
RANGER
HTE902

Design Principle 1:
Consider SH6 as a gateway to Queenstown

That celebrates the evolving nature of the wider Whakatipu Basin

The State Highway 6 corridor that runs through Te Pūtahi Ladies Mile is an important piece of the arrival story into Queenstown. It is renowned by locals and visitors for its unique natural beauty, open space qualities, views to surrounding mountains and rural character.

The Masterplan proposal seeks to retain aspects of the existing corridor such as significant views and open space qualities to Lake Hayes, while re-imagining the central span of the corridor as a green, filtered urban edge. The SH-6 corridor will ensure quality public and active transport, allowing more diversity to the corridor experience.

Key Moves

- SH-6 is valued and considered in its role in the arrival experience into Queenstown.

SH-6 Corridor

1. Rural Corridor

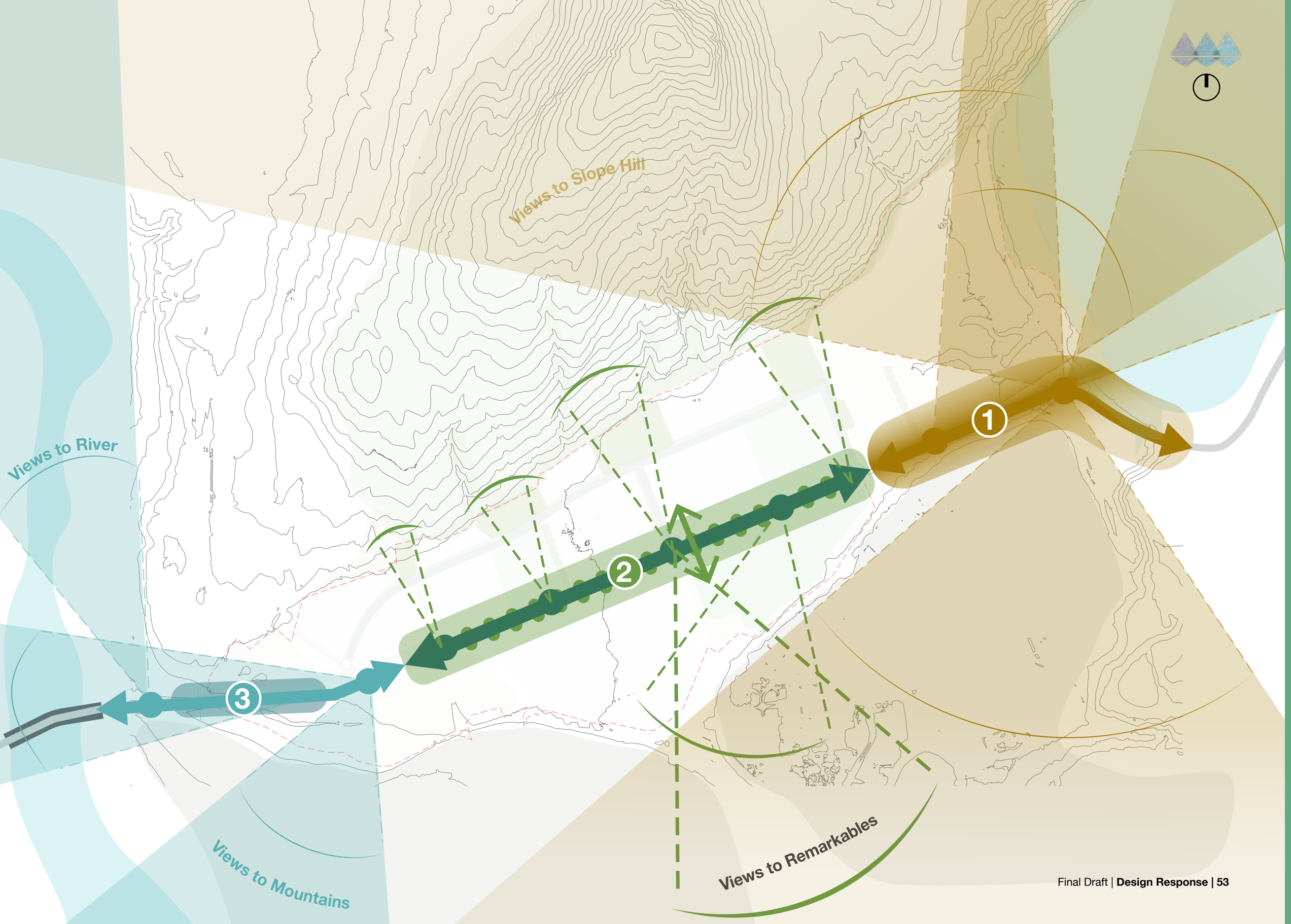
- Maintain Open Space character of Lake Hayes edge and eastern paddocks.
- Expansive Views across to Slope Hill, the Remarkables and surrounding mountains.
- On departure from Queenstown there is future potential for views to Lake Hayes (with removal of some vegetation).

2. Urban Green Corridor

- Green link with layering of trees and planting to either side, landscaped buffer to built edge, cycle and pedestrian path, and public transport use.
- Opportunities to safely cross the road to the Commercial Hub via potential underpass or safe crossing, and future midblock crossings.
- Directed views through to Slope Hill

3. River Terrace Corridor

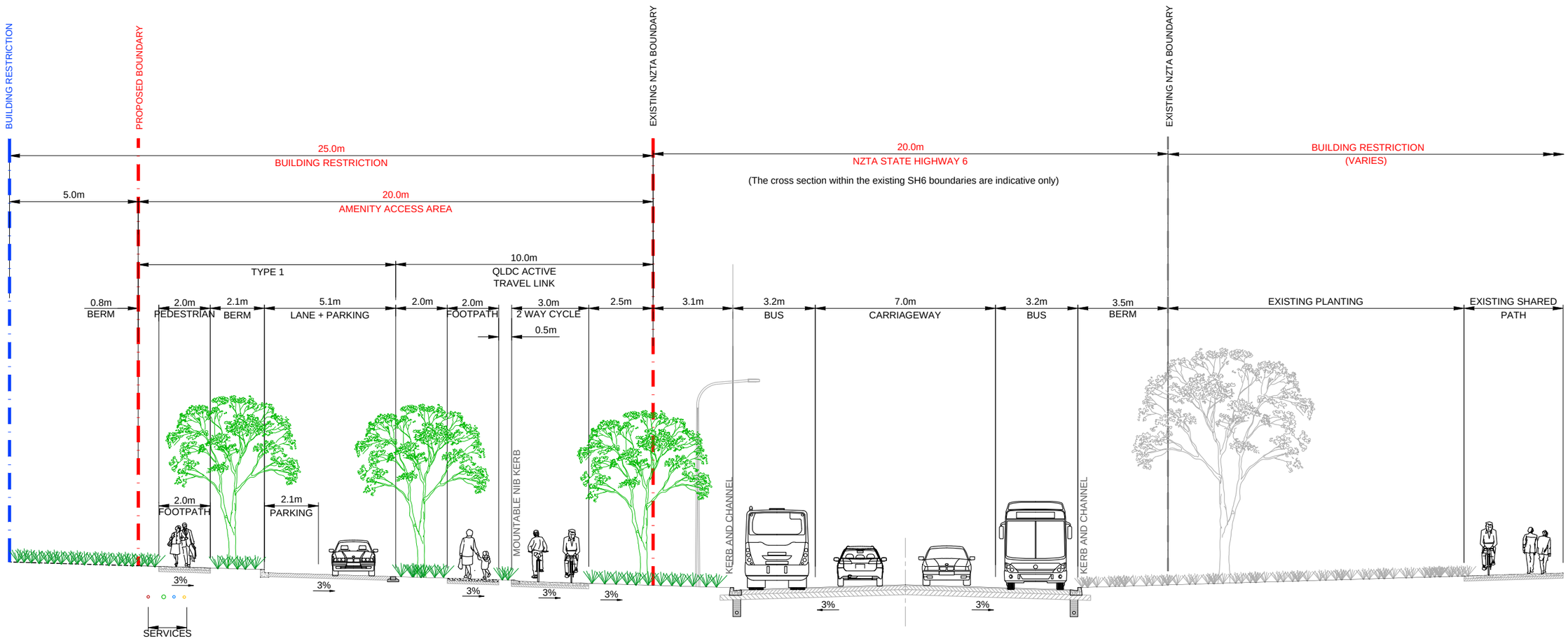
- High views maintained over terraces and lower basin to the Remarkables to the South, and towards Ferry Hill to the west.
- Views toward Ferry Hill, Peninsula Hill and Cecil and Walter Peak beyond.
- Road cuts into the land and views are restricted for a section until it opens up before the bridge to views over the river and terraces.

