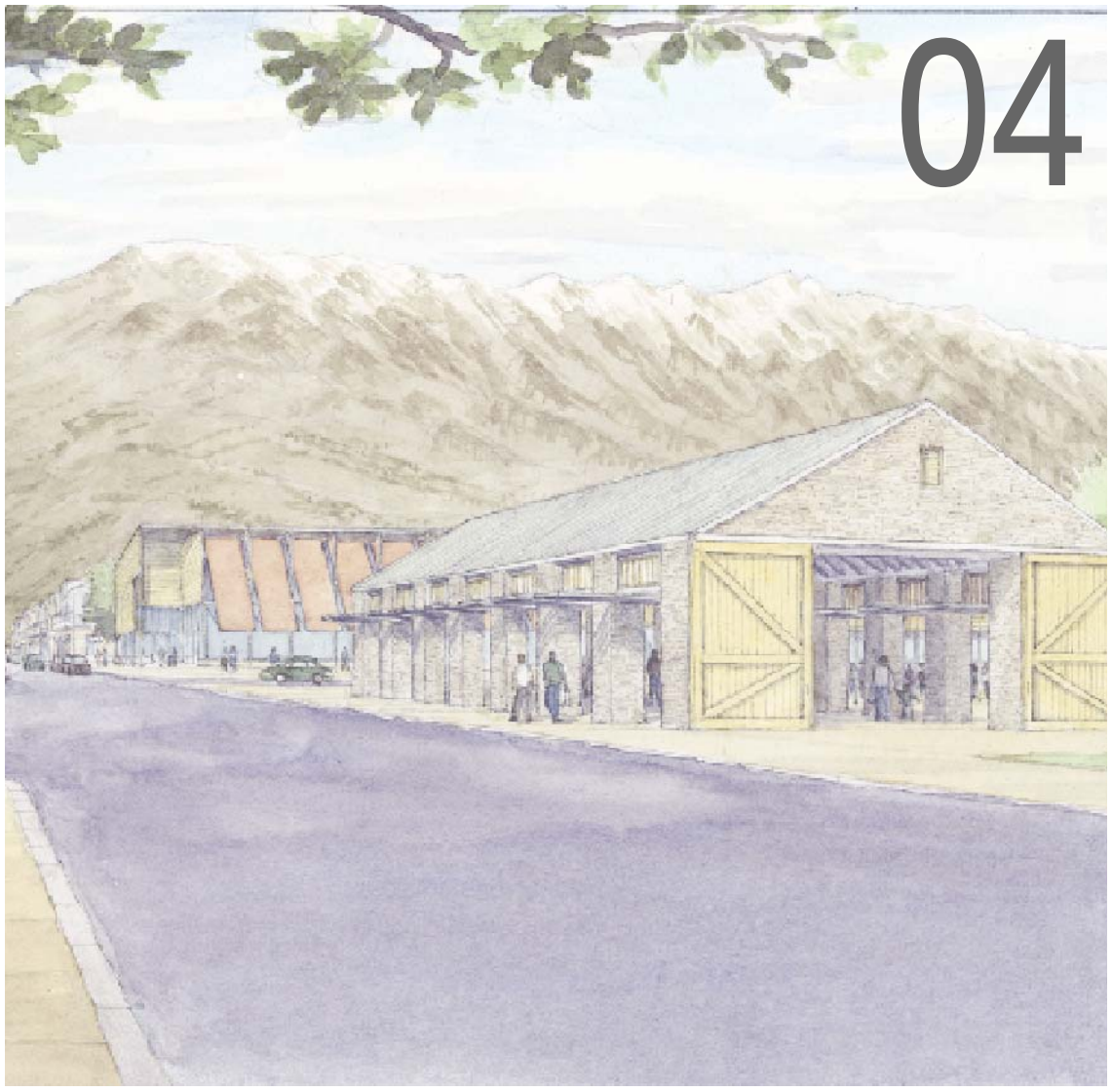
PUBLIC TRANSIT STOPS

MASTER PLAN 2ND EDITION REVISION

BUILDING HEIGHT RESTRICTIONS



[FIGURE - 5] BUILDING HEIGHT RESTRICTIONS

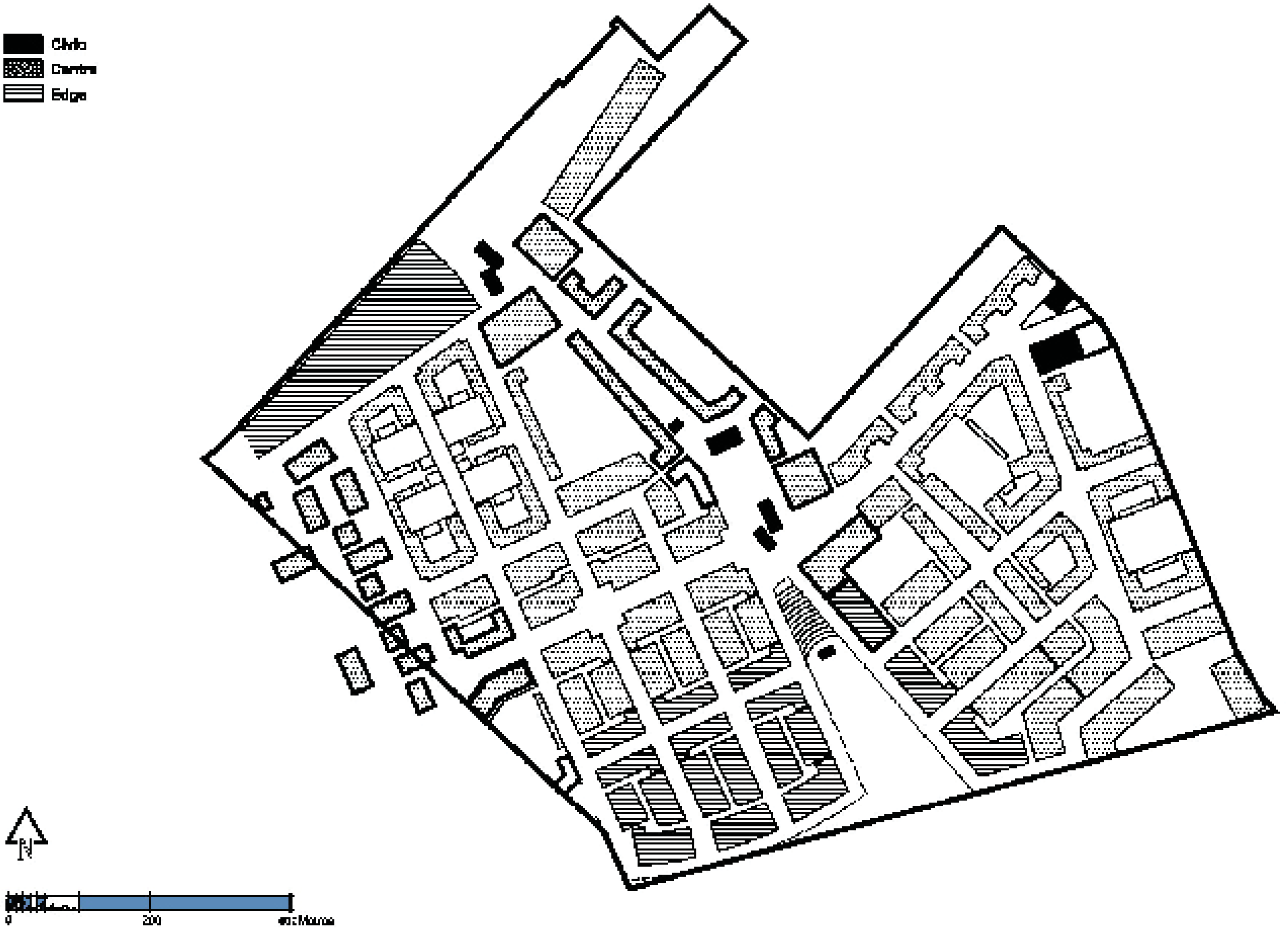


04

CODES

CODES

REGULATING PLAN



CODES

BUILDING TYPES

Civic Building	0.2784ha
TH - Terrace Housing	1.5481ha
CO - Commercial Building	1.8040ha
AB - Apartment Building	4.2804ha
AH - Apartment House	3.8210ha
LB - Liner Building	0.0380ha
LW - Live-Work Building	1.6317ha
CT - Cottage Building	1.2687ha
V - Villa	0.8458ha
EH - Estate House	1.6350ha
HH - Hangar House	0.7916ha
TOTAL	17.3000ha
TOTAL SITE AREA	44.7507ha

CODES

URBAN STANDARDS - BUILDING TYPES (ESTATE HOUSE, HANGAR HOUSE AND VILLA)

BUILDING PLACEMENT

1. [illegible]
2. [illegible]
3. [illegible]

PARKING PLACEMENT

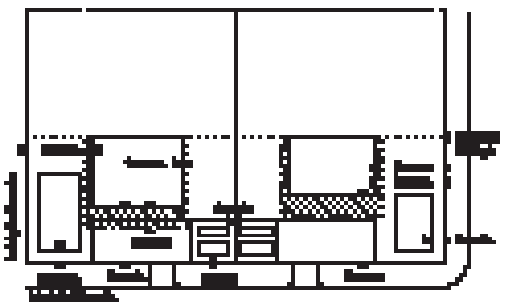
1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]

BUILDING HEIGHT

1. [illegible]
2. [illegible]
3. [illegible]

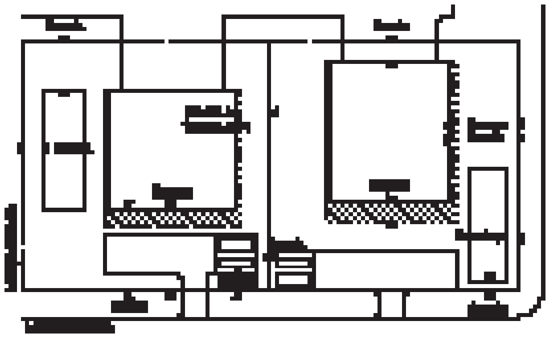
ESTATE HOUSE

[illegible]



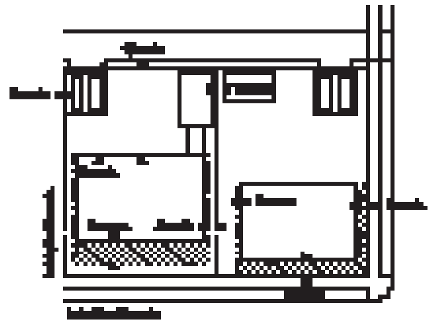
HANGAR HOUSE

[illegible]



VILLA

[illegible]



	Estate House	Hangar House	Villa
Lot size	24 m x 40 m min.	30m x 30 m min.	24 m x 30 m min.
Setbacks			
at building frontage	6 m - 8 m	6 m - 8 m	2 m min.
at building side	6 m min.	2 m min.	2 m min.
at building rear	var.	2 m min.	10 m min.
at secondary building side	2 m min.	2 m min.	1 m min.
at garage side	0 m min.	0 m min.	0 m min.
Building frontage at setback	30% of lot width min.	60% of lot width min.	60% of lot width min.
Encroachments			
at building frontage	2 m max.	2 m max.	2 m max.
at building side	1 m max.	1 m max.	1 m max.
Height			
of principal building	2 stories max.	2 stories max.	2 stories max.
of first floor above grade	0.5 m min.	0.5 m min.	1 m min.
of secondary building and garage	1.5 stories max.	2 stories max. / 2 stories max.	1.5 stories max.
Frontage type	TBD	TBD	TBD

CODES

URBAN STANDARDS - BUILDING TYPES (APARTMENT HOUSE, DETACHED COTTAGE AND SIDEYARD COTTAGE)

BUILDING PLACEMENT

1. Lot lines defining Boundary/Street or open spaces are designated frontage lines. For the purposes of these regulations, lots at corners have two frontages and only one side.
2. The facade and extension of a building shall be defined by the frontage and its dimensions shown in the diagrams.
3. Facades shall be set parallel to straight frontage lines, and parallel to the chord for curved. Breakfronts may deviate from the trajectory of the lot lines.

PARKING PLACEMENT

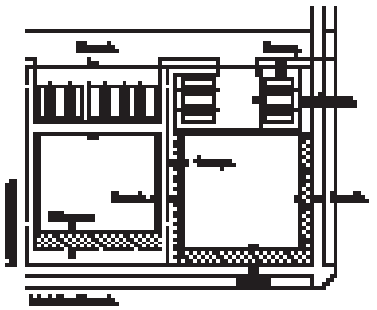
1. The number of parking places provided shall be as required by the Building Use.
2. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and the rear setback behind. The third layer is the remainder.
3. Garages, as configuration with off-street parking and trash containers, shall be placed within the third layer unless specified otherwise.
4. Garage doors may not face onto a frontage, unless located in the second layer, and shall not exceed 3 meters in width.

BUILDING HEIGHT

1. The maximum overall building height shall be measured in number of stories, each story not to exceed that designated by the Frontage Code.
2. The heights of building elements shall be measured from the sidewalk grade taken at the midpoint along the principal frontage line.
3. A portion of the building not greater than 25% square meters may exceed the height limit, subject to approval by the Five Mile Town Architect's Office.

APARTMENT HOUSE

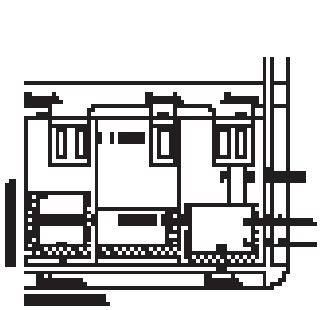
An Apartment House is a multi-family residence sharing a common entrance on the street lot. This type occupies lots that are a minimum of 24 meters in width by 30 meters in depth. The setback for the principal building measured from the lot lines are a minimum of 3 meters from the front, a minimum of 2 meters from each side, and a minimum of 10 meters from the rear. A linen garage or frontage wall shall be placed at corner lots, to relate with the principal building to the rear property line. Porches, balconies, bay windows, and chimneys may encroach into the setbacks as shown. Principal buildings may be a maximum of two stories in height. Linen garages may be a maximum of one story in height. Garages and/or parking shall be provided behind the principal building and shall be accessed from an alley. A frontage wall is required across the width of the lot, extending from the principal building facade with openings as necessary.



Lot size	24 m x 30m min.
Setbacks	
Building/Front	3 m min.
Building side	2 m min.
Building rear	10 m min.
Secondary building side	n/a
Garage side	2 m min.
Building Frontage at setback	80% of lot width min.
Encroachments	
Building/Front	2.5 m max.
Building side	1 m max.
Height	
Principal building	3 stories max.
Attic floor above grade	1 m min.
Back building and outbuilding	1 story max.
Frontage Type	TBD

COTTAGE

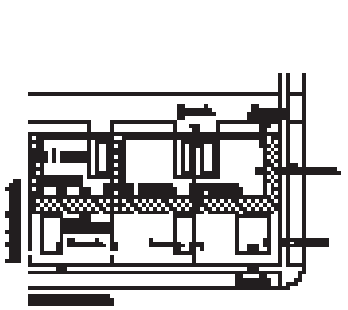
A Detached Cottage is a single-family residence on its own small lot. This type occupies lots that are a minimum of 12 meters / width by 18 meters / depth. The setback for the principal building measured from the lot lines are a minimum of 12 meters from the front, a total side setback of 3 meters, and a minimum of 10 meters from the rear. In addition to the principal building, a secondary building or garage is permitted in the third layer. The setbacks for the secondary building or garage measured from the lot lines are a minimum of 1 meter from the side, and a minimum of 10 meters from the rear. Porches, balconies, bay windows, and chimneys may encroach into the setbacks as shown. Principal buildings may be a maximum of one and a half stories in height. Secondary buildings and garages may be a maximum of one story in height. Garages and/or parking shall be provided behind the principal layer. A sidewalk is required along the frontage of the lot, with openings as necessary.



