

QUEENSTOWN URBAN DESIGN PANEL

REPORT

Frankton Flats Proposed Plan Change

11 May 2007

Present: Phil Blakely
Sam Gavin
Mark Grey
Alyson Schuler

The panel is impressed with the thoroughness of the Council Plan Change; its seems very robust. It is apparent that a lot of thought and analysis has gone into the drafting of the plan change.

General Comments

The activity areas work well, especially with the rings of concentric density from the town centre.

Pleased with the connections within the development through to the Events Centre.

Industrial area: Realise that this zoning is required and needed, however the Airport is the entrance to Queenstown for a majority of visitors – the thought of heavy transport and bus parking along the boundary of the airport is unfortunate.

The industrial area needs high quality landscaping and good building design.

Heights as depicted in the rules are appropriate as is the use of discretionary rules to allow additional heights for roofline variation. The panel would not like to see any greater heights within this area as it is the entrance into Queenstown and the foreground to the Remarkables Range. Scale is very important; the height of buildings within this area should be of a human scale.

The airport development though its master plan may not consider urban design elements as important. It was suggested that the Airport Master Plan should be considered by the Urban Design Panel.

Recommendations

The Panel expressed it's general support for the proposed Plan Change and provided the following recommendations:

1. If design guidelines are to be used within the Town Centre area of Frankton Flats (Activity Area C) they should be specific to Queenstown with a local context. The guidelines should be broad in nature. As the design of the buildings will be important

element of the development it may be appropriate for some form of charrette process or consultation as to the content of the guidelines to be undertaken. This may be similar to the Arrowtown or Town Centre Guidelines.

2. Context for the development could be gained from the historic buildings (Arranmore Farms). The farm forms an important part of the cultural history of the area; some of these elements can be used in the Frankton Flats development through landscaping and design.
3. The existing vegetation around the development especially close to the airport designation should be protected and enhanced.
4. Landscaping will be very important for this plan change, consideration should be given to a high level of prescription to the types of landscaping that are appropriate.
5. Trucks and heavy vehicles should be kept out of the town centre part of the development through roading design to assist in making the town centre pedestrian friendly. Delivery vehicles could be restricted to making deliveries outside of working hours.
6. Pedestrian access through the development is very important, especially connections to the Events centre and the Aquatic centre.