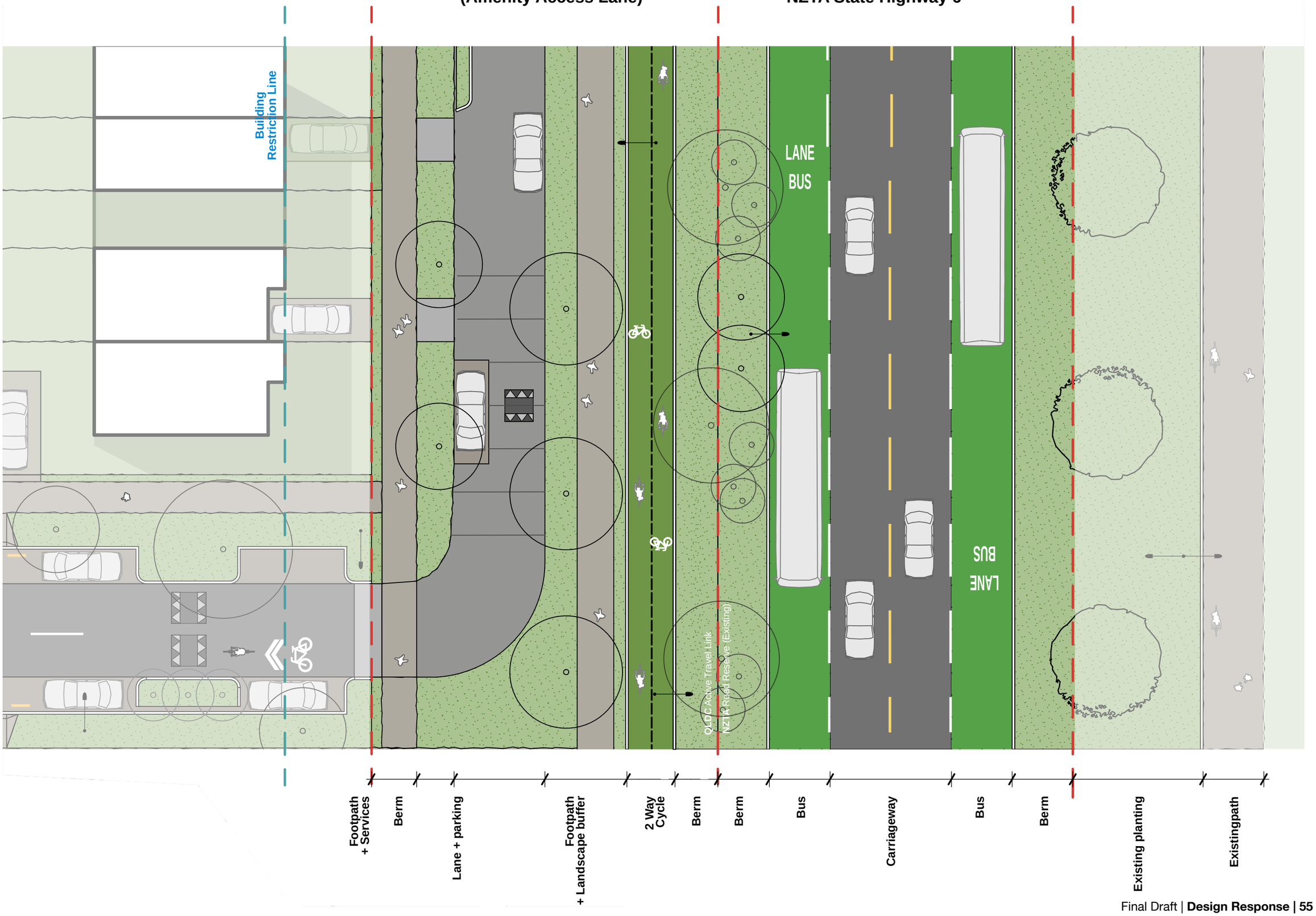

Views to Slope Hill
Views to River
Views to Mountains
Views to Remarkables
1
2
3

State Highway 6 - Illustrative Section and Plan

Key Features

- Dedicated Bus Lanes
- In lane bus stops
- Active travel link: continuous dedicated two-way cycle path and separated pedestrian path
- Existing trees remain on south of SH-6
- Lighting to active link
- 25m building restriction zone to North
- Option for laneway adjacent to SH-6 in amenity access area.
- Housing to positively face SH-6 to create and active edge to improve CPTED outcomes




(Amenity Access Lane)
NZTA State Highway 6
Building Restriction Line
LANE
BUS
LANE
BUS
QLDC Active Travel Link
NZTA Road Reserve (Existing)
Footpath + Services
Berm
Lane + parking
Footpath + Landscape buffer
2 Way Cycle
Berm
Berm
Bus
Carriageway
Bus
Berm
Existing planting
Existingpath

State Highway 6 - Visualisation

Existing trees to south of SH-6

Amenity access lane supports an attractive street frontage where development fronts SH-6

Continuous shared active link

Vegetated buffer to SH-6 that responds to and mitigates effects of high speed zone

2 storey minimum/ 3 storey maximum along SH-6 to promote strong residential edge

Houses face the street to support better CPTED outcomes for amenity access zone

Dedicated Bus Lanes

Design Principle 2:
Foster a Unique & Enduring Identity

That celebrates and responds to the cultural and landscape values of Te Pūtahi Ladies Mile

Te Pūtahi Ladies Mile is situated in a unique and significant natural environment with a compelling ecological and cultural history. The design has an opportunity to reflect and celebrate the natural and cultural memory of the area and to establish a strong local identity for new and existing residents and visitors.

