

The following analysis provides an assessment of the proposal against the criteria set out in Attachment C of the QLDC Lead Policy – 26 October 2017

1. Integrating into the Neighbourhood

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

The Masterplan and the location of the SHA have carefully considered the opportunities to connect into the existing street network. The position of the SHA area at the north eastern end of Cemetery Road has been specifically chosen in recognition of the established street pattern that adjoins Cemetery Road in this location and the opportunity it creates for development south of Cemetery Road to connect into the network, an attribute not present further west along Cemetery Road. Accordingly the Masterplan has focussed the street network on Capell Ave, Sentinel Drive and Grandview Road.

Capell Ave, although not formed at this point provides pedestrian and cycle access back into the existing township and lakefront and therefore this connection into the site is considered a key 'main street' in the future hierarchy and will be the focus of the proposed community hub/commercial area in recognition of this connection and the ability for Capell Ave to reinforce the integration of the development with the existing township.

Sentinel Drive is proposed be the location of the first stage of development in recognition of the existing residential character that fronts Cemetery Road in this location, which provides an existing character to draw upon in the development and treatment of Cemetery Road on its southern side.

The grid network of streets proposed in the master plan will also ensure a high level of connectivity within the development whilst north-south connections onto Cemetery Road will reduce the need for individual lots to directly access Cemetery Road and therefore replicate and reinforce the established treatment in this area of Cemetery Road.

b. Facilities and services - Does the development provide (or is it close to) community facilities, such as shops, schools, parks, workplaces, play areas?

As noted above and discussed in the body of the EOI a Community Hub/Commercial Area is proposed within the Master Plan and is located on an extension of Capell Ave. This location has been identified given the opportunity for Capell Ave to connect directly back into the existing township and lakefront therefore providing a strong rationale for the proposed 'hub' to service the wider existing community as well as the proposed development.

This ability of the development to create a 'hub' is considered an opportunity given the existing township zoning provides for no commercial activities and there are limited existing amenities within the township. Hawea as a township currently relies on Wanaka for a majority of its amenities and therefore this development provides the opportunity to reduce the frequency people need to travel to and from Wanaka for everyday amenities and

services. The development will not only provide a hub to support the proposed development but also the existing township.

The masterplan has also been developed to ensure a playground and commercial activity can be co-located and can be delivered within Stage 1 of the development. This location is also well placed to contribute to the amenity of the wider community.

Consultation has taken place with the Ministry of Education and it is understood at this stage they would look to focus on Hawea Flat School. However, it is evident that given Hawea does not have a school that in the future, on a forward planning basis it would be logical for a school to be established in Hawea. In this respect Universal Developments has specially sought not to develop its land to the west of Capell Ave in recognition a School site further west of the proposed development may be a logical location, but also noting a school site may be provided in Timsfield across Cemetery Road. Therefore although a school site has not been specifically identified in this proposal (given the Ministry decision-making on this point appears to be well into the future), the Masterplan and grid network is set up to facilitate a school site to the west of Capell Ave in the future if the Ministry and Community considered it the most appropriate location.

c. Public transport - Does the scheme have good access to public transport?

Hawea is not currently serviced by public transport, however the connected street network and focus of the hub on Capell Ave and its connection back into the existing township means the development is well placed to support any future public transport network. Furthermore the 'hub' will also assist to contribute to the self-sufficiency of Hawea as a whole and therefore reduce the necessity for people to travel to and from Wanaka.

In addition, the proposed development will contribute to the critical mass of people within the community and therefore potential viability of a future public transport network.

d. Meeting Local Housing Requirements - Does the development have a mix of housing types and tenures that suit local requirements, including the need for lower cost housing options?

As has been discussed in the EOI Hawea is a natural fit for contributing to the shortage of affordable housing as its average house prices, although still high, are comparatively low when compared to other areas of the Queenstown Lakes District. Universal Developments has also worked closely with building companies to ensure three house options can be provided at less than \$550,000 in a fixed price guarantee product. It is apparent pricing at this level and with this level of certainty is rarely if at all available in the current marketplace. This demonstrates the commitment of Universal Developments to ensure an affordable product can be delivered to the market.

The master plan and street network has been designed to ensure flexibility at the detailed design stage to enable provision of a variety of lot sizes and therefore housing product. It is noted that a 'Low Density' model is proposed which would enable a range of lot sizes whilst being sympathetic to the existing character of the township, which has typically only provided larger lots sizes by virtue of the Township Zoning.

Universal Developments has also confirmed its commitment to providing a 10% contribution to the Housing Trust and has also guaranteed to provide product to the trust in Stage One to

front load a portion of its contribution. Again this illustrates Universal's commitment to the housing challenges facing the district and ability for this development to contribute to a mix of housing types and tenures.

2. Creating a Place

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

A hierarchy of streets is proposed with a 'Main Street' focussing on Capell Ave and the hub whilst access opposite Sentinel Drive will draw on this established character to provide a high quality entrance to the development. The grid street network and east west streets will also assist to form viewshafts that will then draw focus to the mountain ranges that enclose the wider Hawea basin, drawing on this sense of place in the character of the development.

b. Working with the site and its context - Does the scheme take advantage of existing topography, landscape features, habitats, existing buildings, site orientation and microclimates?