Lot size	12 m x 18 m min.
Setbacks	
Building/Front	3 m min.
Building side	2 m with both sides
Building rear	8 m min.
Secondary building side	1 m min.
Garage side	1 m min.
Building Frontage at setback	80% of lot width min.
Encroachments	
Building/Front	2.5 m max.
Building side	1 m max.
Height	
Principal building	1.5 stories max.
Attic floor above grade	1 m min.
Back building and outbuilding	1 story max.
Frontage Type	TBD

SIDEYARD COTTAGE

A Sideyard Cottage is a single-family residence on its own small lot. This type occupies lots that are a minimum of 10 meters in width by 18 meters in depth. The setback for the principal building measured from the lot lines are a minimum of 8 meters from the front, 0 meters from one side and a minimum of 2 meters from the other, and a minimum of 8.5 meters from the rear. In addition to the principal building, a secondary building or garage is permitted in the third layer. The setbacks for the secondary building measured from the lot lines are a minimum of 2 meters from the front, and 8 meters from one side and a minimum of 0 meters from the other. Porches, balconies, bay windows, and chimneys may encroach into the setbacks as shown. Principal buildings may be a maximum of one and a half stories in height. Secondary buildings and garages may be a maximum of one story in height. Garages and/or parking shall be provided within the rear 30% of the lot depth. A sidewalk is required along the frontage of the lot, with openings as necessary.



Lot size	10 m x 30 meters
Setbacks	
Building/Front	8 m min.
Building side	0 min reg. & 2 m min.
Building rear	8.5 m min.
Secondary building side	0 min reg. & 2 m min.
garage side	n/a
Building Frontage at setback	80% of lot width min.
Encroachments	
Building/Front	2.5 m max.
Building side	1 m max.
Height	
Principal building	1.5 stories max.
Attic floor above grade	1 m min.
Back building and outbuilding	1 story max.
Frontage Type	TBD

CODES

URBAN STANDARDS - BUILDING TYPES (APARTMENT HOUSE, ATTACHED COTTAGE AND TERRACE HOUSE)

BUILDING PLACEMENT

1. [illegible]
2. [illegible]
3. [illegible]

PARKING PLACEMENT

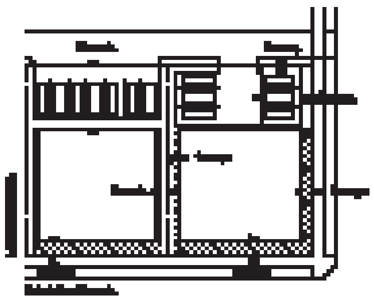
1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]

BUILDING HEIGHT

1. [illegible]
2. [illegible]
3. [illegible]

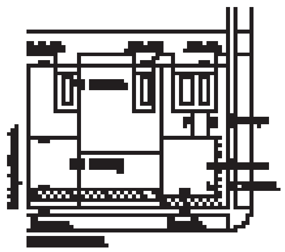
APARTMENT HOUSE

An Apartment House [illegible]



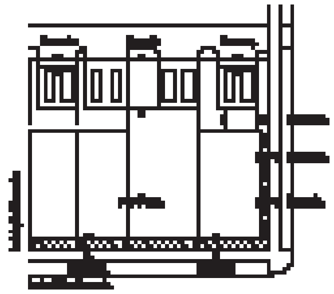
COTTAGE

An Attached Cottage [illegible]



TERRACE HOUSE

A Terrace House [illegible]



	Apartment House	Cottage	Terrace House
Lot size	[illegible]	[illegible]	[illegible]
Setbacks			
at building frontage	2 m max.	[illegible]	2 m max.
at building side	[illegible]	[illegible]	[illegible]
at building rear	[illegible]	[illegible]	[illegible]
at secondary building side	n/a	[illegible]	[illegible]
at garage side	[illegible]	[illegible]	[illegible]
Building frontage at setback	[illegible]	[illegible]	[illegible]
Encroachments			
at building frontage	2 m max.	[illegible]	2 m max.
at building side	1 m max.	[illegible]	n/a
Height			
of principal building	[illegible]	[illegible]	[illegible]
of first floor above grade	[illegible]	[illegible]	[illegible]
of back building and outbuilding	[illegible]	[illegible]	[illegible]
Frontage type	TBD	TBD	TBD

CODES

URBAN STANDARDS - BUILDING TYPES (LIVE WORK, LINER BUILDING AND MIXED USE BUILDING)

BUILDING PLACEMENT

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines. For the purposes of these regulations, lots at corners have two frontages and only one side.
2. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown in the diagram.
3. Facades shall be set parallel to straight frontage lines, and parallel to the chord if broken or curved. Elevations may deviate from the trajectory of the lot lines.

PARKING PLACEMENT

1. The number of parking places provided shall be as required by the Building Use.
2. The first layer is the area between the frontage line and the facade. The second layer is the area between the facade and a line 6 meters behind. The third layer is the remainder.
3. Garages, in conjunction with off-street parking and trash containers, shall be placed within the third layer unless specified otherwise.
4. Garage doors may not face onto a frontage, unless located in the second layer, and shall not exceed 3 meters in width.

BUILDING HEIGHT

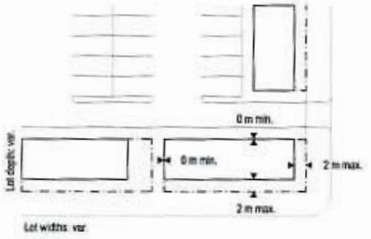
1. The maximum overall building height shall be measured in number of stories, each story not to exceed that designated by the Frontage Code.
2. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
3. A portion of the building no greater that 25 square meters may exceed the height limit, subject to approval by the Five Mile Town Architect's Office.

C URBAN CENTER | LIVE WORK

A Live Work is a building which may be residential and/or commercial, attached to others, on its own lot. This type occupies lots that are a minimum of 6 meters in width by 30 meters in depth. The setbacks to the principal building measured from the lot lines are a maximum of 2 meters from the front, a minimum of 0 meters from the side, and a minimum of 6 meters from the rear. In addition to the principal building, a secondary building or garage is permitted in the third layer. The setbacks to the secondary building or garage measured from the lot lines are a minimum of 0 meters from the side, and a minimum of 0.5 meters from the rear. A liner backbuilding, with a maximum width of 3 meters, or frontage wall shall be placed at corner lots, to extend from the principal building to the garage or rear property line. Awnings and galleries may encroach into the setbacks as shown. Principal buildings may be a maximum of two and a half stories in height. Secondary buildings and garages may be a maximum of one story in height. Garages and/or parking shall be provided in the third layer.

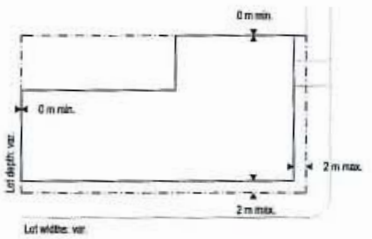
C URBAN CENTER | LINER BUILDING

A Liner Building is a single building which may be residential and/or commercial, attached to others, on its own lot. This type occupies lots that vary in width and depth. The setbacks to the principal building measured from the lot lines are a maximum of 2 meters from the front, a minimum of 0 meters from the side, and a minimum of 0 meters from the rear. Awnings and galleries may encroach into the setbacks as shown. Principal buildings may be a maximum of two stories in height. Garages and/or parking shall be accessed from the alley.



C URBAN CENTER | MIXED-USE BUILDING

A Mixed-Use Building is a single building which may be residential and/or commercial, attached to others, on its own lot. This type occupies lots that vary in width and depth. The setbacks to the principal building measured from the lot lines are a maximum of 2 meters from the front, a minimum of 0 meters from the side, and a minimum of 0 meters from the rear. Awnings, galleries, and stoops may encroach into the setbacks as shown. Principal buildings may be a maximum of three stories in height. Garages, where applicable, shall be masked by habitable building as much as is possible. Garages and/or parking shall be accessed from a single entrance off the street.



Lot size	6 m x 30 m min.	var.	var.
Setbacks			
at building frontage	2 m max.	2 m max.	2 m max.
at building side	0 m req.	0 m min.	0 m min.
at building rear	6 m min.	0 m min.	0 m min.
at secondary building side	0 m min.	n/a	n/a
at garage side	0 m min.	n/a	n/a
Building frontage at setback	100% of lot width min.	100% of lot width min.	100% of lot width min.
Encroachments			
at building frontage	2 m max.	2 m max.	2 m max.
at building side	n/a	n/a	n/a
Height			
of principal building	3 stories max.	2 stories max.	3 stories max.
of first floor above grade	0 m min.	0 m min.	0 m min.
of back building and outbuilding	1 story max.	n/a	n/a
Frontage Type	TBD	TBD	TBD

05

ARCHITECTURE

ARCHITECTURE

THE REASON FOR PRECEDENT

Providing architectural rules and precedent establishes a standard that is objective and that requires skill and competence to design and execute. When practiced by people with skill traditional architecture, which is based on the expression of human scale and perception, is capable of creating wonderful places. It is no accident that almost all of the world's most admired places are traditional. Practicing traditional architecture is not "mimicking" the past as most architects argue. Rather, practicing traditional architecture is emulating the process of making something worthy of comparison, and it is challenging.

The proper provision of a range of building typologies is critical to the social and economic sustainability of communities. "Real places" that service the needs of people, cannot be narrowly defined by only one or two building types. The single family house on its own section or the high rise apartment building is but a small part of the overall building fabric.

Architecture Codes based on building typologies are the foundation for inspiring design solutions to community master planning visions. When done properly they encourage a living vernacular to develop in the great Western tradition of innovation, spanning thousands of years and responsible for all architectural styles from Classical toStreamlined. The types illustrated here coupled with the building code and regulating plan re-introduce to New Zealand the practice of building communities. These documents provide the certainty that the appearance of buildings will not devalue the landscape within which they sit, but rather enhance it.

ARCHITECTURE

CULTURAL AND BUILT HERITAGE

Prior to European settlement, Maori used the Wakatipu Basin for gathering resources. These included Pounamu for tools and ornaments, Taramea (Spaniard Grass) for perfume, Tikumu (Mountain Daisy) for weaving, and Moa.

EUROPEAN SETTLEMENT

Queenstown grew out of the gold boom happening throughout Otago in the 1800's. Most settlers lived in close proximity to where they prospected for gold, or close to traffic routes. Typically small vegetable gardens were placed around their huts. Huts were assembled in a spatial arrangement which prevented neighbours from viewing where gold or valuables were hidden.

DWELLINGS

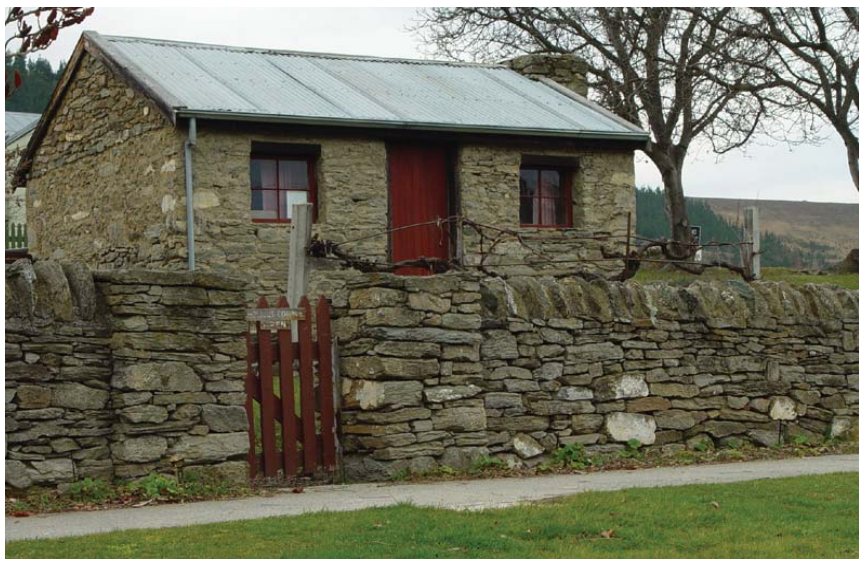
Due to the harsh winter climate, the standard hut was a very small, single-roomed building with a fire place at the back. Windows or openings were avoided to control heat loss. All cooking, living, washing and sleeping was done in this room.

MATERIALS

Because early settlers were unable to readily bring building materials with them they made use of local raw materials (schist, mud, timber and grasses) Thick schist was used with mud to form the structure & felled timber rafters providing support for thatched roofs. The natural landscape was also utilised to create shelter, whether in the form of rock outcrops or sheltered hillsides.

COMMERCIAL/CIVIC STRUCTURES

The advent of commerce began with taverns, postal and banking services not long after settlement. Further influx of settlers meant that trade flourished and commercial buildings subsequently sprung up around the area. These were simple, rectilinear stone structures which, over time, developed into the more Victorian forms evident in central Queenstown.



ARCHITECTURE

BUILT FORM AND ARCHITECTURE

The “genetic code” for Five Mile’s architecture will be contemporary interpretations of the simple forms of the buildings which were adapted for local conditions during early settlement of Queenstown and its hinterland.

GENERAL

These humble yet gracious structures are well suited to creating an environment where built form is considered as part of a cohesive street rather than individual architectural statements. Subtlety and restraint of the overall form will be encouraged to ensure each building is constructed as part of the whole, enhancing the streetscape, amenity and character of each precinct. Individuality will be encouraged in the detailed elements of structures.

ENVIRONMENTAL RESPONSE

Buildings will be climate-sensitive and embody environmental sustainability principles. Buildings responded to the extreme climactic conditions of the region with low ceilings that trap heat in the
winter and roof lanterns that allow heat to escape in the summer. Each building will be designed to maximize the advantage of sunlight in winter and be able to provide shade in summer. Environmental elements such as sunscreens, verandas, shutters and overhangs will be an integral part of the architecture, as will the use of balconies and courtyards. Climate sensitive design strategies will maximize sustainability and minimize energy use.

BUILT FORM

The buildings proposed for Five Mile will be straightforward and rectilinear in form. Arranged in narrow modules, gables will be turned toward the street. The buildings will be scaled for people and will relate to each other in scale, from small cluster to grand stand alone structures.

ARCHITECTURAL CHARACTER

In keeping with the predominantly rural character of the area, the architecture of Five Mile will be rustic in nature. Buildings will provide cosy volumes, created by the squat proportions indicative of vernacular construction techniques. The resulting streets will provide harmonious architecture that still allows for building individuality.

CONSTRUCTION MATERIALS

The materials chosen for Five Mile respect those found or manufactured in the region, while allowing for the convenience and design aesthetic of modern resources. Local stone and wood will provide the basis of the architecture. To these sturdy materials, modern metals and glasses will be applied, in the forms of details, openings, and roofs. The goal is to achieve buildings that relate to the local vernacular while expressing the design intentions of the individual architects.
The architectural design will be fresh and rich, and materials used will reflect the palette of the local landscape and built heritage, including schist stone, timber and iron.

INTERNAL PLANNING

Within buildings, efficient and well thought out internal planning will be reflected with legible entries, generous openings and simple forms.

ARCHITECTURE

ARCHITECTURAL CODES

WALLS

MATERIAL

Building Walls shall be finished in schist, gavlinised corrugated iron, cedar weatherboards, cedar board and batten, painted weatherboard or wood trowelled render.

Arches are not permitted

Columns and Posts shall be made of timber, metal, stone or wood trowelled render

Veranda Plinths shall be finished in stone to match main building

Yard Fences shall be made of stone, trellis, closed timber boards, rendered masonry or a combination of all and galvinised corrugated iron with timber capping on timber posts.

Garden Walls visible from the street shall be made of stone and either painted or natural timber pickets.

CONFIGURATION

Building Walls may use any of the specified materials. Materials shall only change along horizontal lines with heavy materials below the lighter. Materials may change vertically only between primary and ancillary structures, or when there is a break in building form.

Crawl Spaces shall be enclosed with horizontal wood boards, wood louvers or framed wood lattice.

Render shall be wood floated or sand finished with softened corners and shall be painted. Alternative textures must be submitted for approval by the Town Architect.

Weatherboards shall be cedar timber or painted timber with a minimum width of 150mm.

