Design Principle 7:
Develop a Resilient & Adaptable Plan

That takes a long term approach and is resilient for future generations

Te Pūtahi Ladies Mile Masterplan and the associated planning variation sets out a legible plan for future growth of the area to achieve efficient land-use, transport connectivity, community amenity and sustainable water management alongside a strong sense of place and landscape identity.

The structure plan sets out a clear spatial framework to ensure that development is done well and ensures the objectives of the Masterplan are met. The structure plan and associated planning provisions work together to guide developers toward appropriate design responses to a range of local conditions. They ensure development is cohesive across the masterplan area, even as it may happen accumulatively over time. They also support consolidated strategies for shared amenity and infrastructure such as stormwater, roading, transport, open space and community facilities. The development shows leadership on climate change (net zero by 2050) through encouraging low carbon emission design, ecological regeneration, and waste minimisation

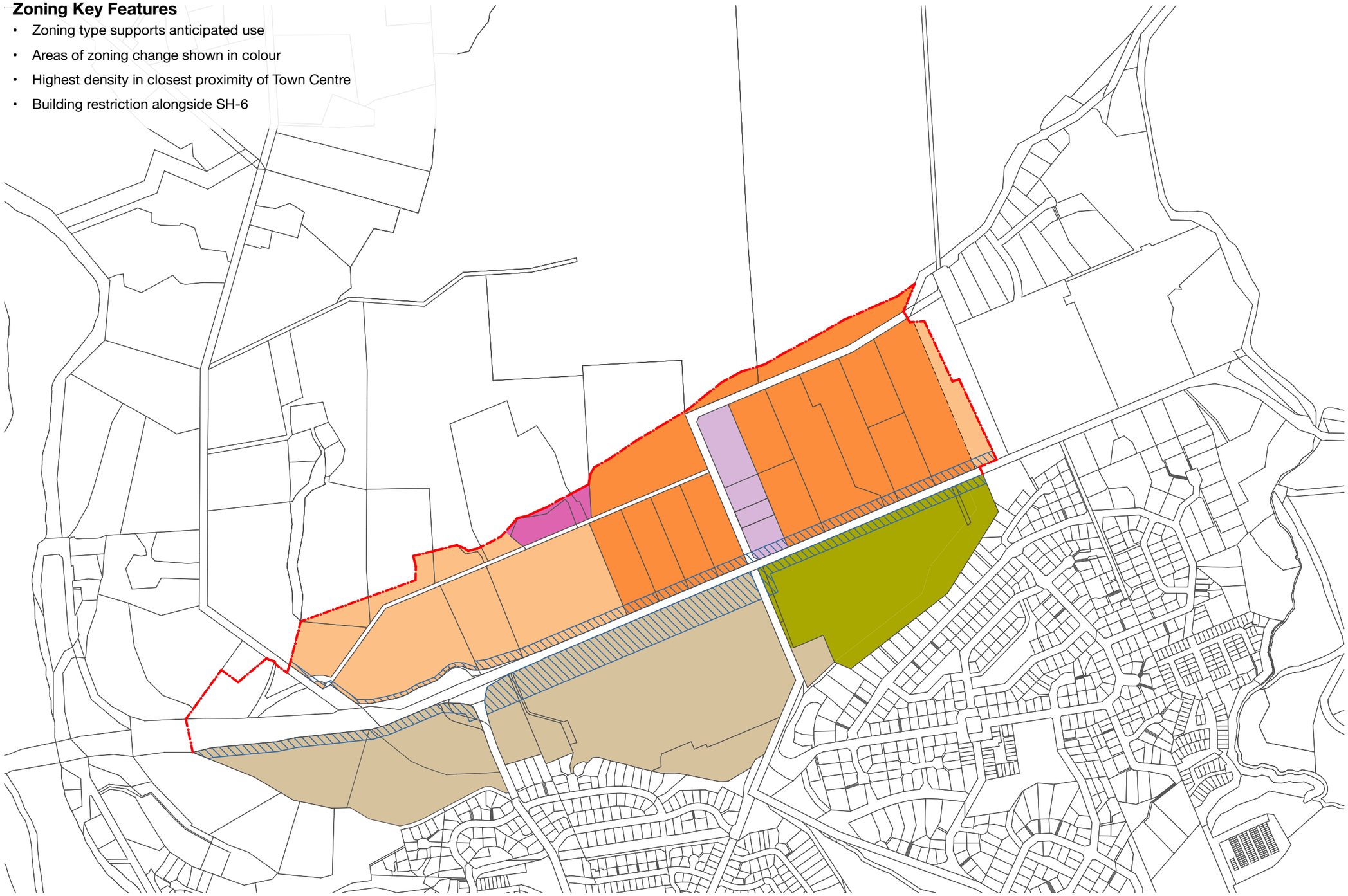
Key Moves

- Set out a legible & clear structure to future proof the land and avoid sporadic and adhoc development.
- Identify an appropriate development response that is sympathetic to the local context.
- The Structure Plan acts as a mechanism to manage development while supporting holistic and integrated future growth.

Zoning Plan

Zoning Key Features

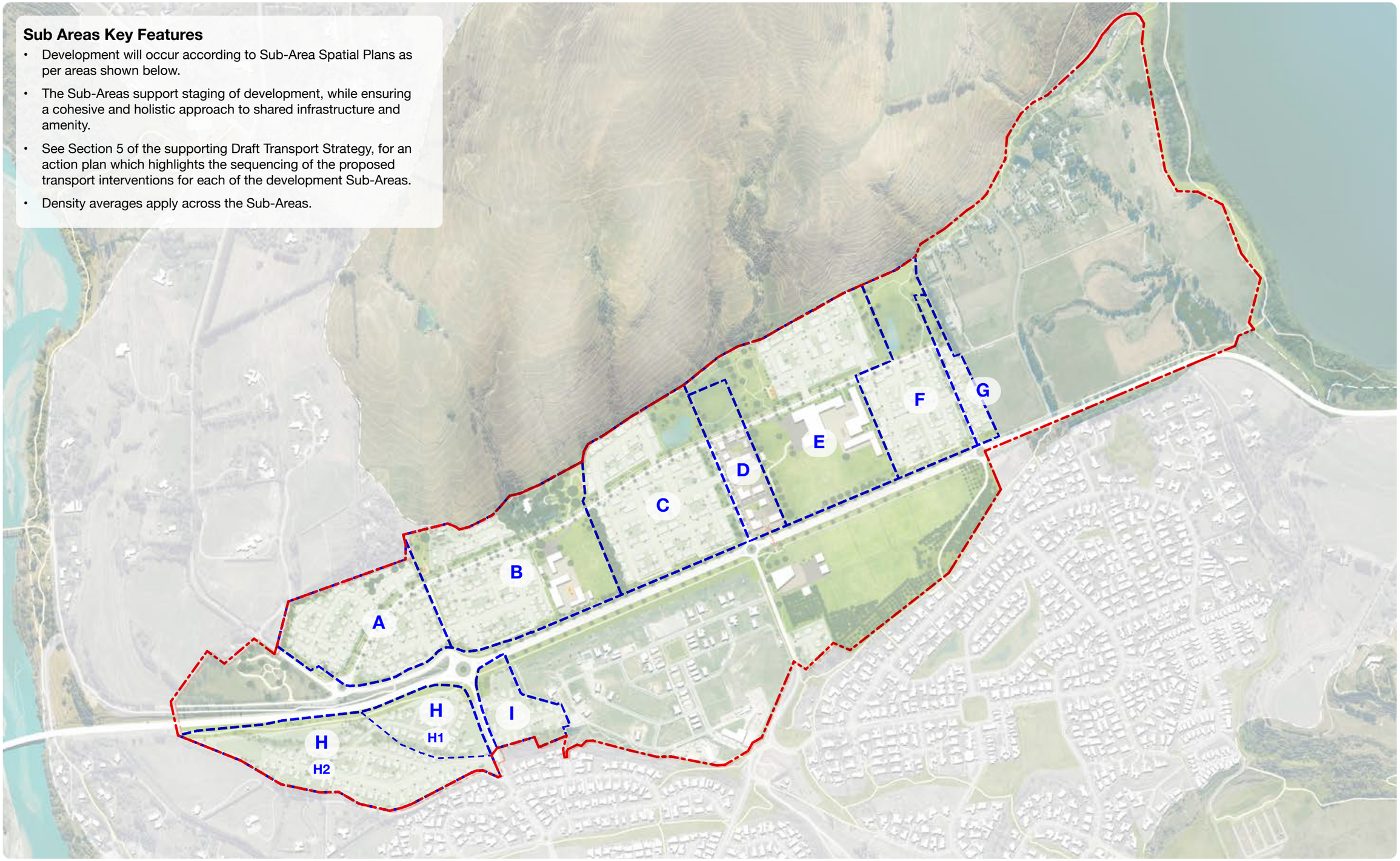
- Zoning type supports anticipated use
- Areas of zoning change shown in colour
- Highest density in closest proximity of Town Centre
- Building restriction alongside SH-6