The site is flat and therefore a connected grid street pattern is considered a logical and appropriate design response. As noted above the east-west streets will form view shafts to the mountains that enclose the Hawea basin.

The predominance of north-south streets will ensure an east-west orientated block arrangement providing lots with good access to sunlight deeper into their rear yards. Given this space is private it therefore avoids a predominance of sunny northern aspects of lots on the street, which is a design outcome where privacy issues can arise.

The site is covered in exotic pines at present but as part of the development a planting species list has been prepared to over time promote biodiversity and increased bird life.

c. Creating well defined streets and places - Are buildings designed and positioned with landscaping to define and enhance streets and public spaces?

As noted above the street and block arrangement will encourage outdoor living in the rear yard of lots, which will have good access to sunlight and therefore reduce the potential for conflict in front yards caused by privacy issues. Guidelines are also proposed to ensure dwellings are designed to positively contribute to the street and avoid garages dominated the streetscape.

The master plan has also provided for street widths that can accommodate footpaths on both sides of the street, and for street trees to positively contribute to the quality of the public realm and streetscape.

d. Easy to find your way around - Is the scheme designed to make it easy to find your way around?

The legibility of the street network is grounded on the connection of key streets back to existing streets in the township. Connections to Capell Ave, Sentinel Drive and Grandview will all contribute to the overall wayfinding within the development. The 'mainstreet' focus of the extension of Capell Ave and 'Hub' will also assist residents and visitors to have a

reference point when arriving and leaving the development. The grid network of street will also provide a simple street pattern that is easily understood.

Additional way finding techniques have also been adopted such as locating the parks and playgrounds near intersections to assist with recognition and legibility.

3. Street & Home

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

Cross sections have been provided that illustrate the future street design and integration of carriageway, on-street parking, street trees and footpaths. The use of indented parking bays will also assist to visually narrow the street.

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

The orientation of lots as discussed above has been developed to reduce the potential for conflict between public and private space with a predominance of east-west orientated lots. The block depth is also sufficient to ensure lots have room behind the dwelling for private open space therefore avoiding it having to be located in the front yard.

Guidelines are also proposed to manage the street frontage of lots to ensure future dwellings positively engage with the street and public realm. The guidelines will also promote passive surveillance of the street through limiting garaging in the streetscape and allowing visual connection between the dwelling and street.

c. Good Quality homes - Are the homes well designed, comfortable, well insulated and practical, optimise solar gain, and provide good storage?

The arrangement and orientation of lots is considered the key basis for then influencing the layout and orientation of dwellings and as noted above the lots have been specifically designed to promote logical and well-orientated dwellings. Plans and renders have been provided for the three house types Universal Developments has worked with building companies to ensure they can be delivered to the market at or below \$550,000 price mark.

In addition Universal Developments has negotiated an arrangement with Infinite Energy NZ Ltd to provide a free upgrade from their base system to the next size up and no extra cost for anyone who purchases as system in for their house in the development.

Universal Developments is also exploring the possibility of an embedded solar community network, which would provide a centralised battery system for individual home owners with solar panels to feed back into.

A degree of flexibility is promoted in the subdivision within the parameters of the guidelines to ensure good sound design principles are adopted without being overly prescriptive and therefore impacting the ability of the development to provide an affordable house product.

4. Environmental Responsibility

a. Reducing environmental footprint - Does the scheme demonstrate methods for minimising its environmental footprint? And in particular does the development achieve at least four of the following:

- *Buildings are healthy and comfortable, where it is easy to keep the warmth in and the moisture out*

The site has very good access to sun throughout the year and this along with the layout of the subdivision will ensure all lots have good access to sun to ensure buildings are dry and easier to keep warm with opportunities for solar gain.

- *Minimise energy consumption through energy efficient devices, reducing appliance numbers and onsite energy generation*

As discussed above Universal Developments has negotiated a deal with Infinite Energy NZ Ltd to provide a free solar upgrade for any person who purchases a solar package for their house within the development therefore assisting to incentives the uptake of solar systems.

- *Water efficiency of taps, showers and toilets. Reusing, collecting and treating water onsite.*
- *Systems for reducing waste and increasing recycling*
- *Site and building aspect to maximise passive solar gain*

Street and block orientation will assist to ensure good solar gain to all lots. The lot shape will also assist to provide for logical storage spaces and room for recycling and waste recycling bins on site.

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

Fundamental to the Masterplan and focus of the development has been developing a masterplan that can positively contribute to Hawea becoming a more self-sufficient township. The Community Hub/Commercial area is evidence of this given the limited amenities the township currently has and the reliance existing residents have on travelling to and from Wanaka for day-to-day needs.

The proposed playground and reserve to be built in stage one will also contribute to the social cohesion and overall amenity of the development and wider community. The connected street network and link back to Capell Ave will ensure an efficient network that can contribute positively to any future public transport system. Capell Ave extending into the development will also provide a strong pedestrian and cycle route from the development back through the existing township to the lakefront.