Trim shall be a minimum of grade “B” lumber or Symwood and shall not exceed 25mm in depth or 152mm in width at corners or around openings.

Posts made of timber shall be no less than 152 x 152mm. Stone or rendered posts shall be no less than 450 x 450mm.

Intercolumniation on all floors shall be vertically proportioned.

Frontage Fences which are made of pickets shall have different designs to adjacent lots. Stone walls shall match adjacent lots.

Colours on the building shall be selected from the Town Architect’s list.

ATTACHMENTS

MATERIAL

Chimneys where visible shall be stone or rendered finish

Chimney Flues and Vents to be galvinised metal, stainless steel or painted black.

Dormers and Roof Lanterns shall be made of galvanised corrugated iron, cedar weatherboard, cedar board and batten or painted weatherboard.

Skylights are to be flashed in the same material as the roof with glass that is flat in profile.

Front Veranda Plinths shall be finished in stone or to match the material of the main building.

Decks shall be made of timber.

Signs shall be made of wood or metal.

Retail Awnings shall be a light metal armature stretching a non-translucent canvass membrane, preferably retractable.

Sunscreens shall be made of wood, metal or anodized natural aluminium.

Balconies or Railings shall be made of wood, metal or glass, the detailed design to be approved by the Town Architect

CONFIGURATION

Chimneys where exposed shall extend to the ground.

Cantilevered Balconies shall be visibly supported by brackets and shall not exceed 1.0metre in depth.

Dormers shall be habitable. Dormers with sill height below the eave line shall be enclosed by wall materials to the apex of the roof. Dormers with sill heights above the sill line shall be enclosed by an alternate wall material or the roof material. Dormers shall be vertical in proportion and sized similar to but smaller than the dominant window configuration. Dormers shall be separated by a minimum of twice their width.

Roof Lanterns shall be centred in both directions on the ridge of the roof and shall only occur on principal roofs. The maximum height from the ridge of the roof shall be 1000mm with a maximum width of 1000mm. Lanterns shall be rectilinear.

Skylights are to be set back a minimum of 3000mm from the façade.

Railings shall have top and bottom rails centred on balusters. Bottom rails shall clear the floor.

Façade Signs shall be designed to integrate with store fronts and be no larger than 800mm in height by any length, and shall not be translucent.

Blade Signs may be attached perpendicular to the façade extending up to 1200m from the frontage line. Blade signs shall not exceed 500mm in vertical dimension.

Retail Awnings shall be sloping rectangles without side or bottom soffit panels.

Sunscreens shall be functional, flat and rectilinear. Detailed design should be approved by the Town Architect.

Building Numbers shall be placed on the principal building’s façade and on the alley or rear lane.

Garbage Bins shall be located within permanent enclosures when not within an alley or lane.

Service Elements and Yard Equipment shall not be visible from the street.

ROOFS

MATERIAL

Roofs shall be galvinised corrugated metal or sheet metal selected from the Town Architects list.

Gutters and Downpipes shall be made of galivinised metal and stainless steel

CONFIGURATION

Roofs shall not intersect each other and shall be either pitched, lean-to or flat.

Primary Roofs shall be gable, hip or flat. Gable Roofs to have a maximum width of 6.5m. Roofs over 6.5m are to be hipped. Flat roofs to have surrounding parapet walls to the highest point of the roof.

Ancillary Roofs shall be pitched, lean-to or flat. Lean-to roofs are to attach below the eave height of the primary roof. Flat roofs to be less than 2 degrees with a maximum width of 4.0m. Hipped or pitched roofs shall only occur when attaching to a larger primary gable.

Roof Angles shall be 30 – 45 degrees for a pitched roof and 10 to 15 degrees for a lean-to roof.

Eaves shall be flush with walls.

Soffits and Fascias shall be made of wood or metal. Soffits, where they occur, shall be parallel to the pitch of the corresponding roof.

Gutters and Downpipes shall be half-round.

Exposed Ends of Rafters shall be reviewed by the Town Architects.

Roof Penetrations including vent stacks, shall not be placed on the frontage slope and shall match the colour of the roof. Continuous ridge vents to be review by the Town Architect.

OPENINGS

MATERIAL

Windows shall be made of cedar, natural anodized aluminium, metal or painted timber, and shall have clear glass. Stained glass shall not be permitted.

Doors shall be cedar or painted timber.

Garage Doors shall be cedar, painted timber galvinised corrugated iron.

Shopfronts shall be made of wood, metal or commercial grade natural anodized aluminium.

Shutters shall be made of cedar, painted wood or natural anodized aliminium.

CONFIGURATION

Windows greater than 1sqm should address the top of the door. The maximum width of a single opening window shall be 1400mm. All windows over 1sqm are to be vertically proportioned and proportioned according to the “Golden Rectangle”. Multiple windows in the same rough opening shall be separated by 150mm minimum post of the same material and colour. Windows may be flush mounted in light-weight walls but must be set back 200mm in stone or rendered walls. Framed panes shall be rectangular with a vertical or square proportion. All windows shall be sash or casement.

Bay Windows shall extend to the floor inside and to the round outside, or be supported by visible graphics to be approved by the Town Architect.

Mulllions shall be true divided panes a minimum of 40mm wide. Panes shall be similar proportions throughout the buildings. All other types to be reviewed by the Town Architect.

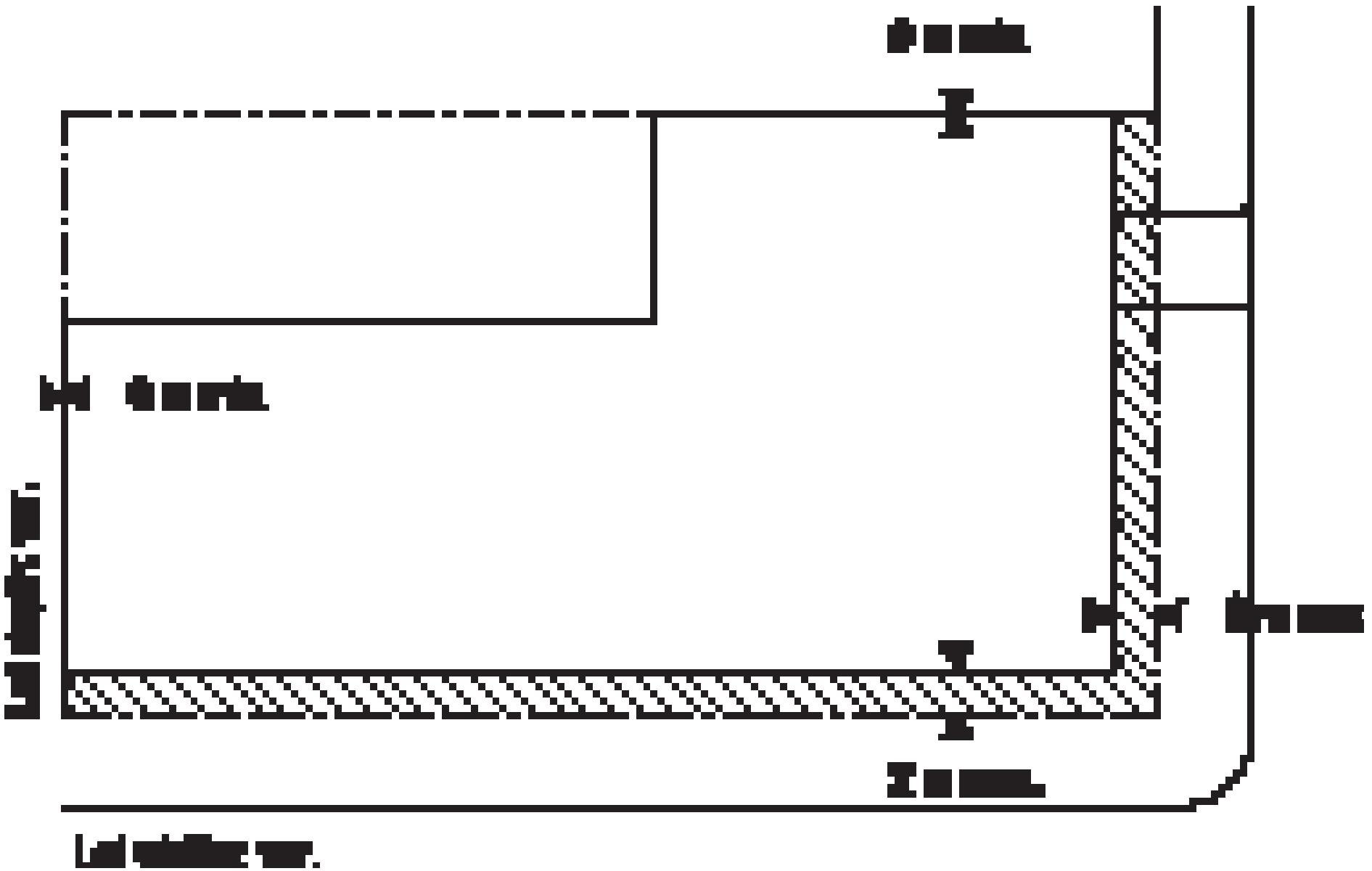
Shutters shall be either louvred or paneled, sized and shaped to match associated openings.

Doors shall be side hinged unless approved by the Town Architect, except garage doors. Single Doors shall be a minimum height of 1900m with a maximum width of 1200mm. Double Doors shall have a minimum height of 2260mm with a maximum width of 1400mm.