Sub Areas

Sub Areas Key Features

- Development will occur according to Sub-Area Spatial Plans as per areas shown below.
- The Sub-Areas support staging of development, while ensuring a cohesive and holistic approach to shared infrastructure and amenity.
- See Section 5 of the supporting Draft Transport Strategy, for an action plan which highlights the sequencing of the proposed transport interventions for each of the development Sub-Areas.
- Density averages apply across the Sub-Areas.

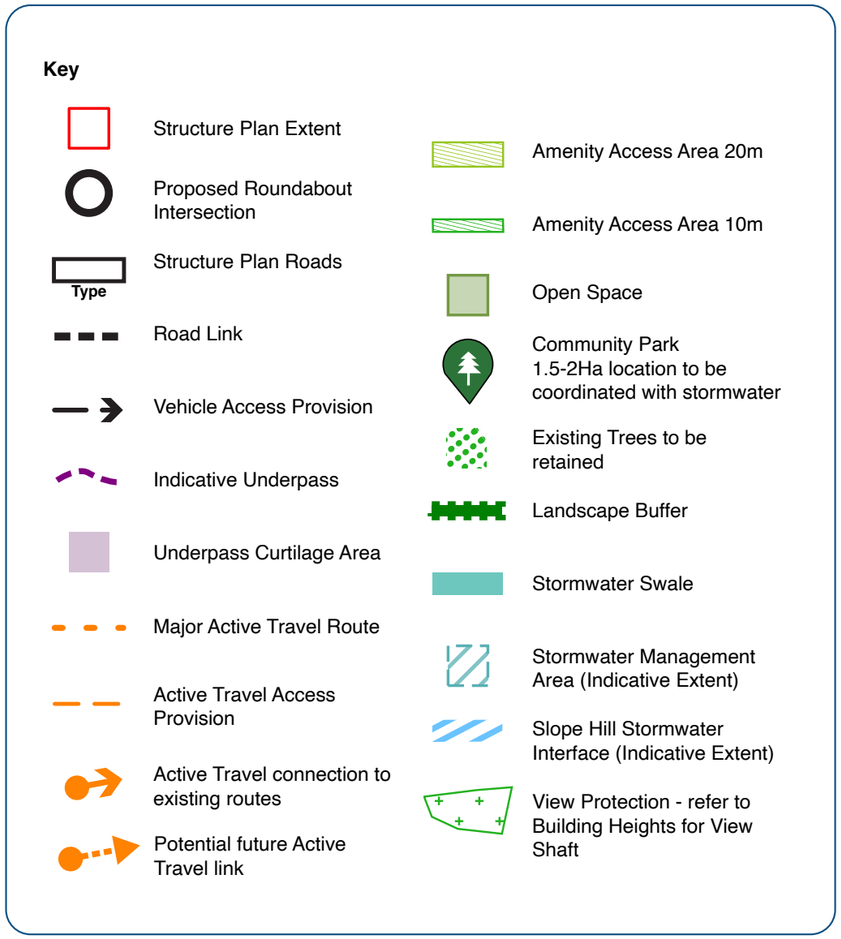


Structure Plan Moves

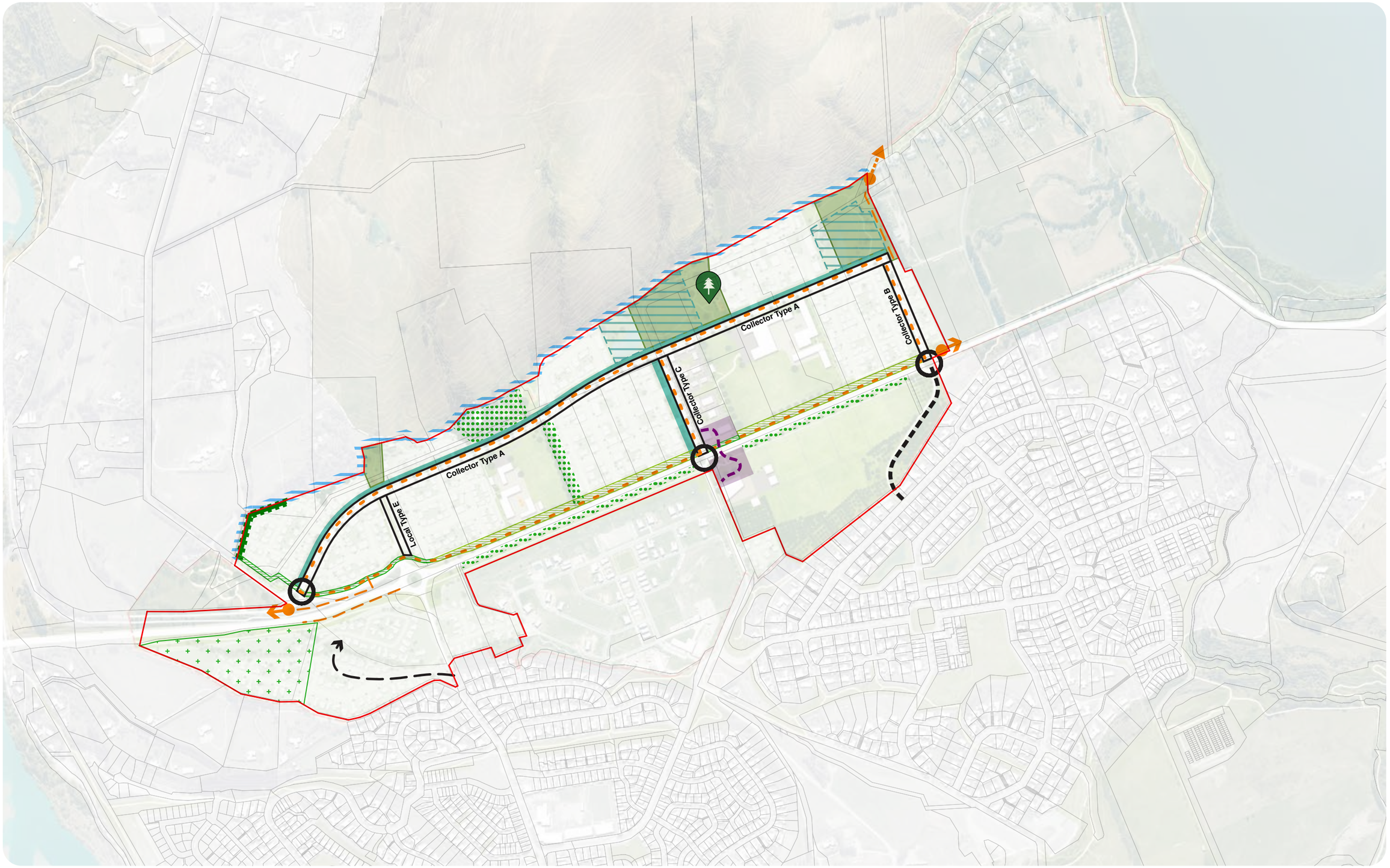
The Structure Plan Moves Diagram describes the primary moves that the structure plan supports:

- A strong transport framework to support a cohesive development.
- A strong stormwater management strategy to support a consolidated approach and to ensure enough land is allowed for to future proof in a changing climate.
- Allowances for public access and active travel links into existing trails, and access to bus stops.
- Allowance for safe crossing of State Highway 6 via underpass into the centre of Te Pūtahi Ladies Mile, with enough space to ensure a quality, accessible, and appropriately landscaped design.
- Buffer to SH-6 from development to the north via the 'Amenity Access Area' which includes active transport links and landscape treatment.
- View protection for views to surrounding mountains; Cecil Peak, Walter Peak, Ferry Hill from SH6 at western end of Te Pūtahi Ladies Mile.
- Allowance for a Road Link to Sylvan Street to future proof for increase on public transport demands.
- Open Space land and a Community Park is protected to ensure open space visual links and quality outdoor amenity for future residents.
- Key existing trees are protected to conserve landscape heritage character and provide visual amenity and buffering.
- A landscape buffer is introduced to the north west corner toward Lower Shotover Road to screen development in Te Pūtahi Ladies Mile.

Note: Please refer to Drawing 'Te Pūtahi Ladies Mile Structure Plan - General' for actual structure plan.