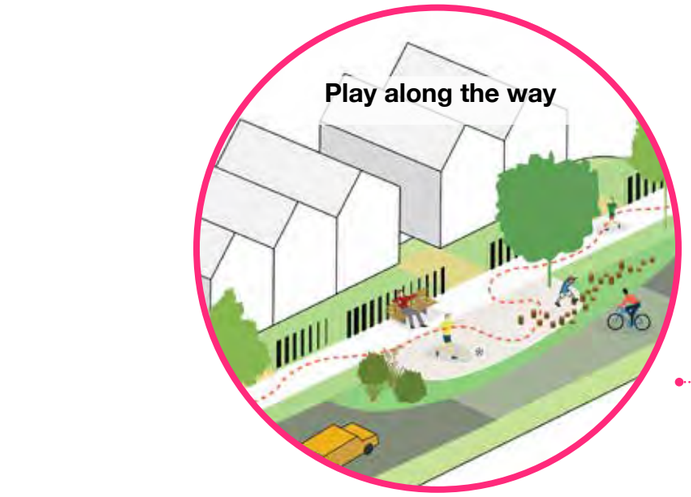
Developments within Te Pūtahi Ladies Mile should be responsive to the Māori and pioneer history of the area, as well as the ecological and landscape context.

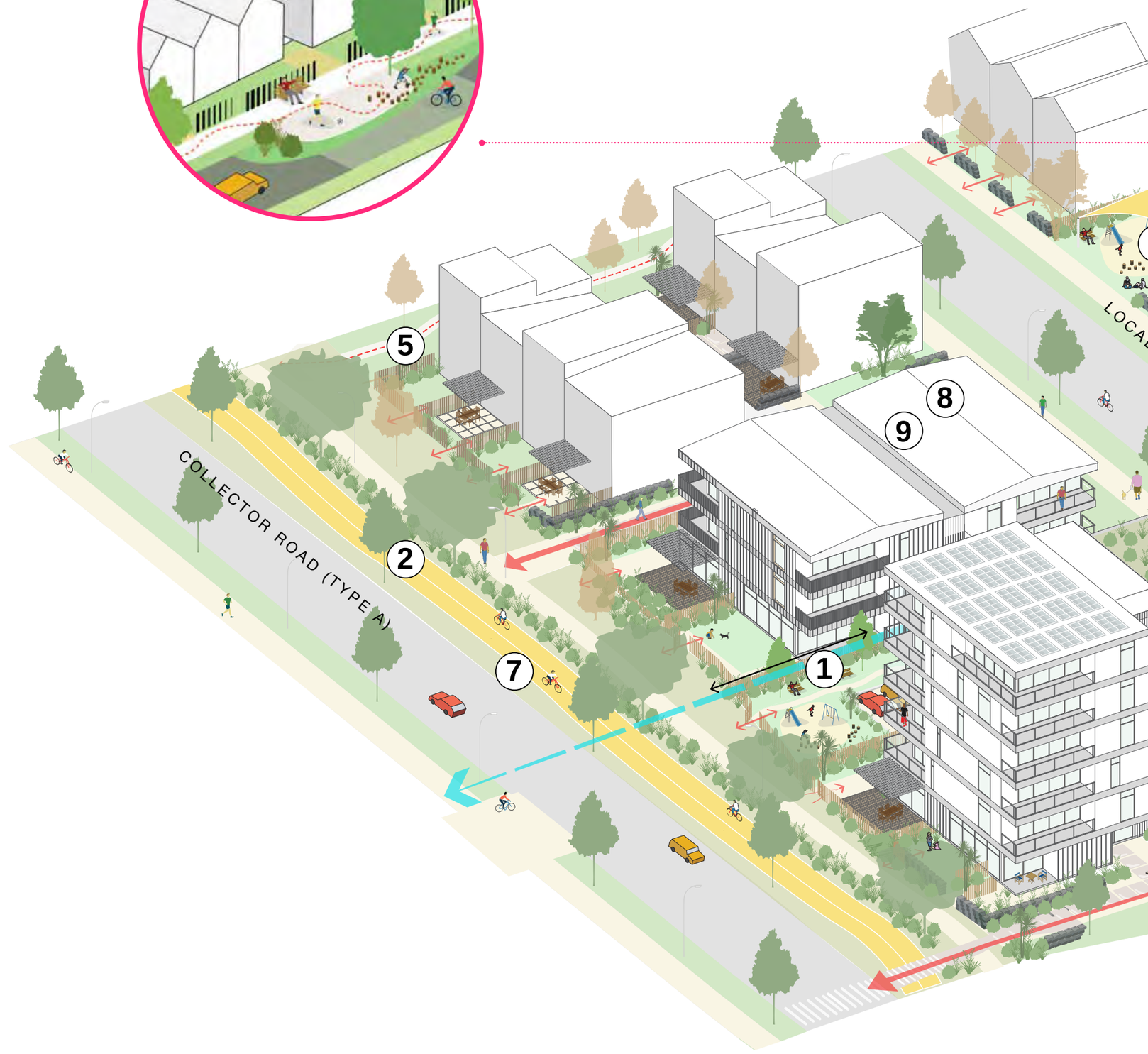
Key Moves

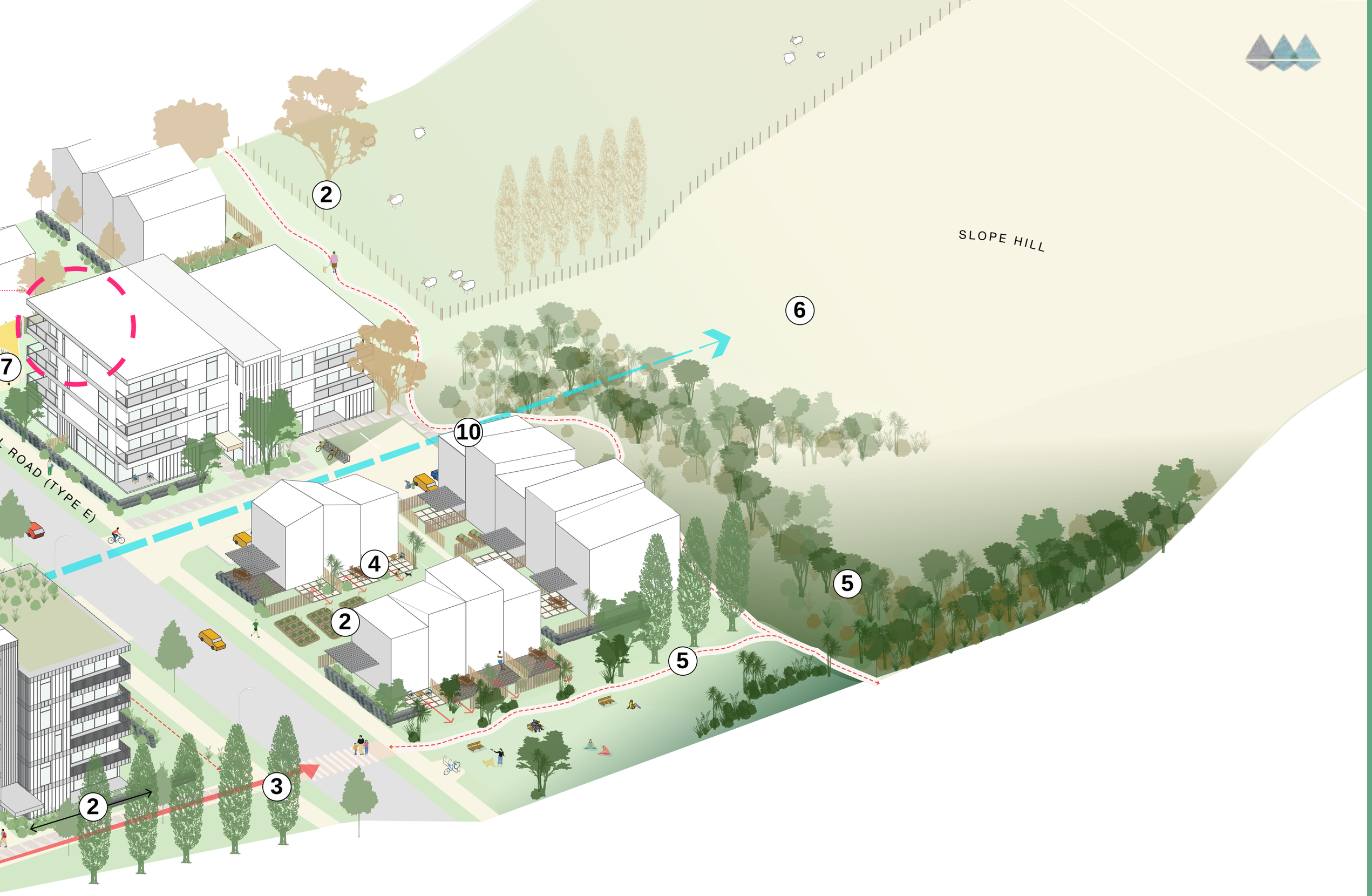
- Maintain key views to Lake Hayes, Slope Hill, the Remarkables and surrounding mountains.
- Celebrate built, landscape and cultural heritage.