Service Doors shall only be provided at the rear

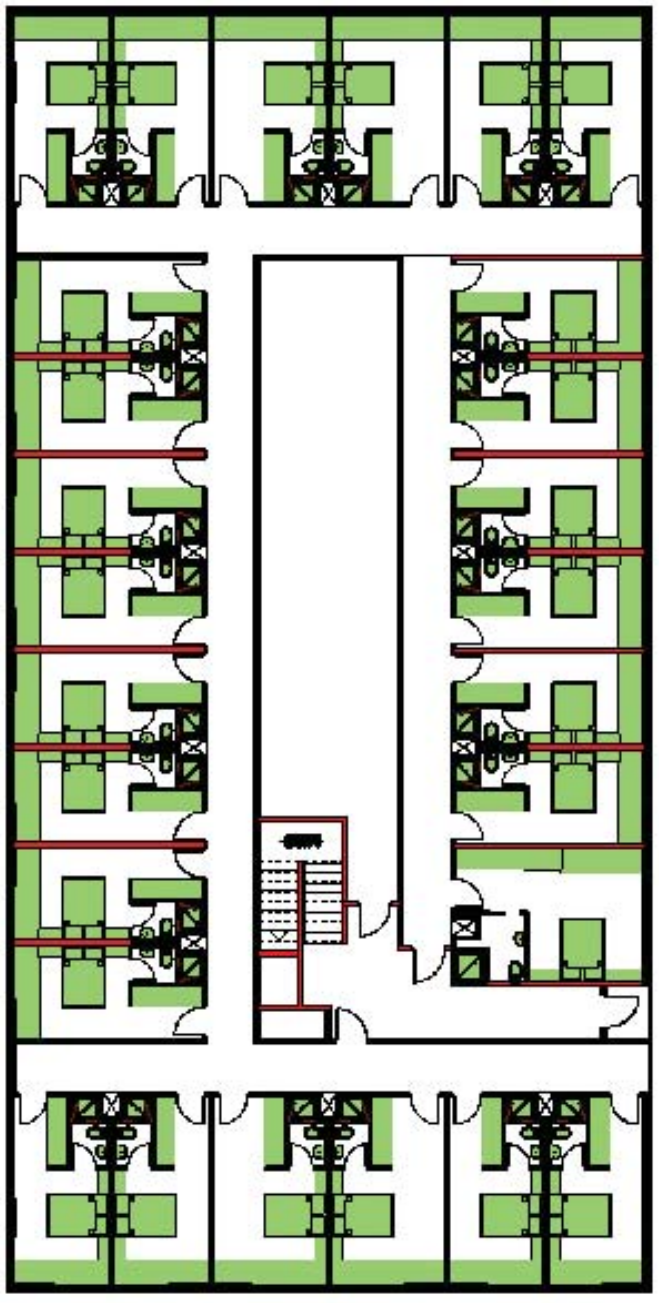
ARCHITECTURE

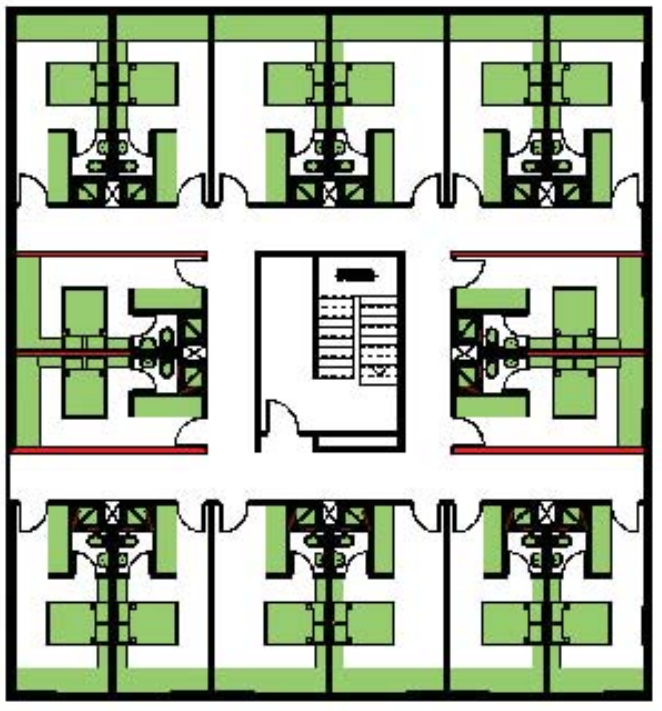
MIXED USE BUILDING



ARCHITECTURE

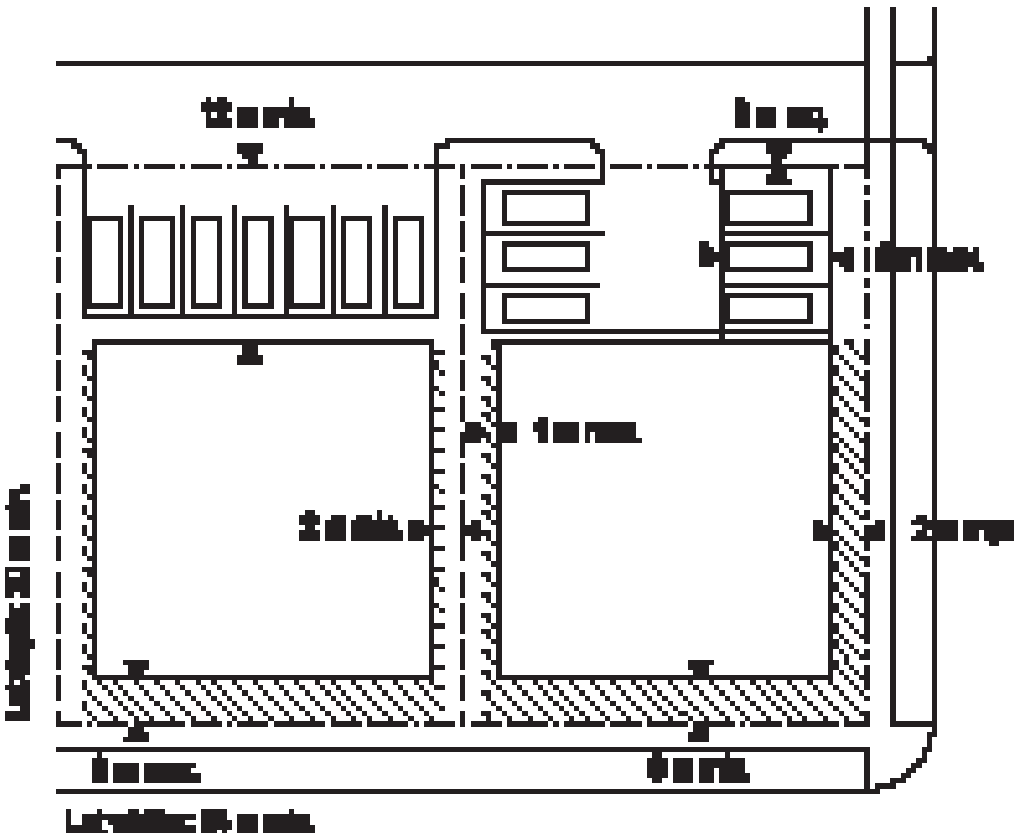
STUDENT HOUSING

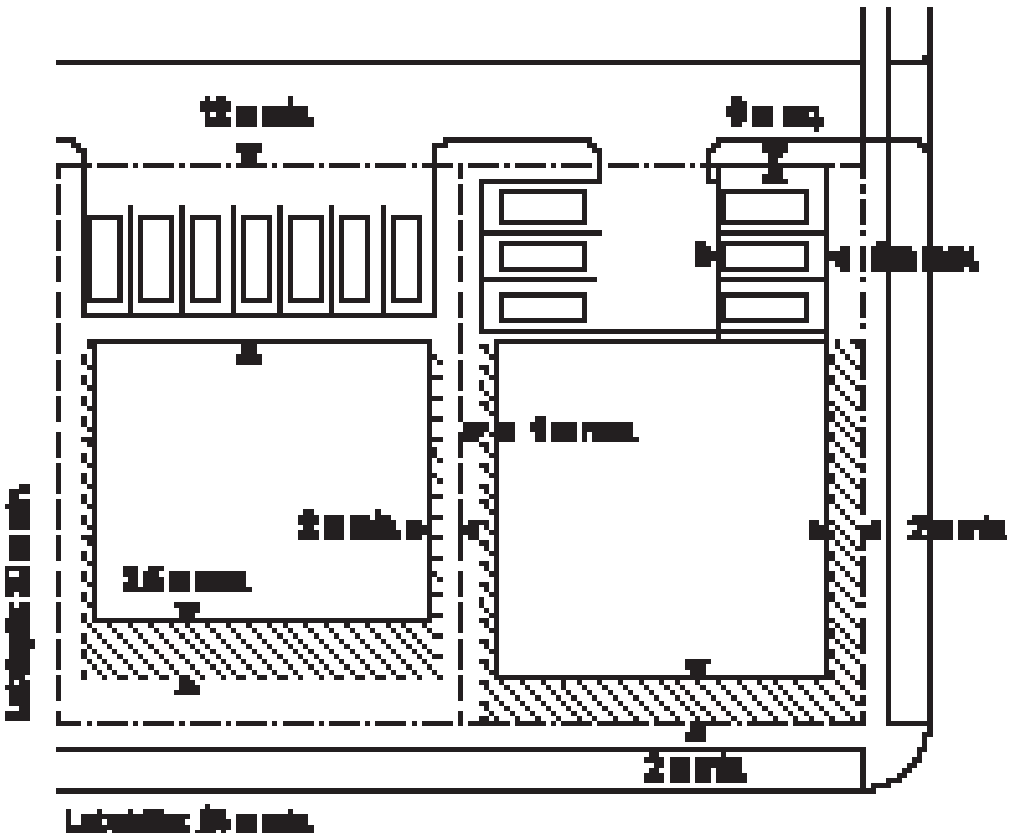




ARCHITECTURE

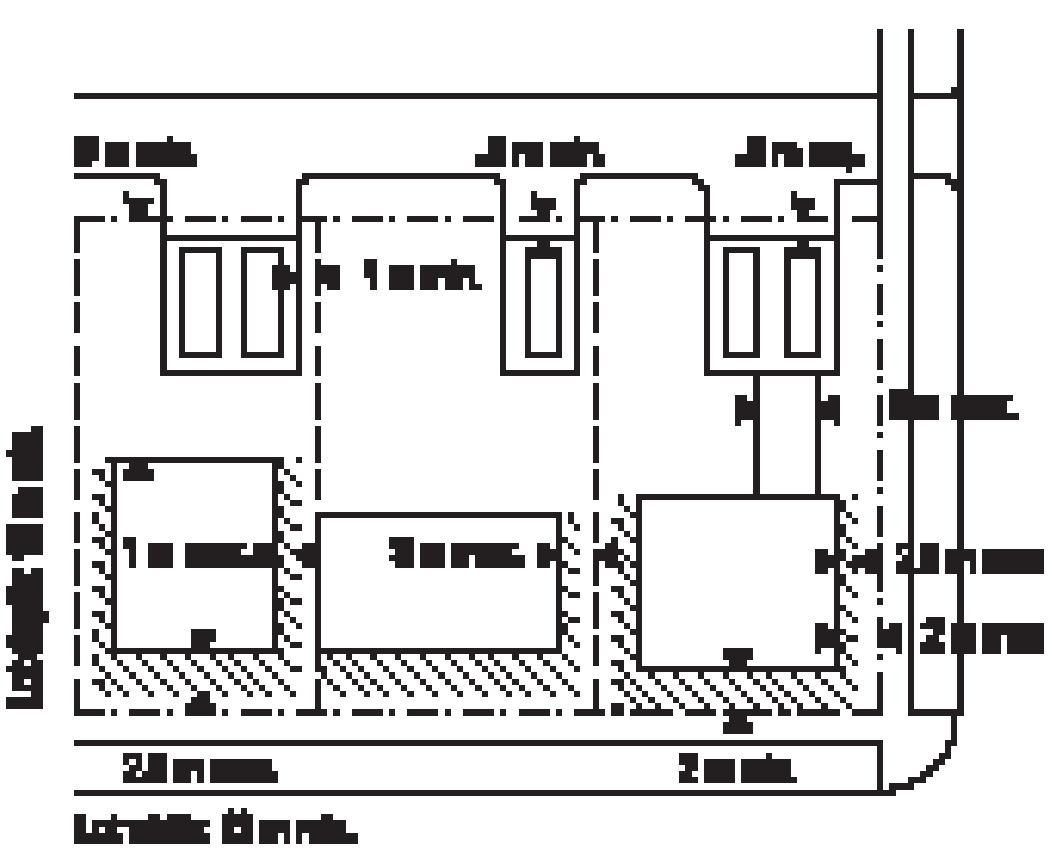
APARTMENT HOUSE

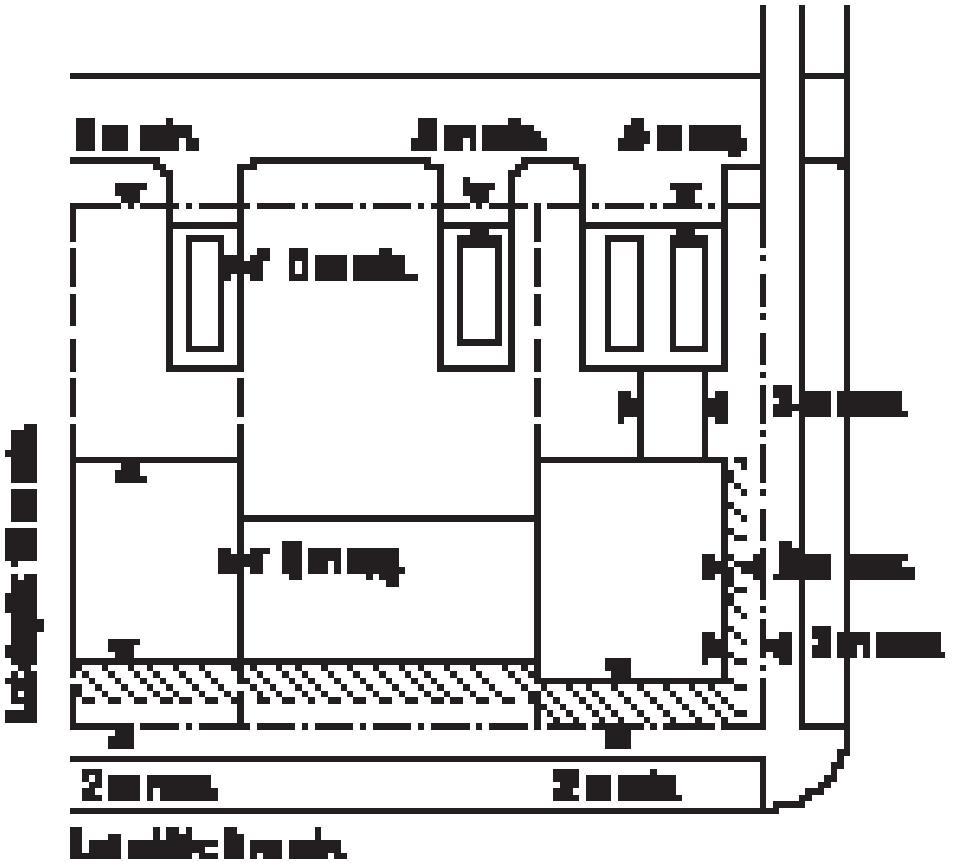