Structure Plan Moves Diagram

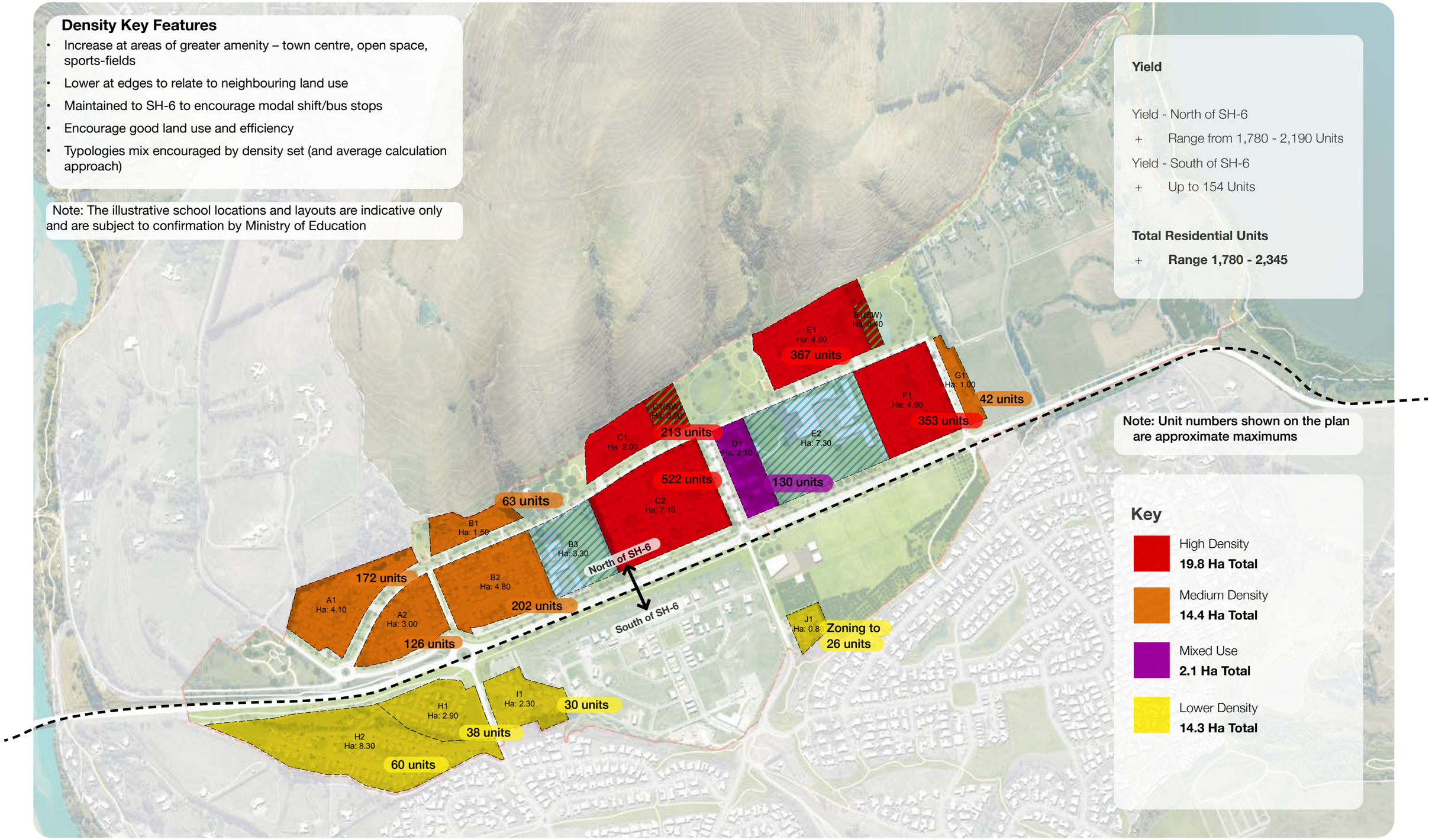


Density Diagram

Density Key Features

- Increase at areas of greater amenity – town centre, open space, sports-fields
- Lower at edges to relate to neighbouring land use
- Maintained to SH-6 to encourage modal shift/bus stops
- Encourage good land use and efficiency
- Typologies mix encouraged by density set (and average calculation approach)

Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education



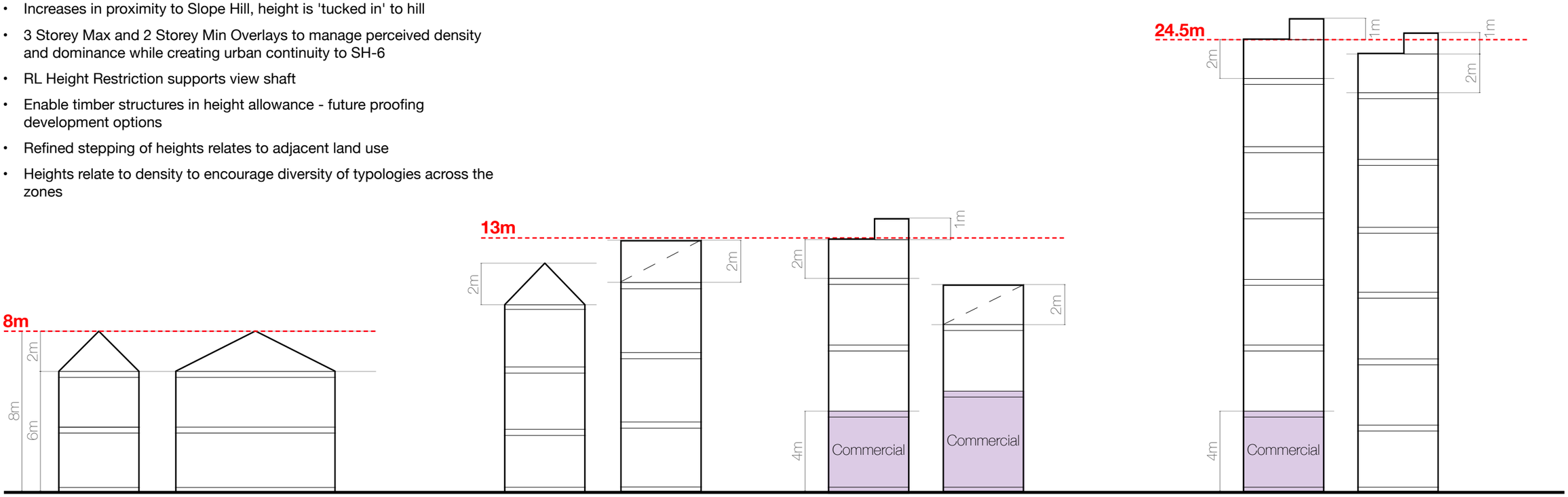
Yield Table

#	Zone	Measured Area (m2)	Average Density (u/Ha)	Gross Developable Area (Ha)	Average Units	Min -5%	Max +5%
TE PŪTAHI LADIES MILE (NORTH of SH6)							
A1	Resi - Med	40,523.07	40	4.1	164	156	172
A2	Resi - Med	29,772.41	40	3.0	120	114	126
B1	Resi - Med	15,452.09	40	1.5	60	57	63
B2	Resi - Med	48,120.06	40	4.8	192	182	202
B3	Schools	33,101.46	40	3.3			
C1	Resi - High	20,022.18	70	2.0	140	133	147
C1(SW)	Resi - High	9,456.60	(70)	(0.9)	(63)	(60)	(66)
C2	Resi - High	70,759.82	70	7.1	497	472	522
D1	Hub - Commercial	20,813.04		2.1	+65	+0	+130
E1	Resi - High	46,301.61	70	4.6	322	306	338
E1(SW)	Resi - High	4,246.82	(70)	(0.4)	(28)	(27)	(29)
E2	Schools	72,675.92	70	7.3			
F1	Resi - High	47,789.58	70	4.8	336	319	353
G1	Resi - Med	9,647.76	40	1.0	40	38	42
				35 (1.3)	1,936 (91)	1,777 (87)	2,095 (95)
				36.3Ha *ex schools*	**2,027**	**1,864**	**2,190**
TE PŪTAHI LADIES MILE (SOUTH of SH6)							
H1	Resi - Low	30,409.43		2.9	38		38
H2	Resi - Low	82,783.40		8.3	60		60
I1	Resi - Low	23,343.63		2.3	30		30
J1	Resi - Low	7,937.25		0.8	17		26
				14.3	**145**		**154**
TE PŪTAHI LADIES MILE							
AVERAGE YIELD				**50.6Ha** *ex schools*	**2,172**		
YIELD RANGE						**1,777**	**2,344**