Living in Te Pūtahi

1. Views through site maintained, with views prioritised towards Slope Hill
2. Strong pedestrian and cycle connectivity through street networks, landscape elements, open space, and development areas.
3. Existing landscape character is maintained and enhanced where appropriate.
4. Shared amenity for medium/high density housing including outdoor space with consideration for good solar, gardens, bike storage etc.
5. Emphasis on native regenerative planting alongside local exotic species to represent the dual landscape heritage. Planting to streets, swales and parks enrich the landscape character.
6. The Outstanding Natural Feature status of Slope Hill is celebrated for its open space qualities and visual amenity. Higher density living overlooks open space amenity.
7. Attractive street design allows for interaction, safe play spaces and shared use. A focus on streets for pedestrians and cyclists with slow vehicle movement and 'play along the way' interventions for family use.
8. A variety of housing types provide a diversity of size, type, style, cost and amenity.
9. Medium/high density housing is designed with good outlook, sunlight access, connection to nature, shared high quality amenity.
10. Consolidated shared parking.






SLOPE HILL
ROAD (TYPE E)
2
6
7
10
4
2
5
5
2
3

Landscape Character and Heritage

Heritage Elements Retained

A - Glenpanel Homestead

B - Robert Lee Memorial Trough

C - Threepwood Villa

D - Marshall Cottage

E - Threepwood Store/ Stables/ Woolshed

Retained and zoned for commercial use to allow for hospitality function and public interaction.

Land zoning does not change, the character and amenity of the Threepwood area and heritage features are maintained.

Retained Existing Trees (Masterplan Concept)

Retained existing trees in the masterplan concept includes:

1. Trees along the south side of State Highway 6.
2. Trees on the bank to the south of the sports hub, screen for potential Sylvan St link.
3. Walnut trees to the south of the Community Hub.
4. Oak tree avenue shown on the masterplan east of the Primary School.
5. Trees associated with the Glenpanel Homestead.
6. Existing trees associated with Slope Hill gullies, as appropriate and as deemed to have value.
7. Trees near the Lake Hayes edge which screen views of the development from the other side of the lake.

Note: Developers will be required to consider other existing mature trees with a view to retaining where possible.

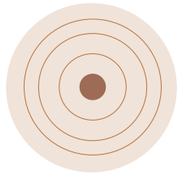
Retained Views

Directed Views

Views through the development to Slope Hill that are maintained through crafting open space allowances and road corridors.

Open Views

Minimally obstructed views across low lying or open rural areas that allow for 360 degree visibility of surrounding landscape features.



Remarkables Views

Views across open space/ low lying development across to Remarkables

Ranges Views

Views across to ranges including Walter Peak and Cecil Peak.

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

Design Principle 3:
Support A Healthy Environment & Ecology

Where people are connected to nature and the development improves ecological outcomes in the long-term

The existing environment of Te Pūtahi Ladies Mile is valued for its open space characteristics, however the rural landscape is not representative of original indigenous ecologies and does not support sustainable water management.

The landscape of the Masterplan seeks to support the regeneration of native species alongside the retention of existing trees and complementary exotic planting.

Key Moves

- Establish a strong holistic landscape framework.
- Water is managed in a way that gives effect to Te Mana o te Wai.
- Maintain ecological value of the Lake Hayes wetland edge, and improve connections between the lake and river.
- Support kaitiakitanga of the environment and connections to nature.

Landscape Concept

The overall landscape strategy for Te Pūtahi Ladies Mile seeks to create a strong vegetation framework that supports the regeneration of native ecologies; provides for habitat connections between Lake Hayes, Slope Hill, and the Shotover river; and reflects the rural, agricultural, and open space qualities of the wider Wakatipu Basin.

SH6

SH6 is a major gateway to Queenstown and the landscape approach is to retain and enhance the existing qualities of this arrival experience – namely a tree lined and landscaped corridor with open views to the Remarkables and the establishment of key view corridors to Slope Hill. The existing chestnut trees on the Southern side of SH6 should be retained and additional tree planting to both sides should be large scale exotic species to create a consistent and distinctive arrival experience.

Green Corridor:

A native green corridor is proposed to the base of Slope Hill to connect Lake Hayes with the Shotover River. Planting will reflect the original woodland, scrub-land, and tussock grassland ecology of the area. Whilst outside of the study area the plan promotes the re-vegetation of the lower Slope Hill gullies to contribute to stormwater management, water quality and biodiversity.

The focus of planting along, and to the north of the primary spine road should be native including walkways, amenity reserves and private gardens. Exotic species for heritage and amenity values can be incorporated. Planting along the primary link roads to SH6 extend the native planting to meet SH6 and provide a distinctive character for Te Pūtahi Ladies Mile.

Primary entrance roads:

Street tree planting for the 3 main entrance roads should be large scale to reflect the agrarian landscape and language of shelter-belts and strong lines. Form and placement should be considered so as to maintain and accentuate views to Slope Hill.

Existing trees:

Existing mature trees have been identified for retention, notably the Oak lined driveway and trees associated with the homestead. These trees provide a maturity and landmarks for the development that are not easily replaced.

Internal Streets:

Street tree and under-planting to internal streets should be a blend of native and exotic species selected to compliment the overall planting framework whilst responding to site specific view shafts, solar gain, provision of shade, and scale. It is also anticipated that the tree planting within private lots will contribute to the overall streetscape, and again species should be selected to contribute to overall biodiversity, bird habitat, and the overall ambition for a network of connected green neighbourhoods.