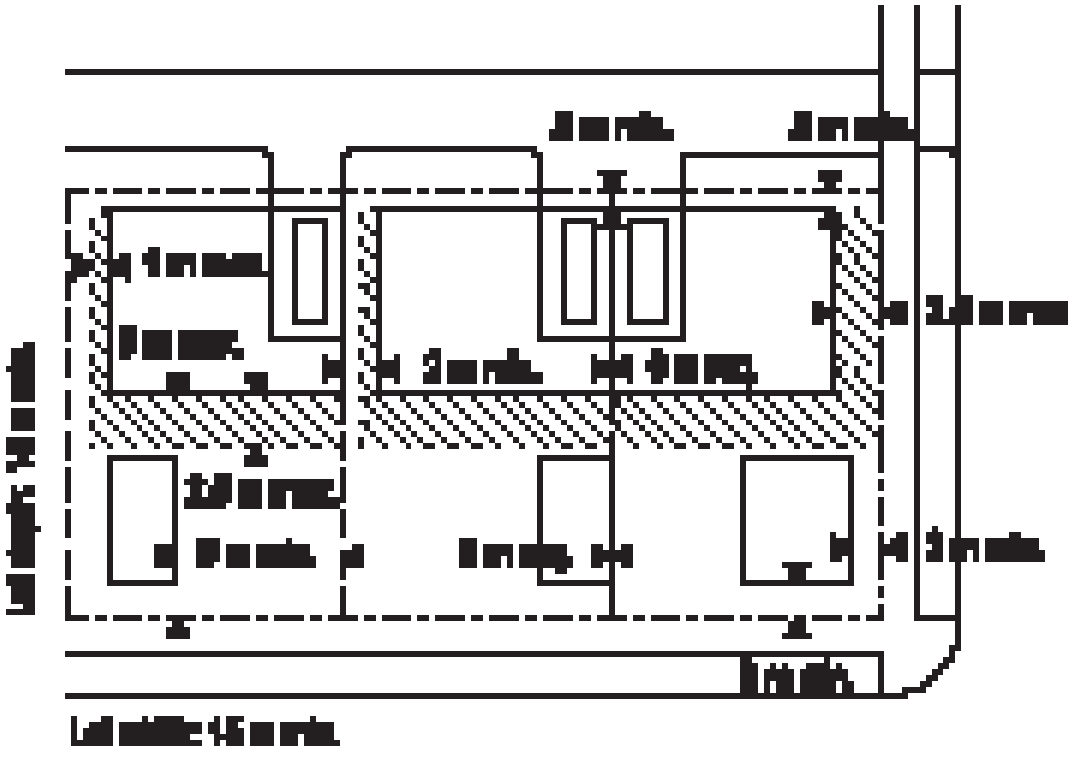


ARCHITECTURE

COTTAGE

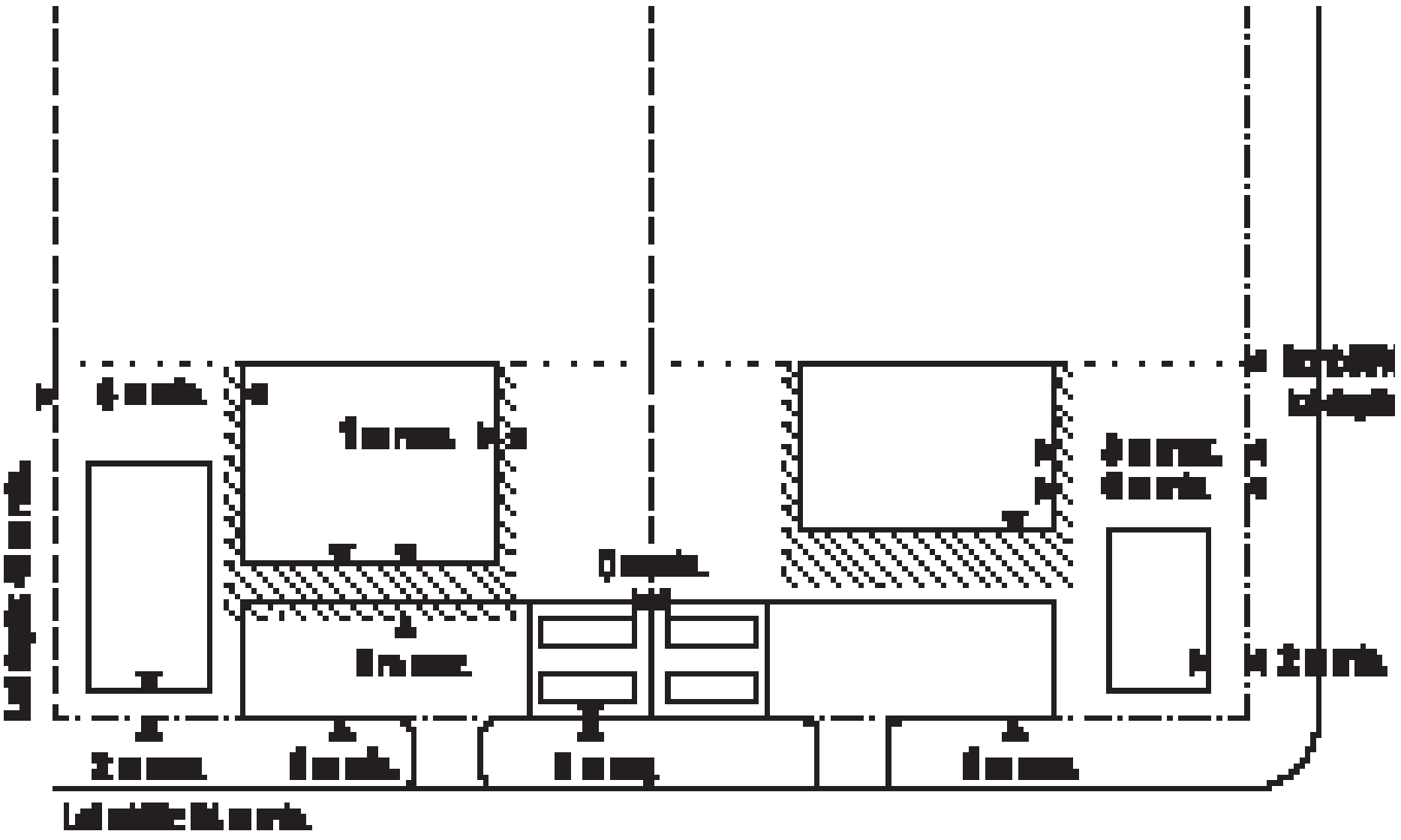






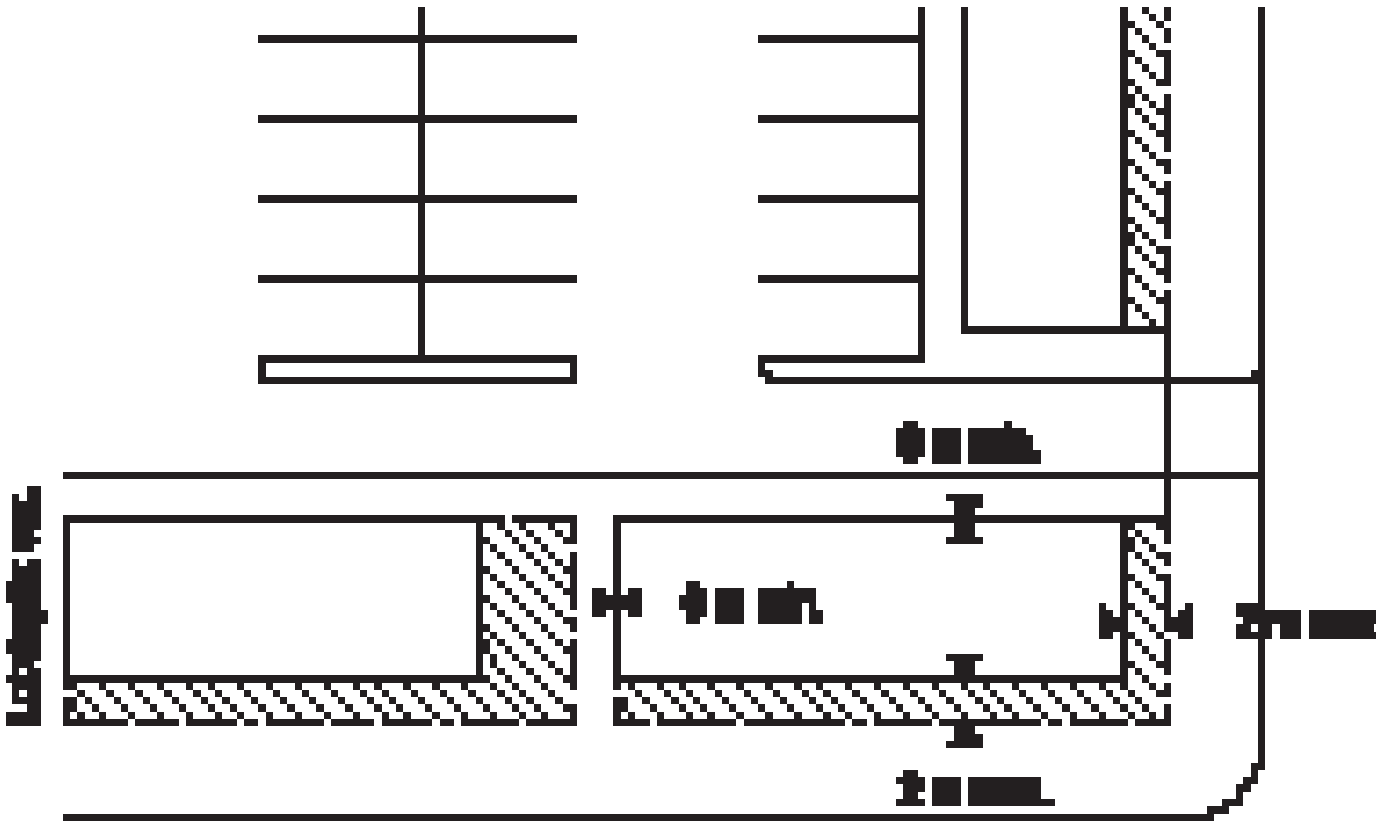
ARCHITECTURE

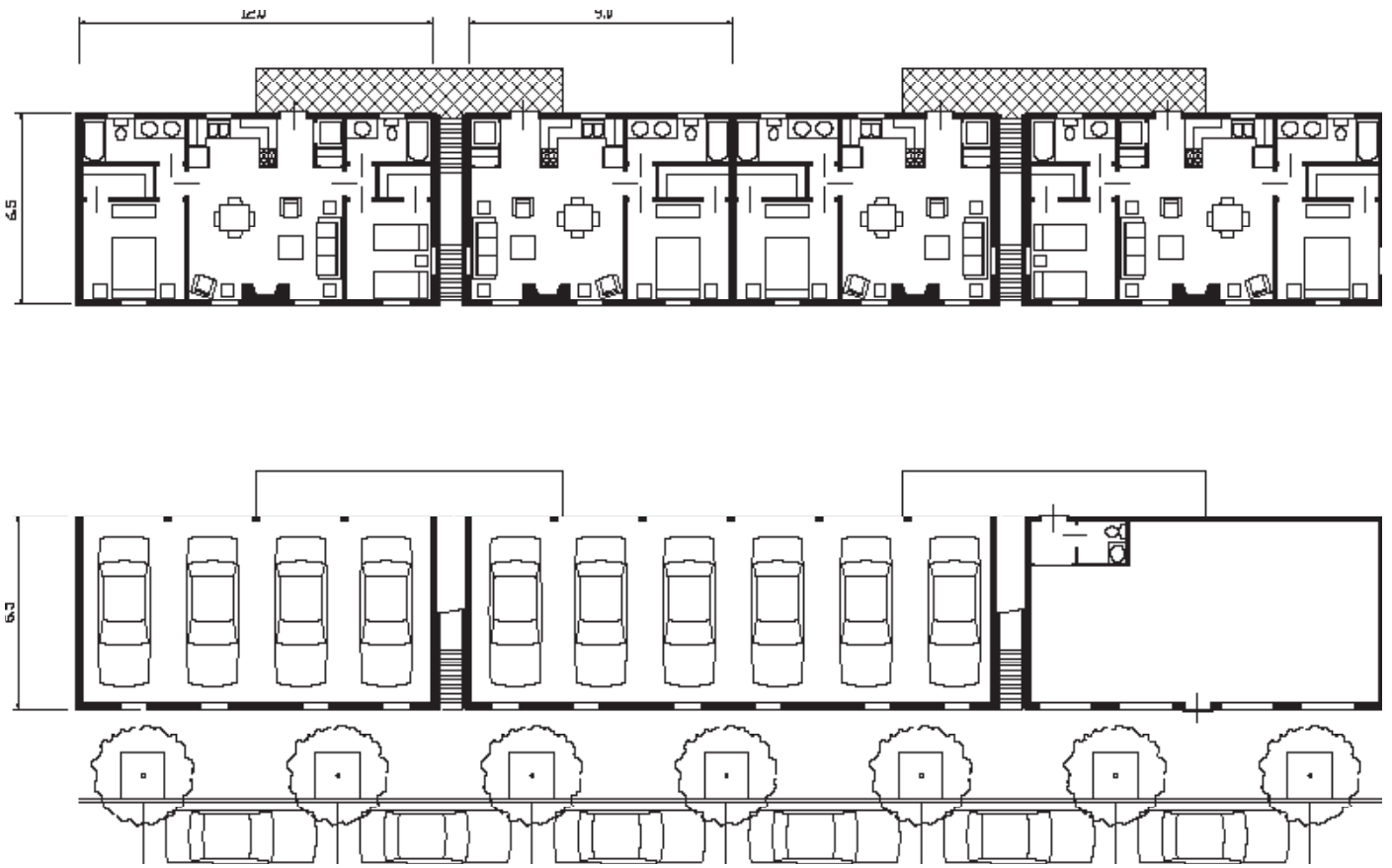
ESTATE HOUSE



ARCHITECTURE

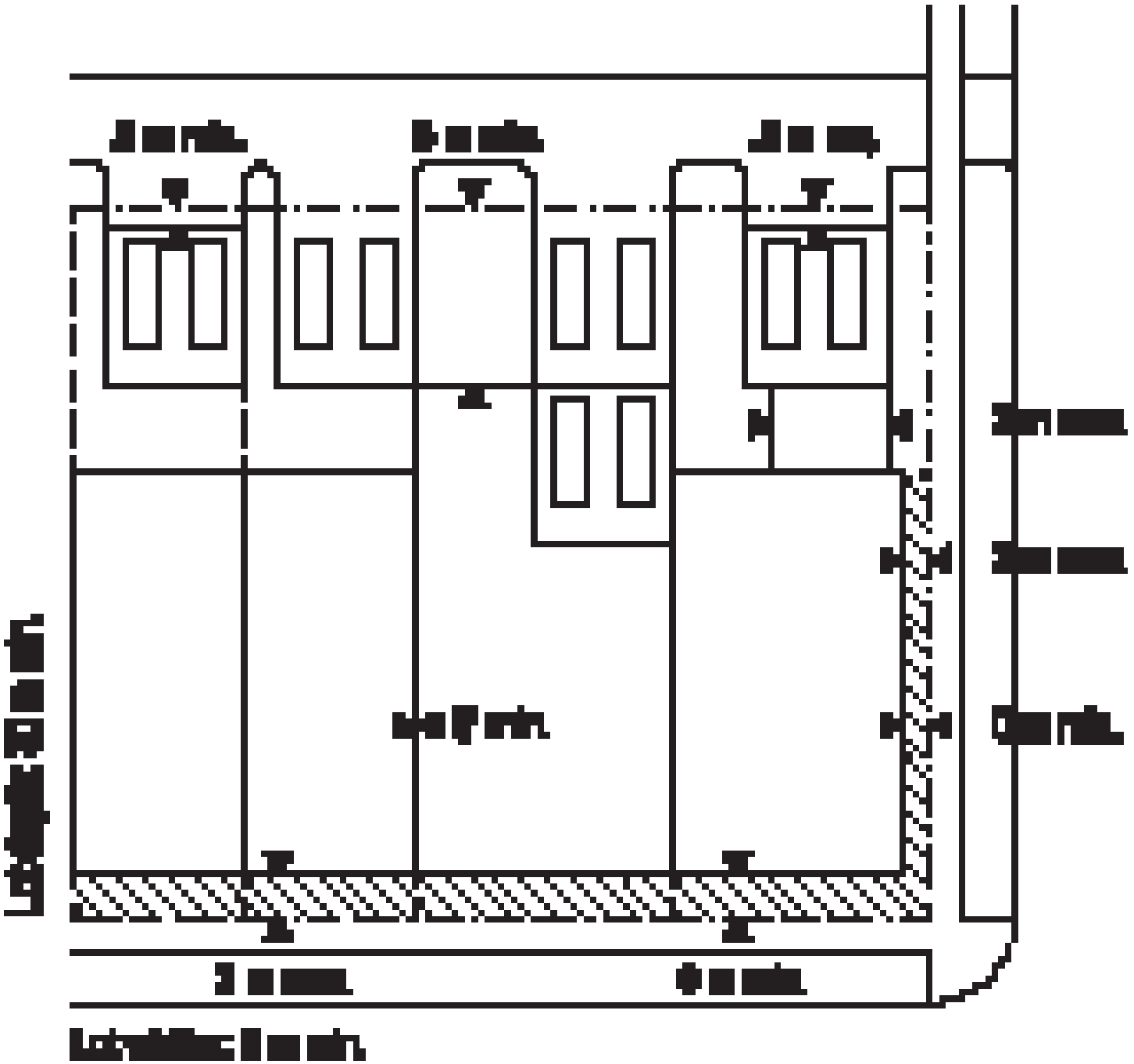
LINER BUILDING





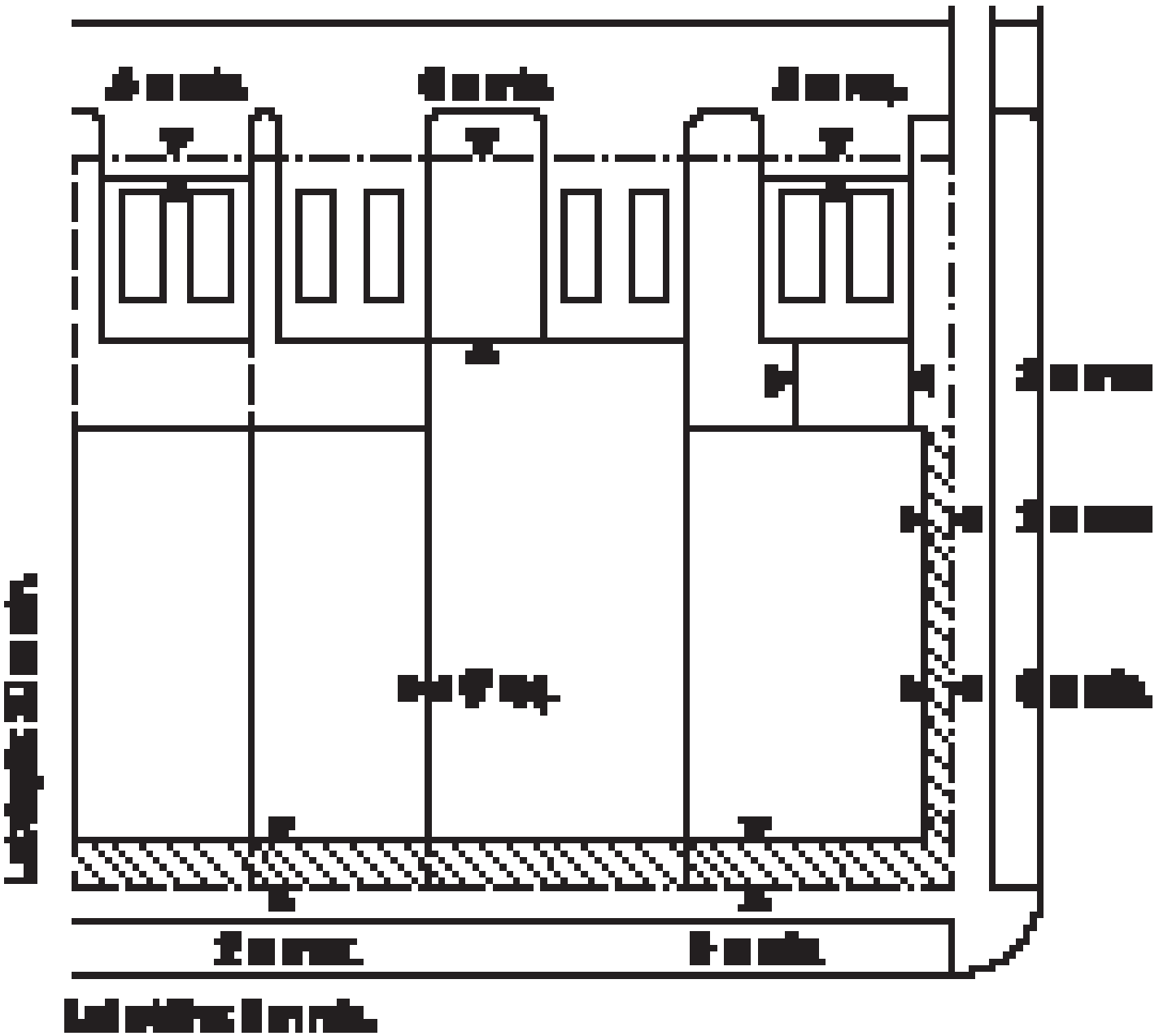
ARCHITECTURE

LIVE/WORK



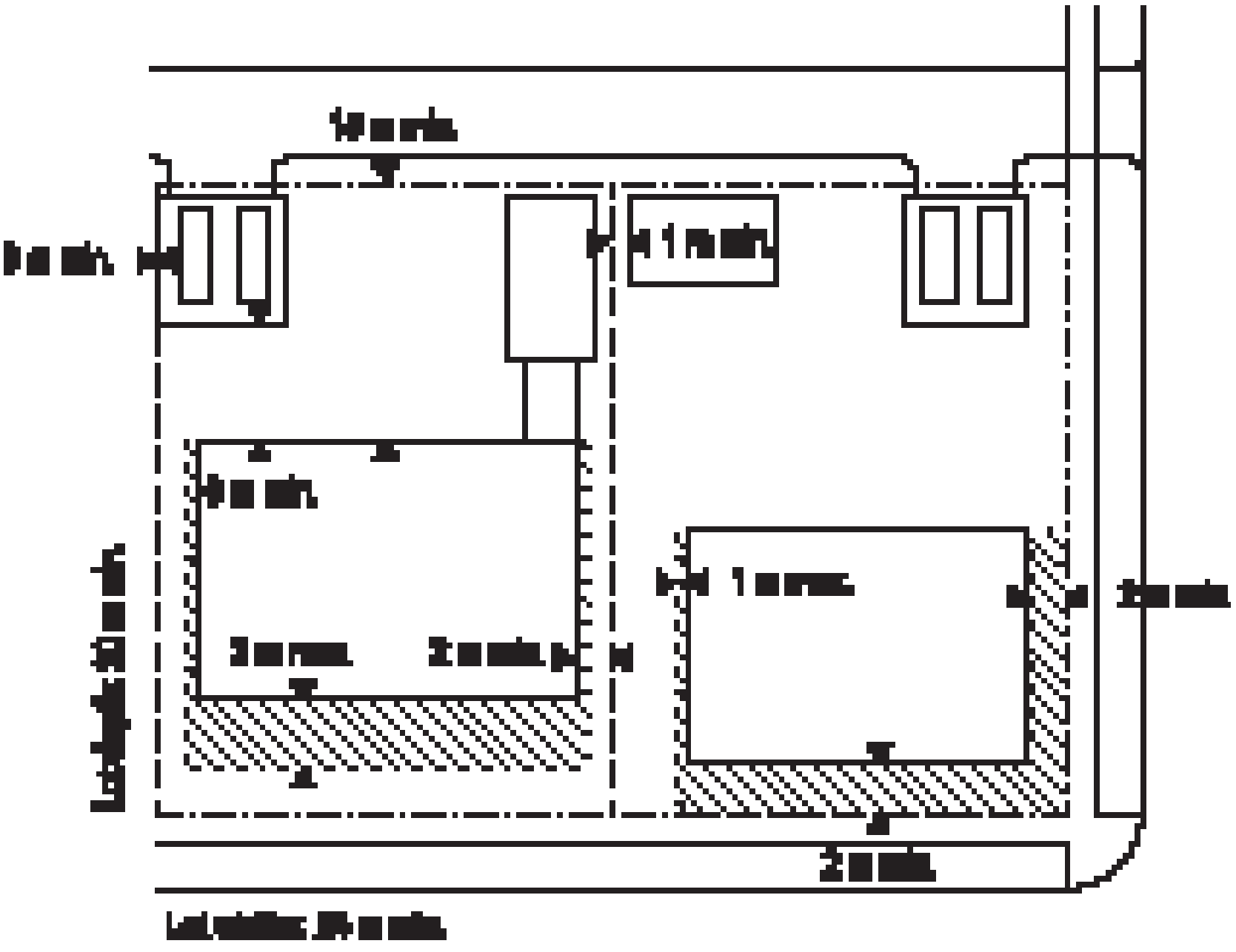