Building Heights

Key Concepts

- Increases in proximity to Slope Hill, height is 'tucked in' to hill
- 3 Storey Max and 2 Storey Min Overlays to manage perceived density and dominance while creating urban continuity to SH-6
- RL Height Restriction supports view shaft
- Enable timber structures in height allowance - future proofing development options
- Refined stepping of heights relates to adjacent land use
- Heights relate to density to encourage diversity of typologies across the zones



8m

- Enables 2 storey houses
- Maintain 45/30deg roof opportunities

13m

- Enables 3 storey walkup with varied roof forms
- Allowance for lift overrun of 1m (in Town Centre)
- 3.6m allowance FFL- FFL height
- Integrated plant
- 4m commercial ground floor

24.5m

- Enables up to 6 storey apartment
- Allowance for lift overrun of 1m
- 3.6m allowance FFL-FFL height
- Integrated plant
- 4m commercial ground floor

RELEVANT DENSITY PLANNING ZONES:

Lower Density (SH6 South)

Med Density (40u/Ha +/- 5%)

Med Density (40u/Ha +/- 5%)

High Density (70u/Ha +/- 5%)

Town Centre South

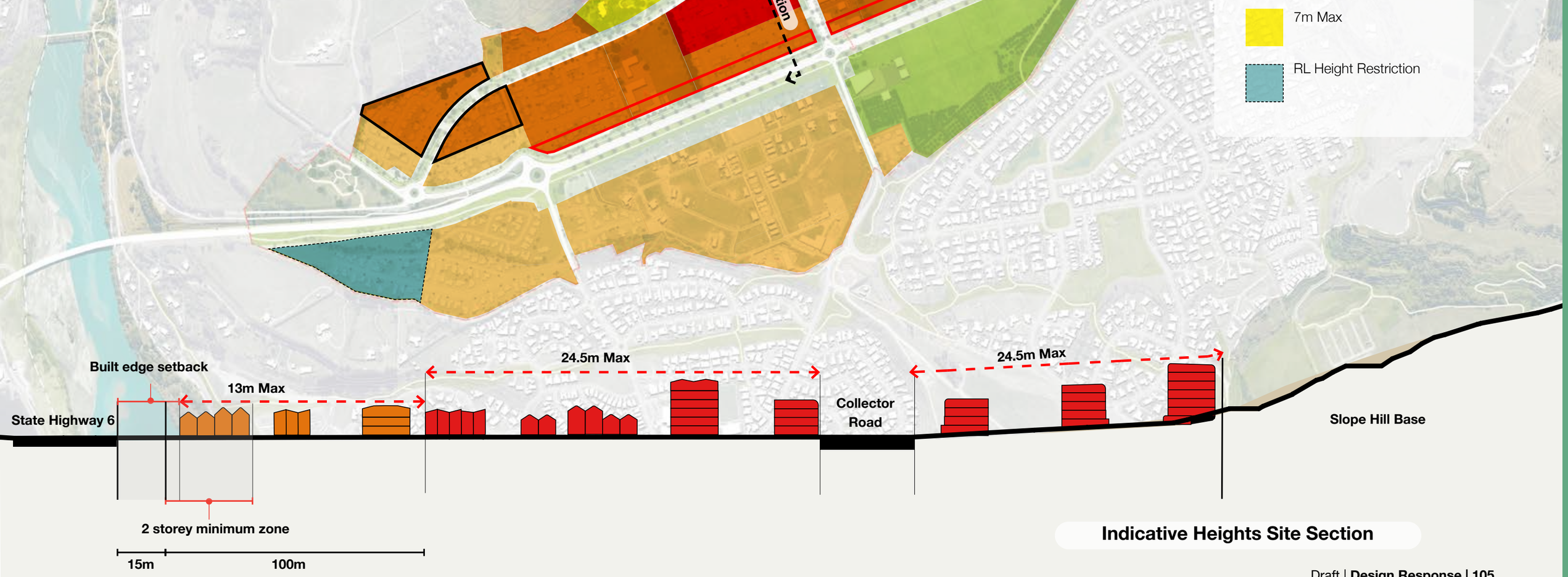
High Density (70u/Ha +/- 5%)