Native Ecologies

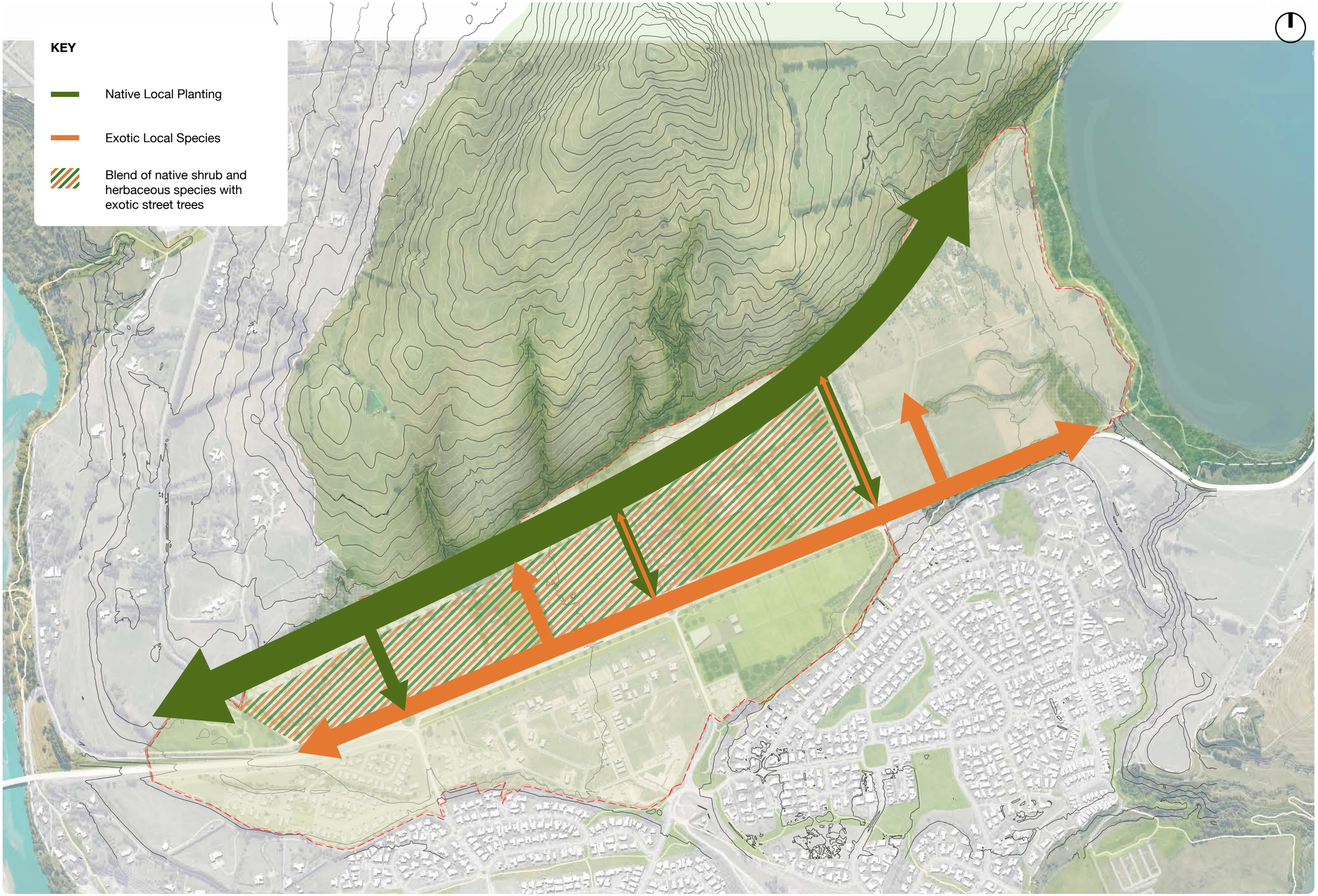
To support and restore native ecologies.

Exotic local character

Exotic, deciduous trees reflecting local character and providing seasonal variation.

Native and Exotic blend

Blending native shrub and herbaceous species with exotic trees to celebrate both characters and extend native habitats.


KEY
Native Local Planting
Exotic Local Species
Blend of native shrub and herbaceous species with exotic street trees

Planting Palette

Sweet Chestnut
Castanea sativa

English Beech
Fagus sylvatica

Flowering Cherry
Prunus 'Shirofugen'

Mountain Ash
Eucalyptus regnans

1 Retained trees

Flowering Ash
Fraxinus ornus 'fastigiata pyramidalis'

Dutch Elm
Ulmus hollandica 'Lobel'

Oak
Quercus petraea

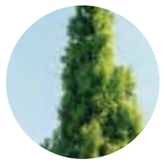
Oak
Quercus palustris

Tulip Tree
Liriodendron tulipfera

2 SH6
Large scale deciduous species to compliment existing SH6 character

Sweetgum
Liquidambar styraciflua

Black gum
Nyssa sylvatica



Upright Oak
Quercus robur 'Fastigiata'

Sedge
Carex buchananii

Sedge
Carex secta

Red Tussock
Chinochloa rubra

Olearia
Olearia bullata

3 Internal streets
A blend of native and exotic species. Low lying native species to provide habitat and native character. Exotic street trees to compliment local character and provide passive solar benefits.

- Swale/water sensitive native planting
- Exotic deciduous trees

Silver Beech
Lophozonia menziesii

Kowhai
Sophora microphylla

Sedge
Carex buchananii

Sedge
Carex secta

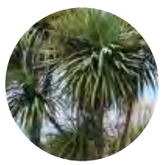
Red Tussock
Chinochloa rubra

Olearia
Olearia bullata

Flax
Phormium tenax

4 Collector Road
The green link across the development with generous planting and extensive network of cycle and walk ways within the native vegetation.

- Water sensitive planting
- Habitat friendly (flowers + berries)

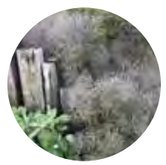


Cabbage Tree
Cordyline australis

Kowhai
Sophora microphylla

Toi toi
Austroderia richardii

Red Tussock
Chinochloa rubra



Corokia
Corokia cotoneaster

Coprosma
Coprosma rugosa

Hebe
Hebe ordora

Flax
Phormium tenax

5 Reserves
Native planting palette for recreation reserves to reflect the indigenous woodland species of the ecological region and support habitat for native species.

- Kowhai trees for shade
- Water sensitive plants
- Amenity planting

Kowhai
Sophora microphylla

Beech
Fuscospora cliffortiodes

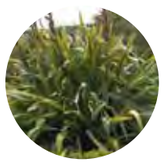
Tussock
Chinochloa rigida

Wineberry
Aristotelia serrata

Manuka
Leptospermum scoparium

Tree Daisy
Olearia bullata

Tree Daisy
Discaria toumatou



Flax
Phormium tenax

6 Slope Hill Gullies
Support the re-vegetation of slope hill gullies to provide habitat and improve stormwater management.

- Plants that handle dampness
- Plants that attract insects and birds (typically berries & flowers)
- Planting palette to reflect original vegetation of Slope Hill area

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

SLOPE HILL

WAIWHAKAATA | LAKE HAYES

KIMĀKAU | SHOTOVER RIVER

LOCAL PARK

COMMUNITY PARK

HIGH SCHOOL FIELDS

SPORTS HUB

HOMESTEAD & GROUNDS

PRIMARY SCHOOL FIELDS

LANDSCAPE BUFFER

LOCAL PARK

EXISTING CEMETERY

PLAY ALONG THE WAY

QUEENSTOWN COUNTRY CLUB

LAKE HAYES ESTATE

LOWER SHOTOVER

Stormwater Strategy

Guiding Principles for Stormwater Management

The original draft masterplan (October 2021) proposed two centralised detention areas and swales to deal with water quality and quantity issues including capturing natural flows from Slope Hill. Neither Council nor landowners are in a position to lead the implementation of the proposed centralised system and it is now intended that the stormwater management approach will still follow the same principles, with the detailed solutions being developed by landowners subject to Council endorsement.