ARCHITECTURE

TERRACE



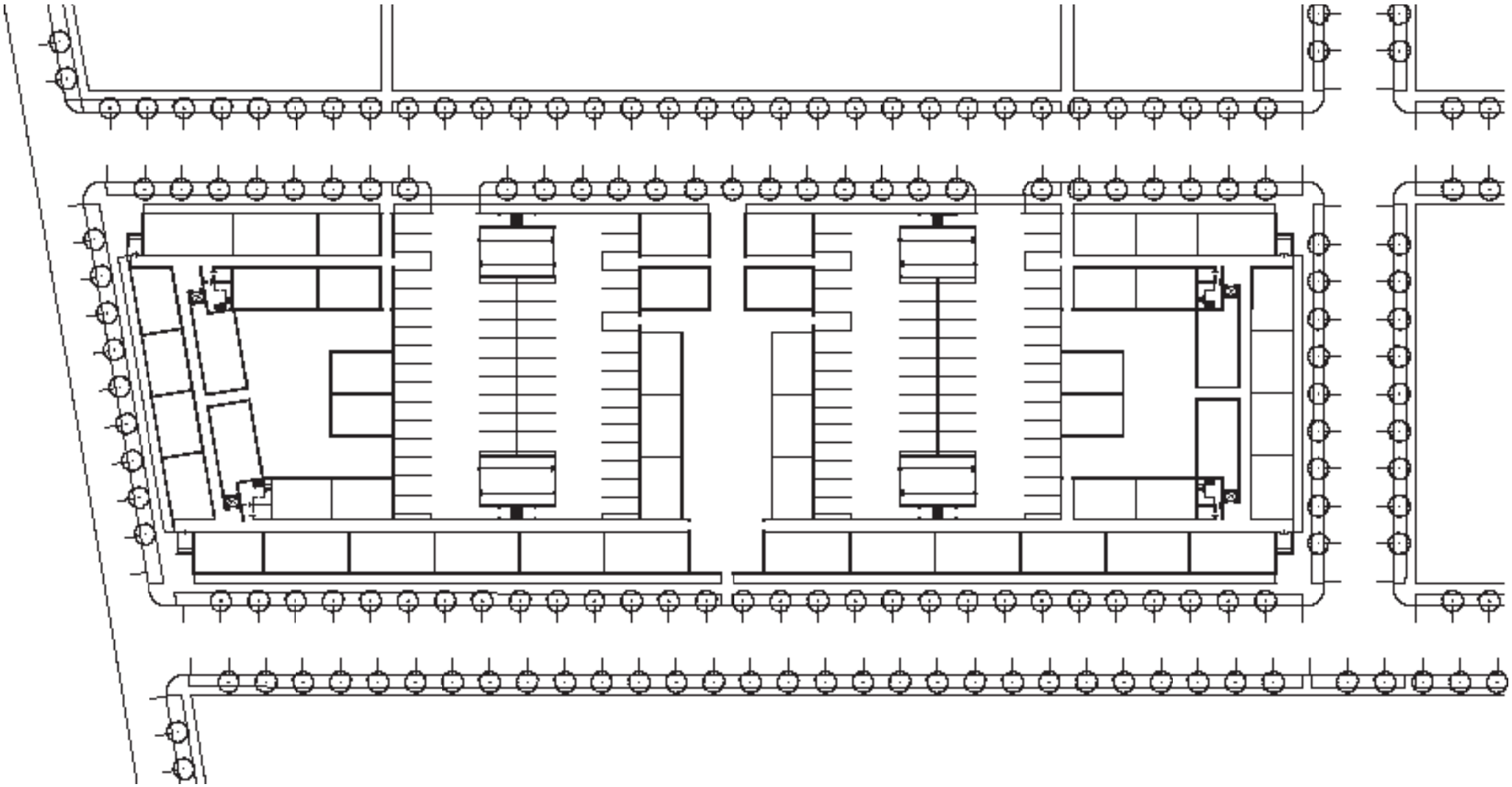
ARCHITECTURE

VILLA



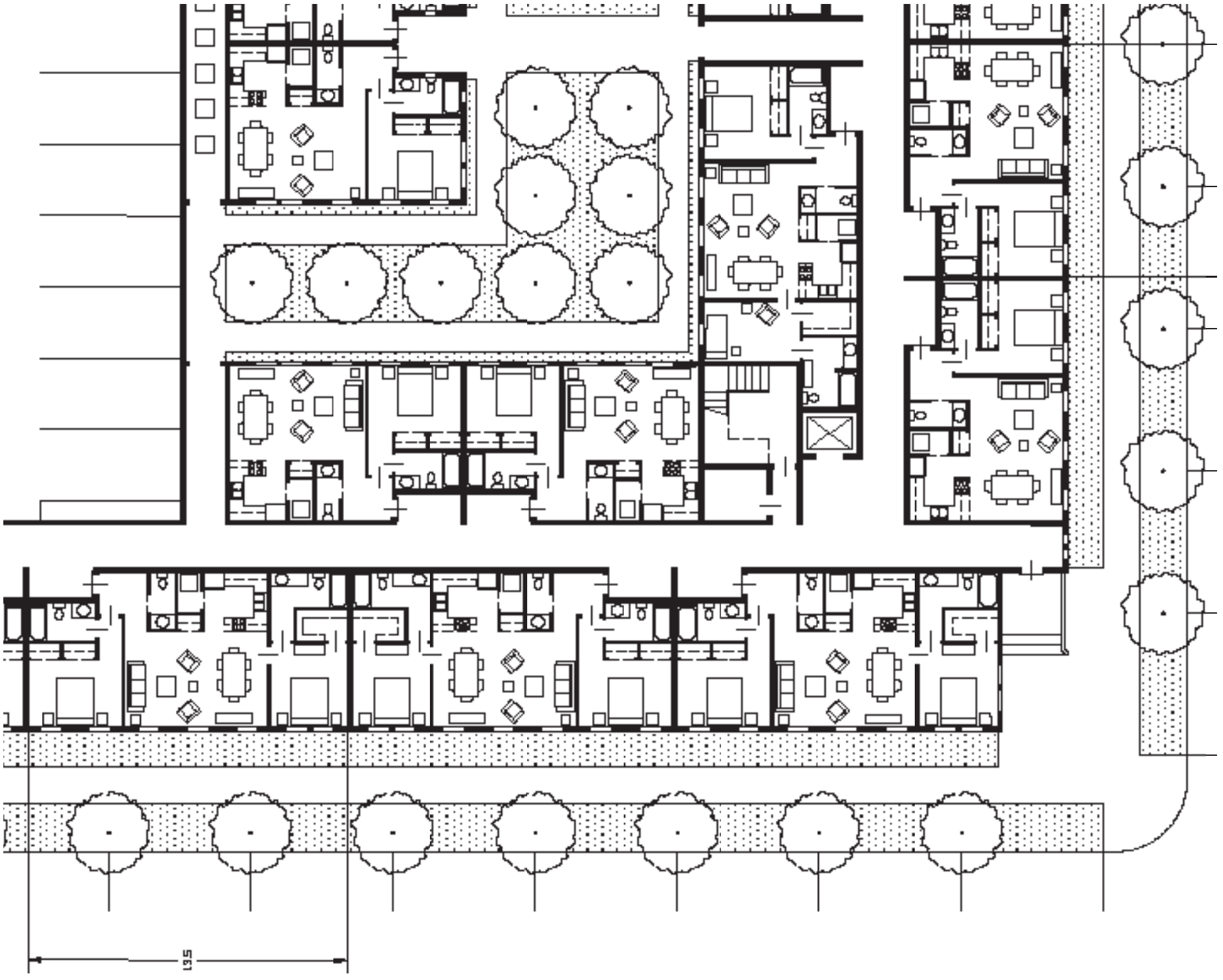
ARCHITECTURE

APARTMENT BLOCK



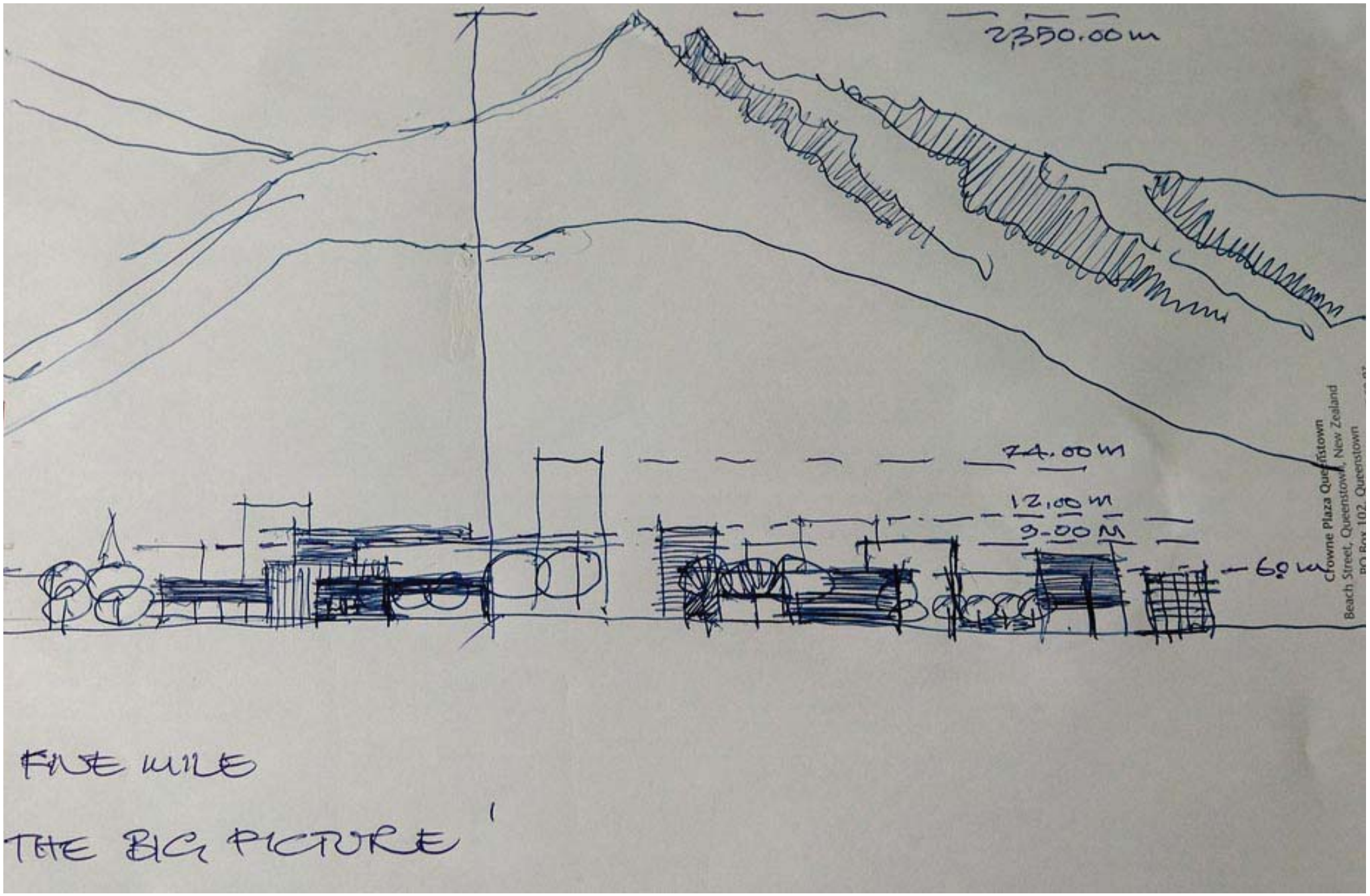
ARCHITECTURE

APARTMENT BUILDING



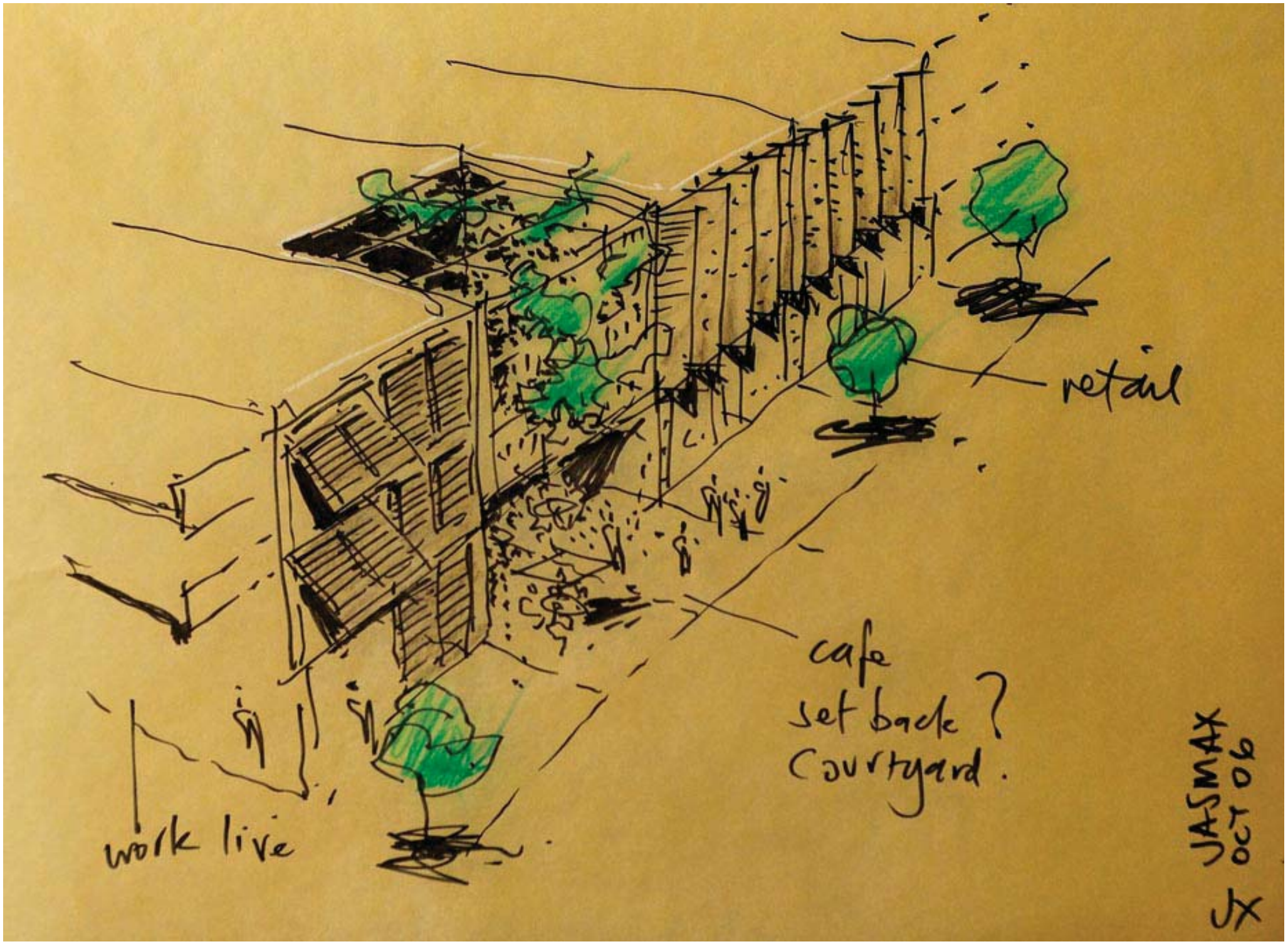
ARCHITECTURAL WORKSHOP

TOWN IN CONTEXT OF MOUNTAINS



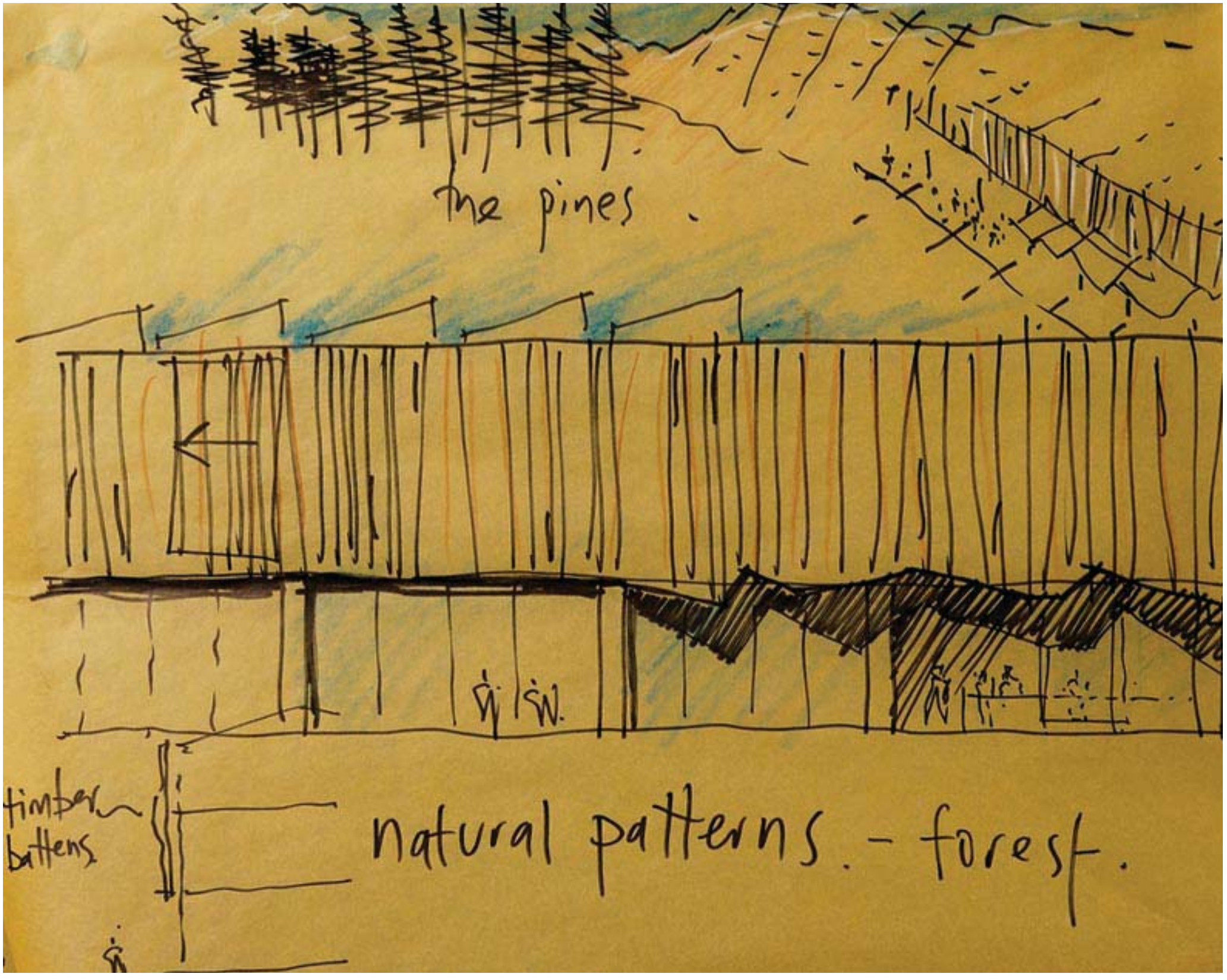
ARCHITECTURAL WORKSHOP