Town Centre North

Indicative Heights Site Section

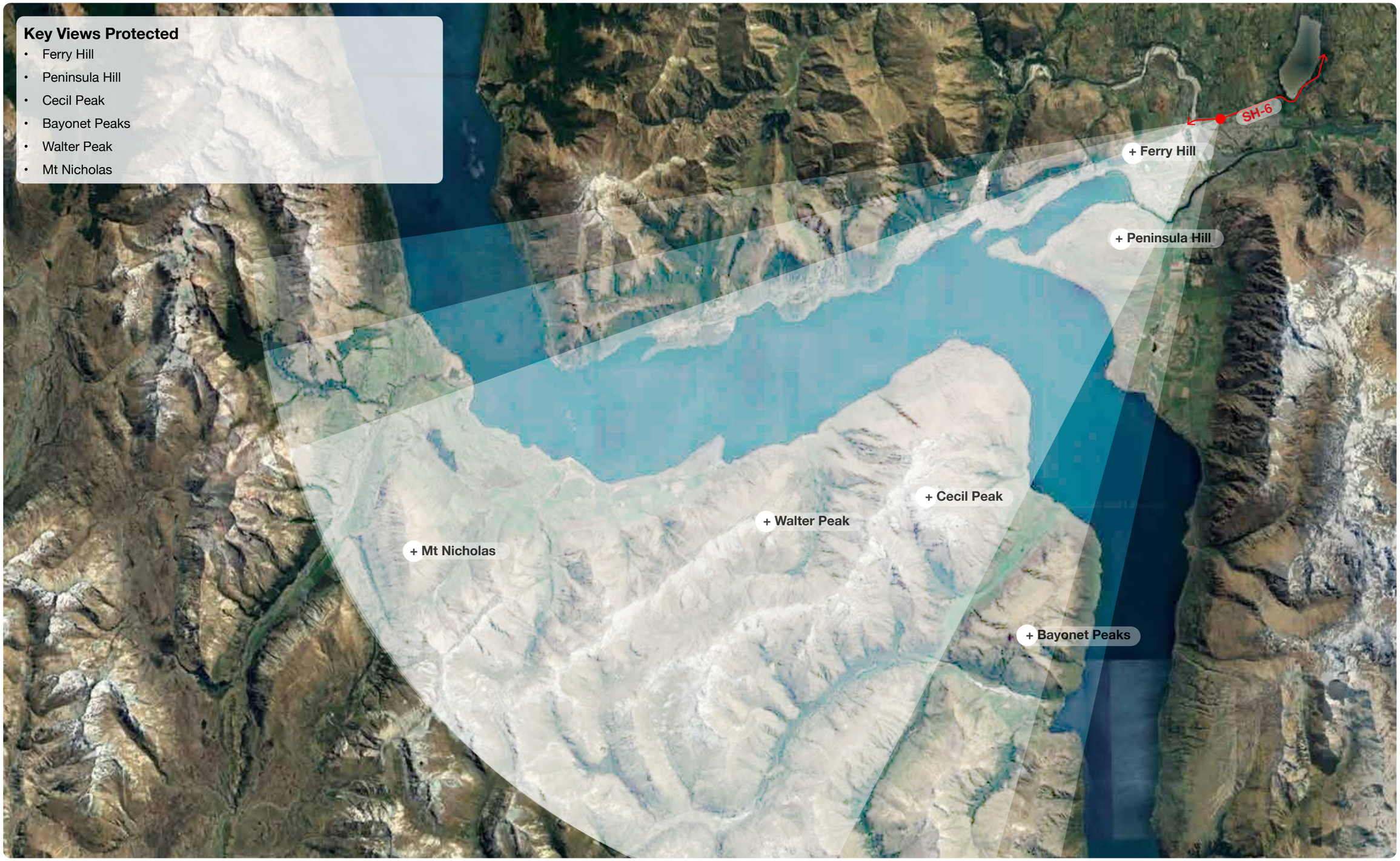
Key

- 24.5m Max
- 13m Max
- 3 Storey Max Overlay
- 2 Storey Min Overlay
- 12m Max
- 8m Max
- 7m Max
- RL Height Restriction



Indicative Heights Site Section

View Shaft Intent



View Shaft Controls

Key Concepts

Maintain high-value views to the southwest to Oustanding Natural Features including

- Ferry Hill and Peninsula Hill in the close distance
- Cecil Peak, Walter Peak and Bayonet Peaks in the mid distance
- Mt Nicholas in the far distance

Controls

- RL height limit is set to ensure buildings do not project into the view shaft in the height control area.
- Indicative view diagrams in planning documents to describe intent.

Beginning of the View Shaft extent from SH-6

End of the View Shaft extent from SH-6