- Utilise stormwater management solutions that mimic the natural water cycle and enhance the water quality.
- Employ an integrated stormwater management approach that supports connectivity to the natural environment and gives effect to Te Mana o te Wai and the community wellbeing.
- Manage flooding and surface water flow to safeguard the community and infrastructure in a sustainable manner.
- The hydrological regime in the area is replicated such that the maximum rate of discharge and peak flood levels post development are no greater than pre development
- That there are no overland flows from attenuation systems or soak pits for 1% AEP events or less unless there is a defined and acceptable overland flow path
- Ensure that there is a maximum 24-hour drain-down for any attenuation systems basis/soak pits for 1%AEP events
- That there are no overland flows across SH6 for 1% AEP events or less
- That there are no direct discharges from the development area into Lake Hayes
- That runoff from all roads is managed through appropriate treatment device(s)
- Avoid a proliferation of multiple stormwater management systems and devices. Depending on location and land ownership structures this may necessitate co-operation of multiple landowners to ensure an acceptable approach
- Implement stormwater management solutions that deliver lifecycle operational and economic resilience.
- Align 'blue' stormwater solutions and the wider 'green' landscape and open space strategies wherever possible

Stormwater wetland with native planting and walking paths.

Stormwater retention areas with native planting integrated with pathways.

Stormwater swales with native planting and pathways winding across and around.

Stormwater retention pond with native planting and walking paths.

Hooten Reserve & Lucas Creek, Albany, Auckland. Project by Bradbury McKegg (BMLA). Source: https://architecturenow.co.nz/articles/hooten-reserve-lucas-creek/

KEY

Slope Hill Stormwater Area
Natural runoff to be captured and managed through the development area.

Stormwater Management
Stormwater is managed within the development area and in accordance with the guiding principles.

Parks and Open Space Areas
Generate minimal run-off

Existing Stormwater Network
(Limited capacity)

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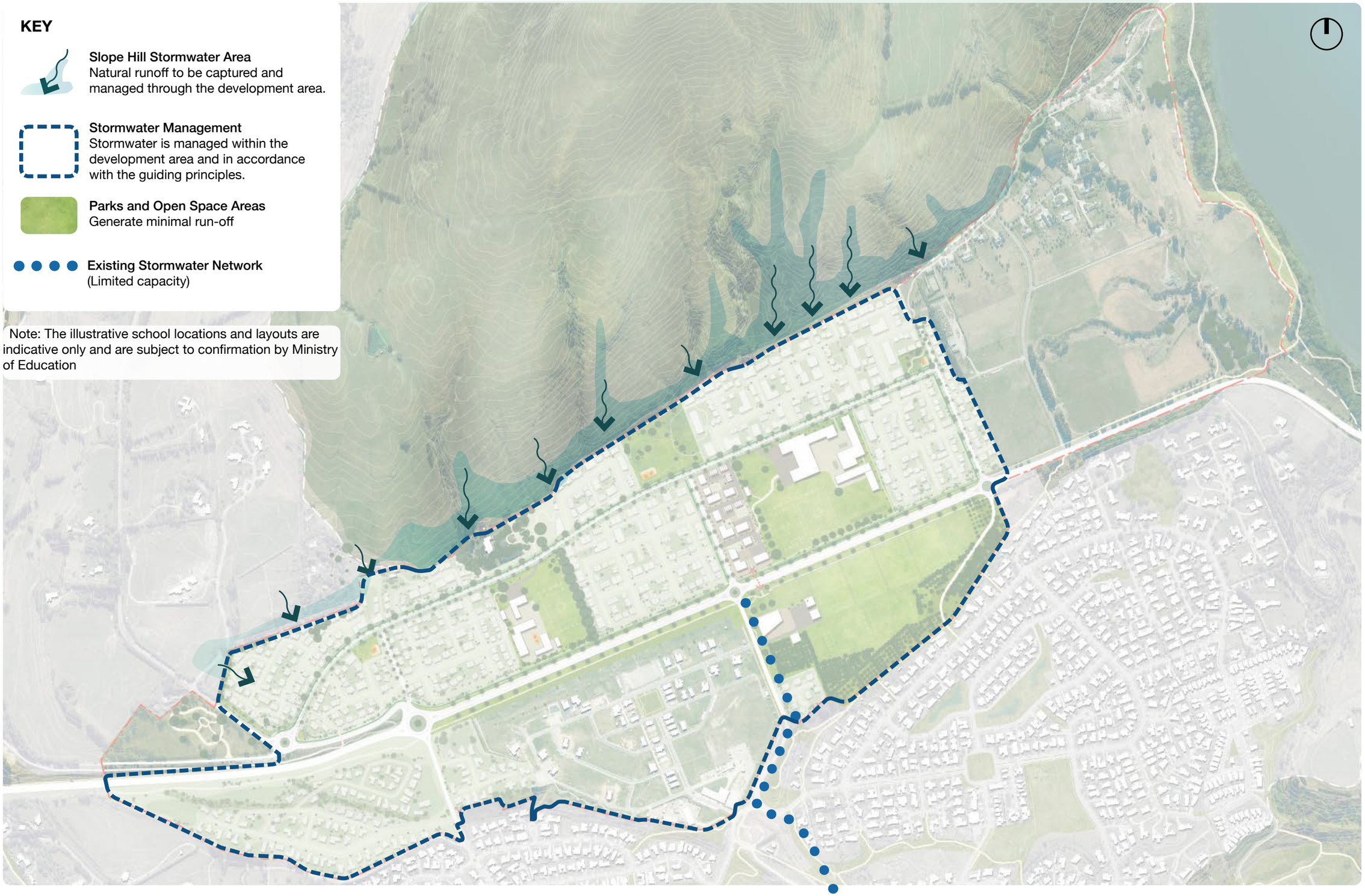

Design Principle 4:
Create Self Sustained & Connected Communities

With self-servicing local amenity and a central community heart/hub

There is potential for Te Pūtahi Ladies Mile to provide strengthened community facilities and amenity for the new community, and also for the existing communities across State Highway 6.

The design allows for a vibrant community heart, with the Town Centre to the north of SH-6, and a Community and Sports Hub to the south connected via potenital underpass or safe crossing and eventually, signalised crossings. The Town Centre is a mixed use area with the ability to grow in commercial use depending on demand. Medium/High density living creates a critical mass of people to support shared amenity including parks, play spaces, shared parking and community gardens. Density and the supporting shared spaces encourage social interaction, moments for connection and ability to know your neighbours.

Key Moves

- Establish a community and commercial heart for both existing and new neighbourhoods.
- Provide places for community interaction and shared amenity.
- Provide for schools to serve existing and future communities.

Town Centre

The Town Centre is in the middle of the development area, across the State Highway from the Community and Sports Hub. The zoning supports Commercial and Residential use. The Town Centre area is large enough to future proof for growth in population and commercial demand. It enables a mix of commercial, retail and hospitality use typically on the ground floor with the opportunity for office spaces and residential apartments above.