LIVE/WORK STREET STUDY



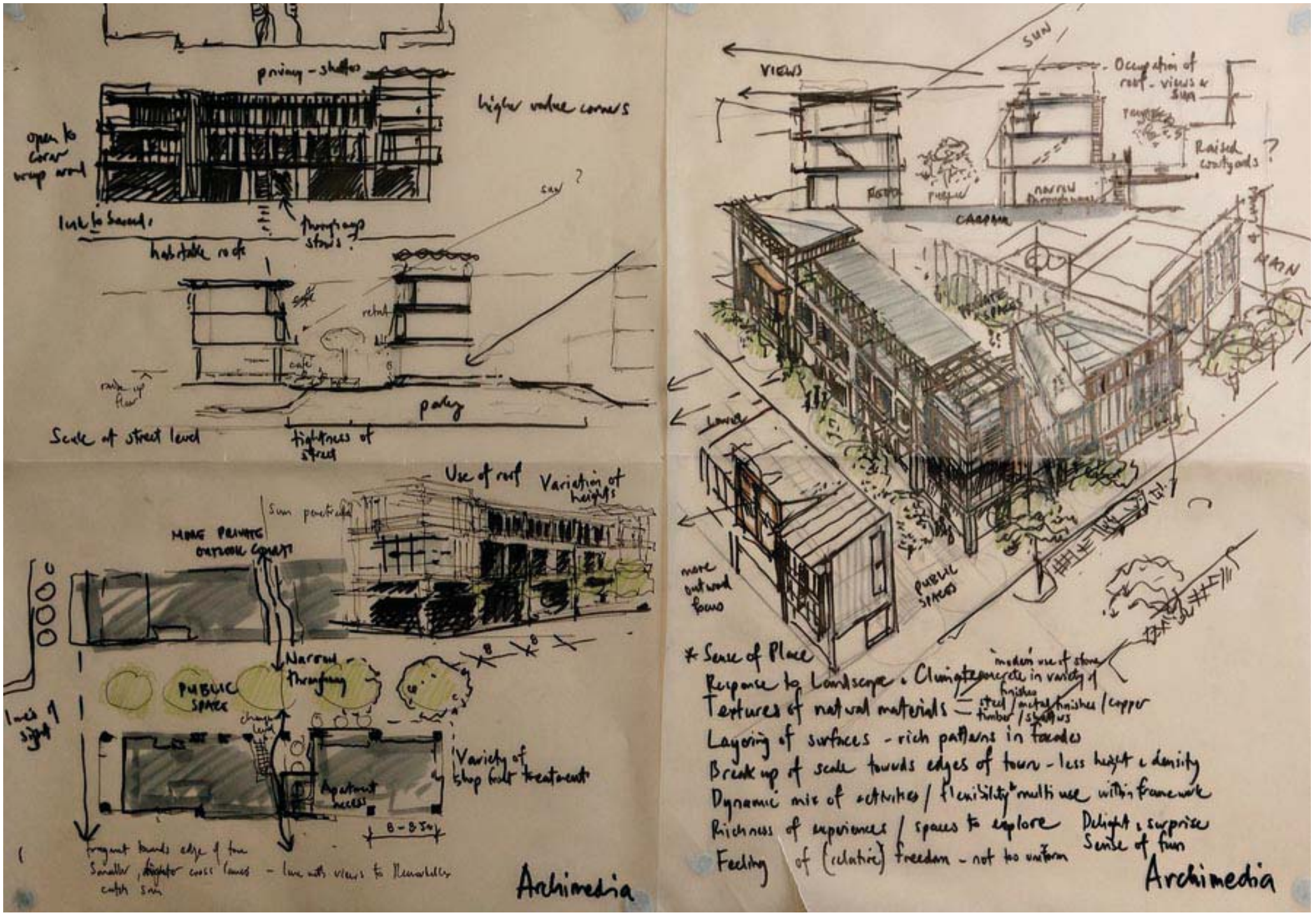
ARCHITECTURAL WORKSHOP

ELEVATION STUDY



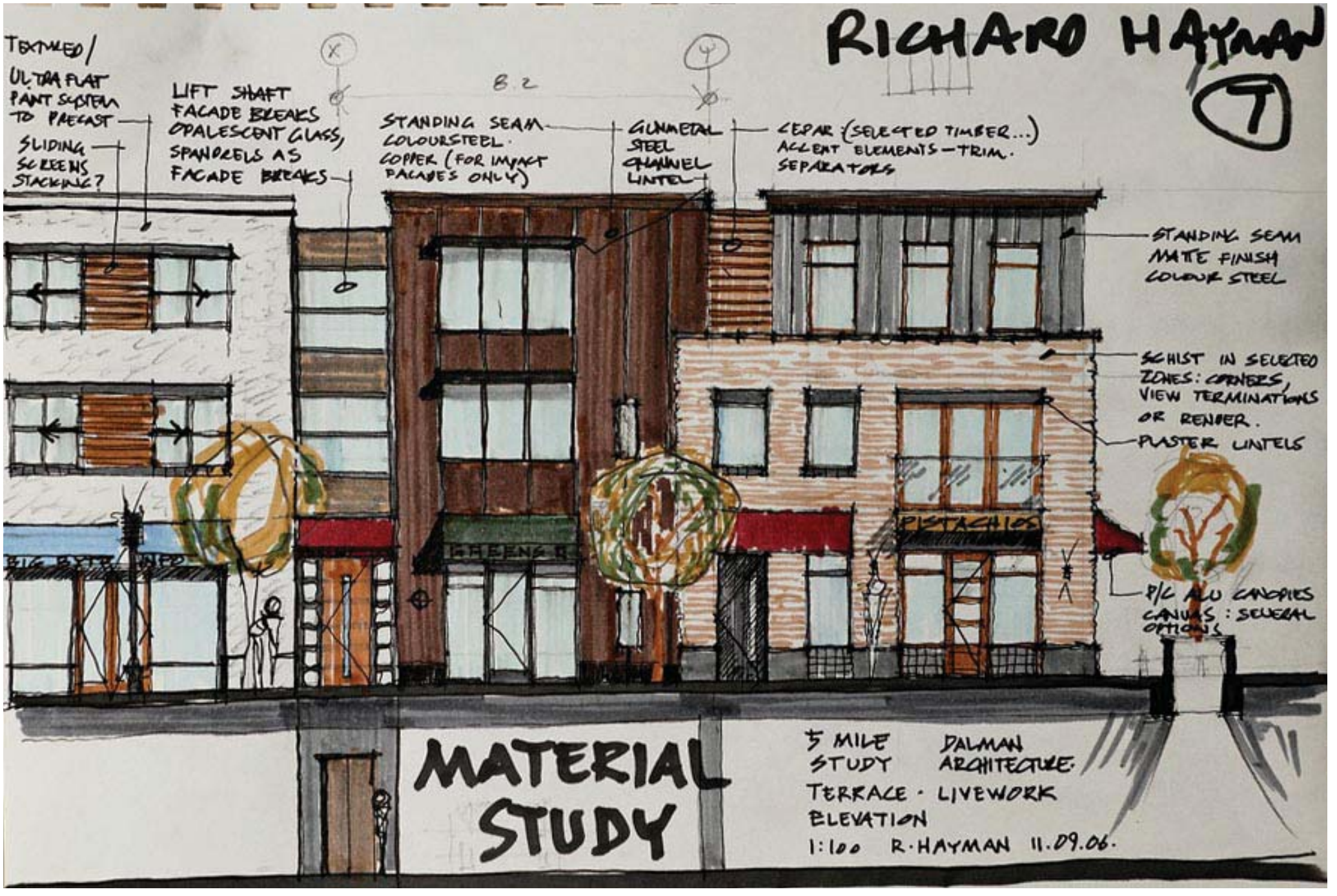
ARCHITECTURAL WORKSHOP

BLOCK AND SECTION ANALYSIS



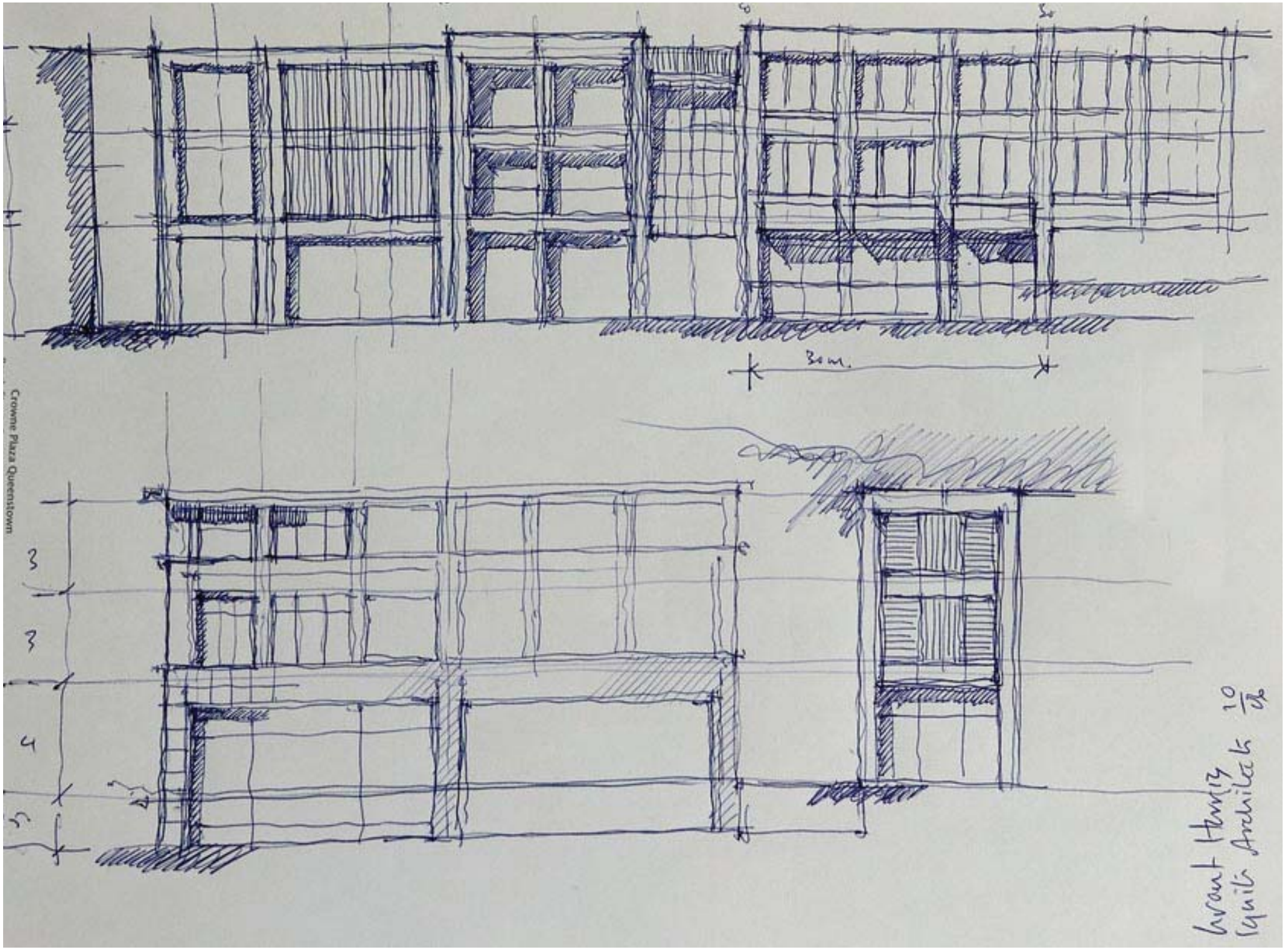
ARCHITECTURAL WORKSHOP

ELEVATION STUDY



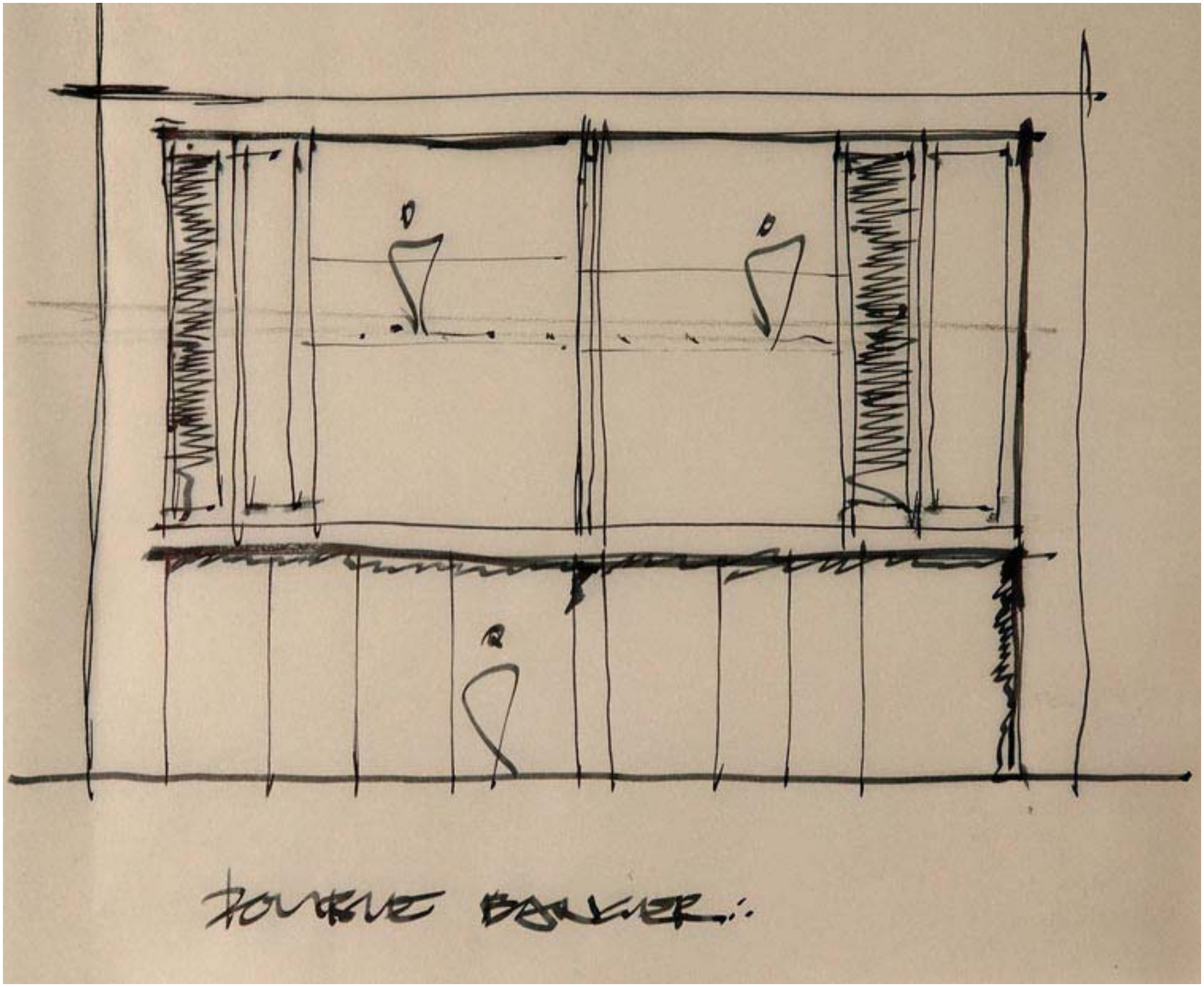
ARCHITECTURAL WORKSHOP

LIVE WORK ELEVATION STUDY



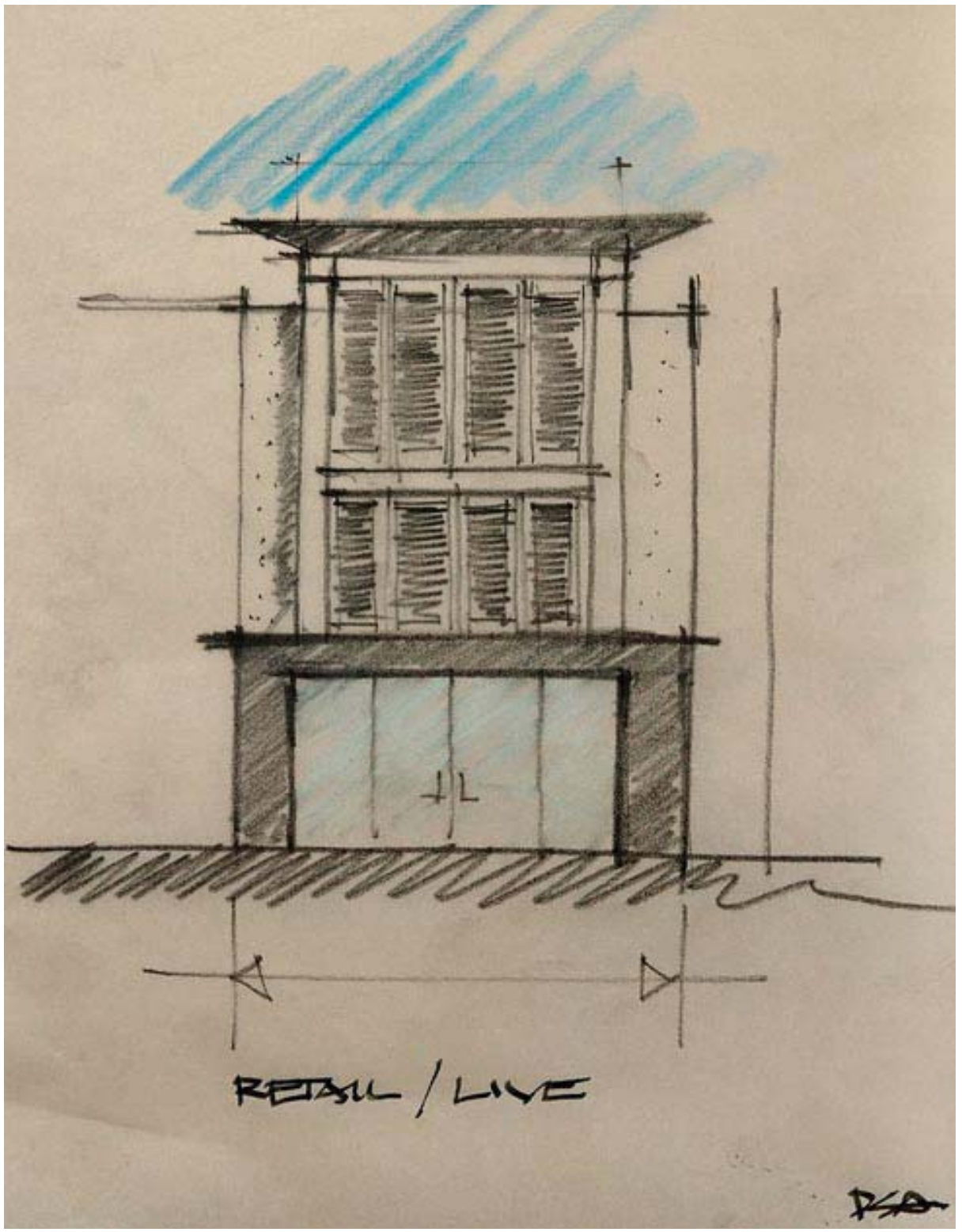