Community Park

Play area

Town Centre Collector Road

Consolidated parking in Town Centre

Town Centre Civic Space

Safe Crossing

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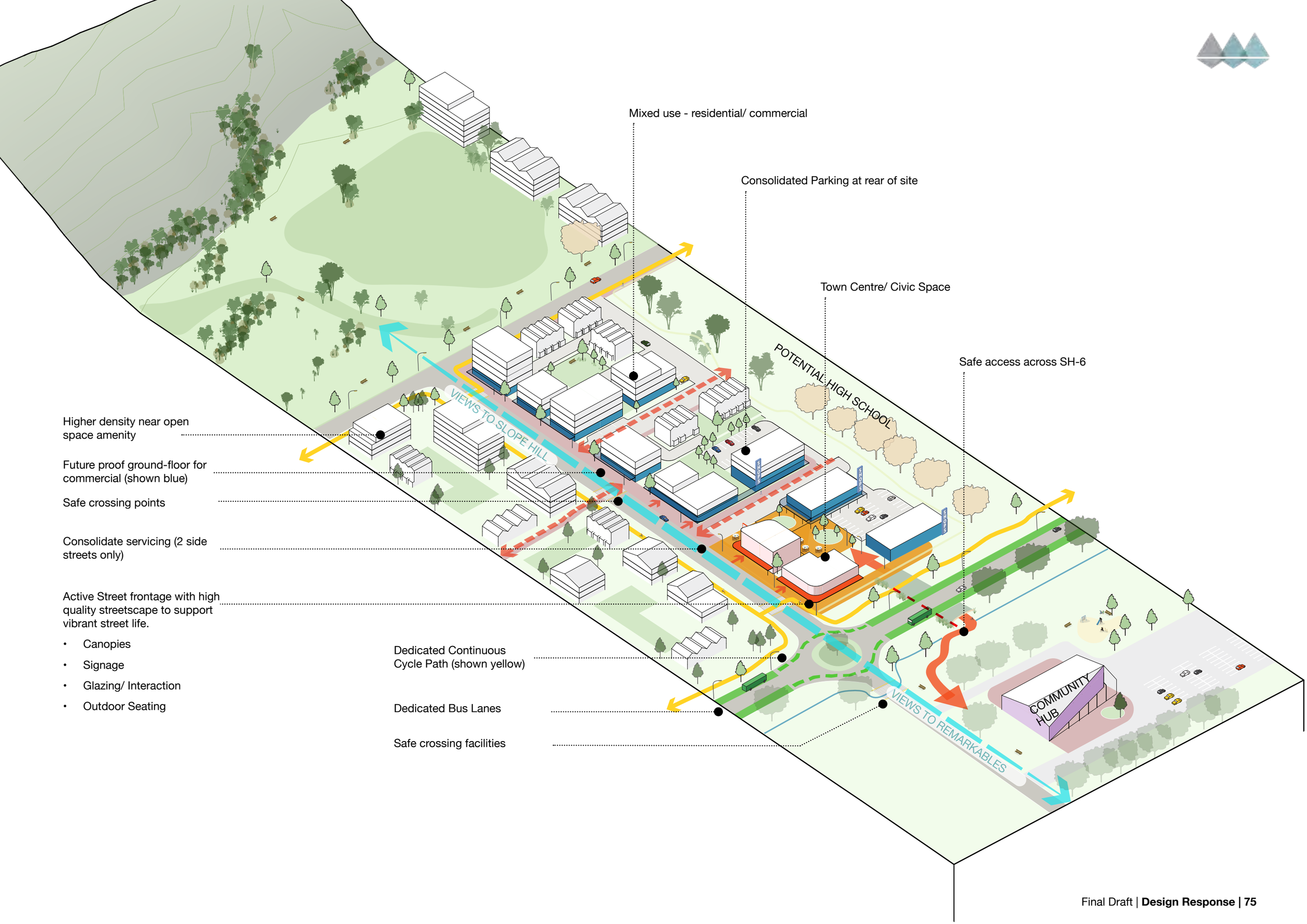
Mixed use - residential/ commercial
Consolidated Parking at rear of site
Town Centre/ Civic Space
Safe access across SH-6
POTENTIAL HIGH SCHOOL
VIEWS TO SLOPE HILL
SHOPS
COMMUNITY HUB
VIEWS TO REMARKABLES
Higher density near open space amenity
Future proof ground-floor for commercial (shown blue)
Safe crossing points
Consolidate servicing (2 side streets only)
Active Street frontage with high quality streetscape to support vibrant street life.
• Canopies
• Signage
• Glazing/ Interaction
• Outdoor Seating
Dedicated Continuous Cycle Path (shown yellow)
Dedicated Bus Lanes
Safe crossing facilities

Town Centre Visualisation

The Town Centre is a vibrant community heart for both the new development area and surrounding communities. The street alongside the town centre has dedicated two way cycle way which provides an active link through the site and connects directly to the community park.

The commercial street frontage activated with glazing, outdoor seating and continuous canopies provide cover. Consolidated parking is provided off street and behind the main street frontage.


CAFE
MIAO

Schools

Key Features

- Close walking distance to the Town Centre from both Primary and High school (5-10mins)
- School fields provide open space character and allow for views through to Slope Hill
- Primary School embedded in residential neighbourhood
- High school close to the amenity of the Sports and Community hub and Town Centre

Slope Hill

Views to Slope Hill

COMMUNITY PARK

500m

HIGH SCHOOL

HOMESTEAD

TOWN CENTRE

SYLVAN ST LINK

PRIMARY SCHOOL

SPORTS HUB

COMMUNITY HUB

Views to Remarkables

Queenstown Country Club

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Community and Sports Hubs

Key Features

- Located across SH-6 from the Town Centre - pedestrian and cycle access connecting to Community Hub
- Straddles the new development and the existing communities of Lake Hayes Estate, Queenstown Country Club and Shotover Country.
- Zoning to allow for Open Space and Community Use, and could include uses such as Community Buildings, Indoor Sports Facilities, Clubrooms, Community Park and Sports Fields.
- The Sylvan Street Link can be implemented (depending on demand) to improve connectivity for the existing communities to the south of SH-6.
- Existing trees to remain where viable to add landscape character and amenity.

Multi-Use Sports Fields

Sylvan Street Link

Safe Crossing

Landmark Community Building and Associated Facilities

e.g.. Play Area, Indoor Sports Facilities, Shared Use Spaces.

Retained Existing Trees

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BUS

Design Principle 5:
Ensure Sustainable Transport Networks

With a well connected movement network - offering high quality walking, cycling, and public transport

The Masterplan supports a step change from private car reliance to public and active travel modes.

Streets are designed with safe cycle and walking routes, crossing allowances, and connections to existing walking/cycling routes are provided. Existing bus networks are improved and the fully developed public transport network will provide bus stops along SH-6 within 500m of all new residential neighbourhoods. By prioritising shared and active modes of travel Te Pūtahi Ladies Mile can be a leading example for sustainable growth in the wider Queenstown Lakes area.

Key Moves

- Promote a step change by prioritising public transport and active mode share.
- Ensure quality pedestrian and cycle networks within Te Pūtahi and connections to trails beyond.
- Design attractive streets for people that play an active role in urban life.