ARCHITECTURAL WORKSHOP

ELEVATION STUDY



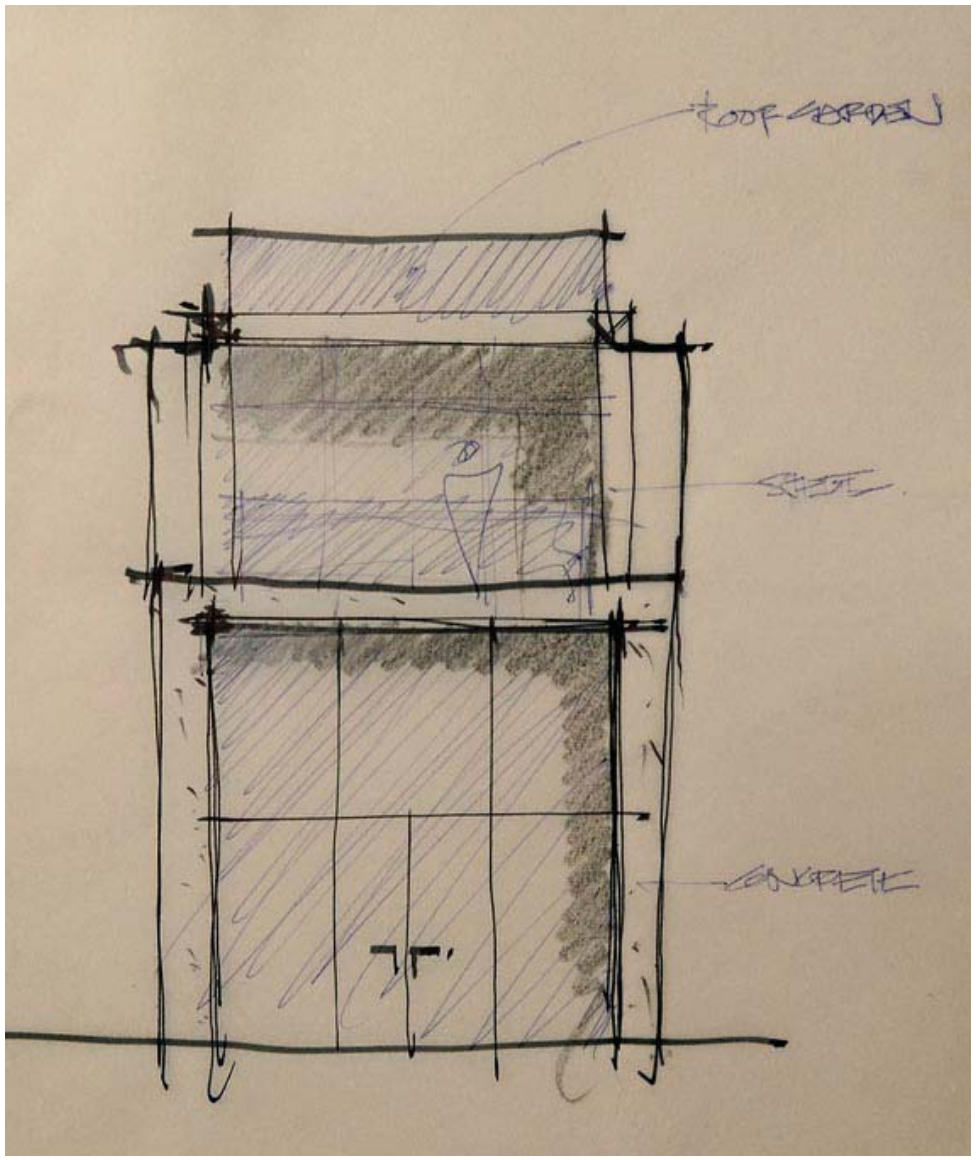
ARCHITECTURAL WORKSHOP

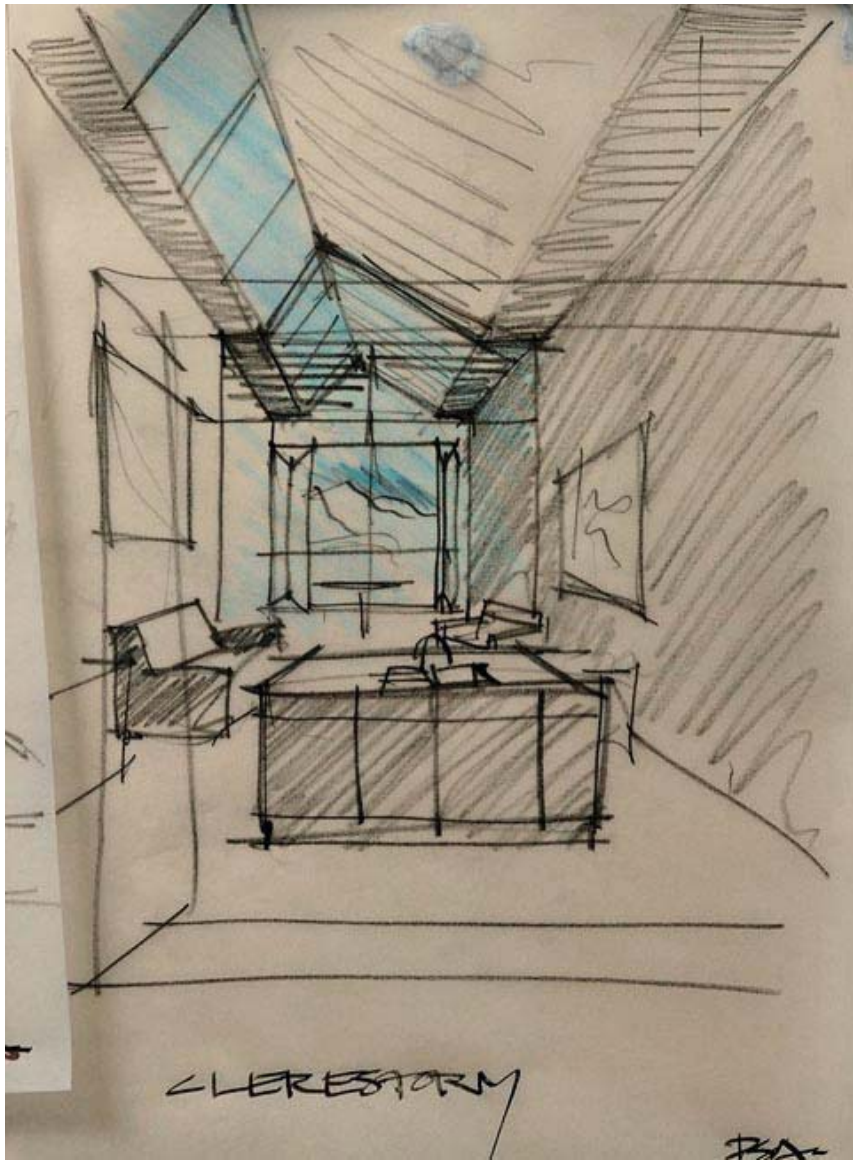
ELEVATION STUDY



ARCHITECTURAL WORKSHOP

ELEVATION STUDY





APPENDIX

APPENDIX

VILLAGE SQUARE AND CHURCH

APPENDIX

SECOND WORKSHOP STAGE 1 MAIN STREE

APPENDIX

MAIN STREET AND FARMERS MARKET

APPENDIX

BOULEVARD

APPENDIX

RETIREMENT HOUSING