Initial Public Transport Networks

Key Features

- Potential underpass across SH-6 between Community and Sports Hub and the Town Centre.
- Existing Bus Route No. 5 travels in via Howards Drive and out at Stalker Road creating a loop and allowing new bus stops on SH-6 at the Town Centre, and to the West past the Stalker Road roundabout.
- New anti-clockwise bus routes in via Stalker Road and out via Howards Drive creating a loop to connect to bus stops on SH-6.
- Crossings of SH6 to provide safe access to bus stops

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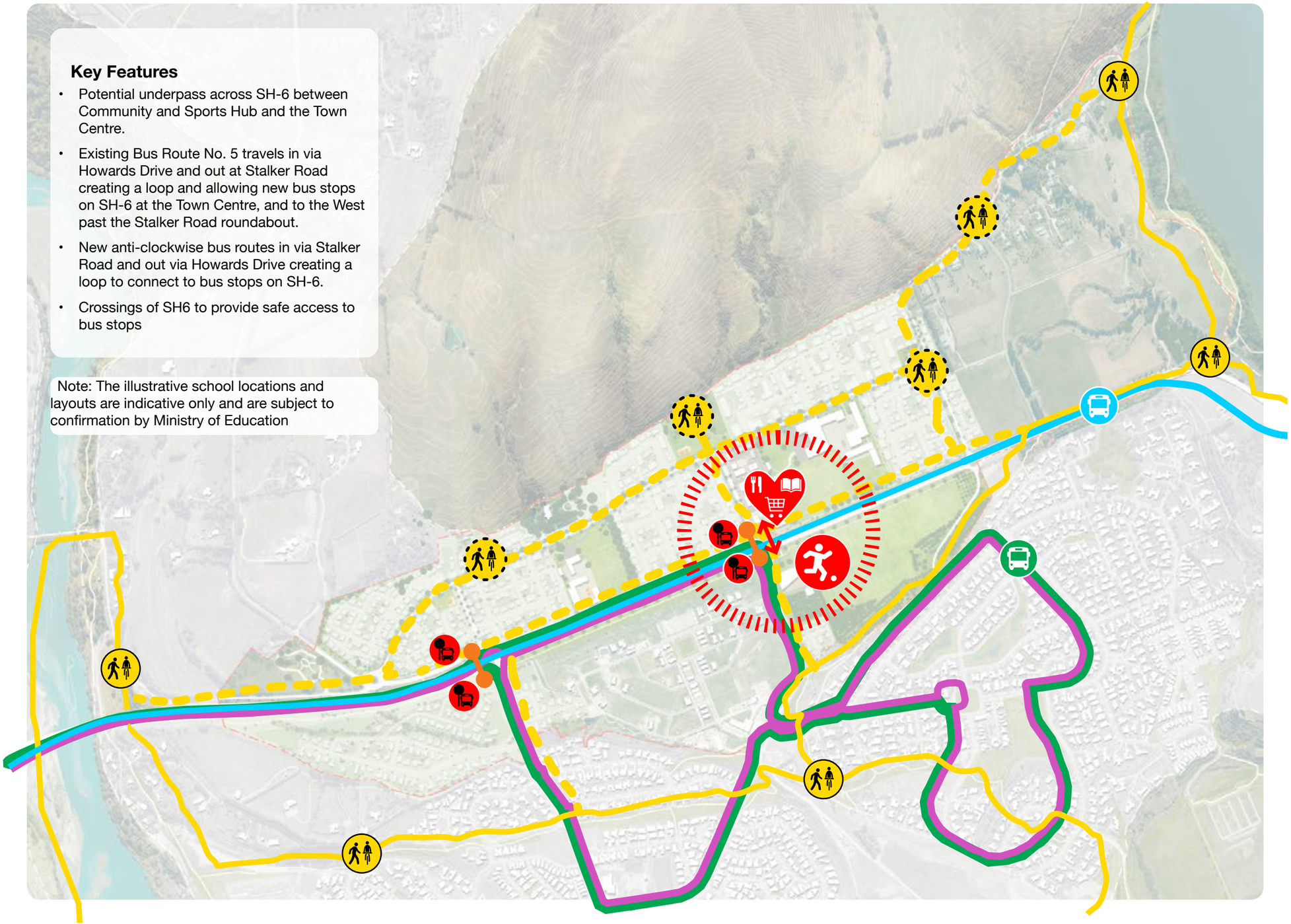
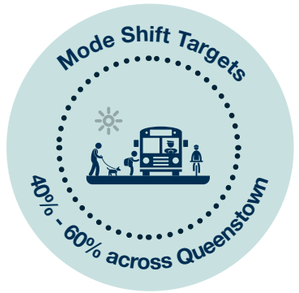


Key:

- Existing Queenstown to Arrowtown Bus
- No. 5 Bus - Anticlockwise Service
- No. 5 Bus - Proposed New Clockwise Service
- Existing Walking/ Cycling Trails
- Proposed Walking/Cycling Trails
- Proposed Bus Stops
- Safe pedestrian access across SH6
- Potenital Underpass
- Community Heart: Town Centre/Commercial hub & Sports Hub and Community Facilities

Fully Developed Public Transport Networks



Key Features

- Potential underpass across SH-6 between Community and Sports Hub and the Town Centre
- Amend Bus Route No. 5 travels in via Sylvan Street Link and out via Stalker Road creating a loop and allowing new bus stops to the east of SH-6 outside the High School.
- Amend anti-clockwise bus route No.5 in via Stalker Road and out via Sylvan St link creating a loop to connect to SH-6 bus stops.
- Signalised at grade crossings across SH-6 to provide safe access to bus stops.

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Key:

- Existing Queenstown to Arrowtown Bus
- No. 5 Bus - Anticlockwise Service
- No. 5 Bus - Proposed New Clockwise Service
- Existing Walking/ Cycling Trails
- Proposed Walking/Cycling Trails
- Proposed Bus Stops
- Signalised Pedestrian Crossings
- Potential Underpass
- Community Heart: Town Centre/Commercial hub & Sports Hub and Community Facilities

State Highway 6 Corridor

State Highway 6 Corridor - Fully Developed Future Plan

1. Eastbound bus lane from Stalker roundabout to eastern roundabout
2. NZUP westbound bus lane extended to eastern roundabout
3. Pedestrian/cycle routes adjacent to both sides of SH6 between eastern roundabout and Stalker Road
4. Laurel Hills access from consented access point on Stalker Road
5. Pedestrian/cycle route to Spence Road via raised pedestrian/cycle crossing on Lower Shotover Road

Key

- Bus stop
- Signal controlled pedestrian/cycle crossing
- Midblock controlled crossing
- Potential Underpass or safe crossing
- Speed limit change
- Raised pedestrian/cycle crossing

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Street Types

Healthy streets are vital part of supporting sustainable development.

Five uniquely crafted street typologies are proposed for this masterplan. The design and the arrangement of key elements (such as planting, footpaths, cycle lanes, roading, and parking) will support a street network that is functional in terms of helping people getting around safely and efficiently and is an attractive public space for the community.

Encourage modal shift

The street network is designed to support safe and convenient walking and cycling, and access to local buses, through the use of traffic calmed slow streets, separated cycle ways, pedestrian priority intersections, and frequent crossing facilities.

Attractive streets

Each street allows for generous tree planting and vegetation to support local biodiversity and residents' connection to nature.

Social streets

Streets as places that encourage social interaction by providing slow family friendly residential streets that have places to sit, are multi-use, and support 'play along the way'. The Town Centre street has wide footpaths that allow for landscape amenity and space for outdoor seating for businesses and cafés.

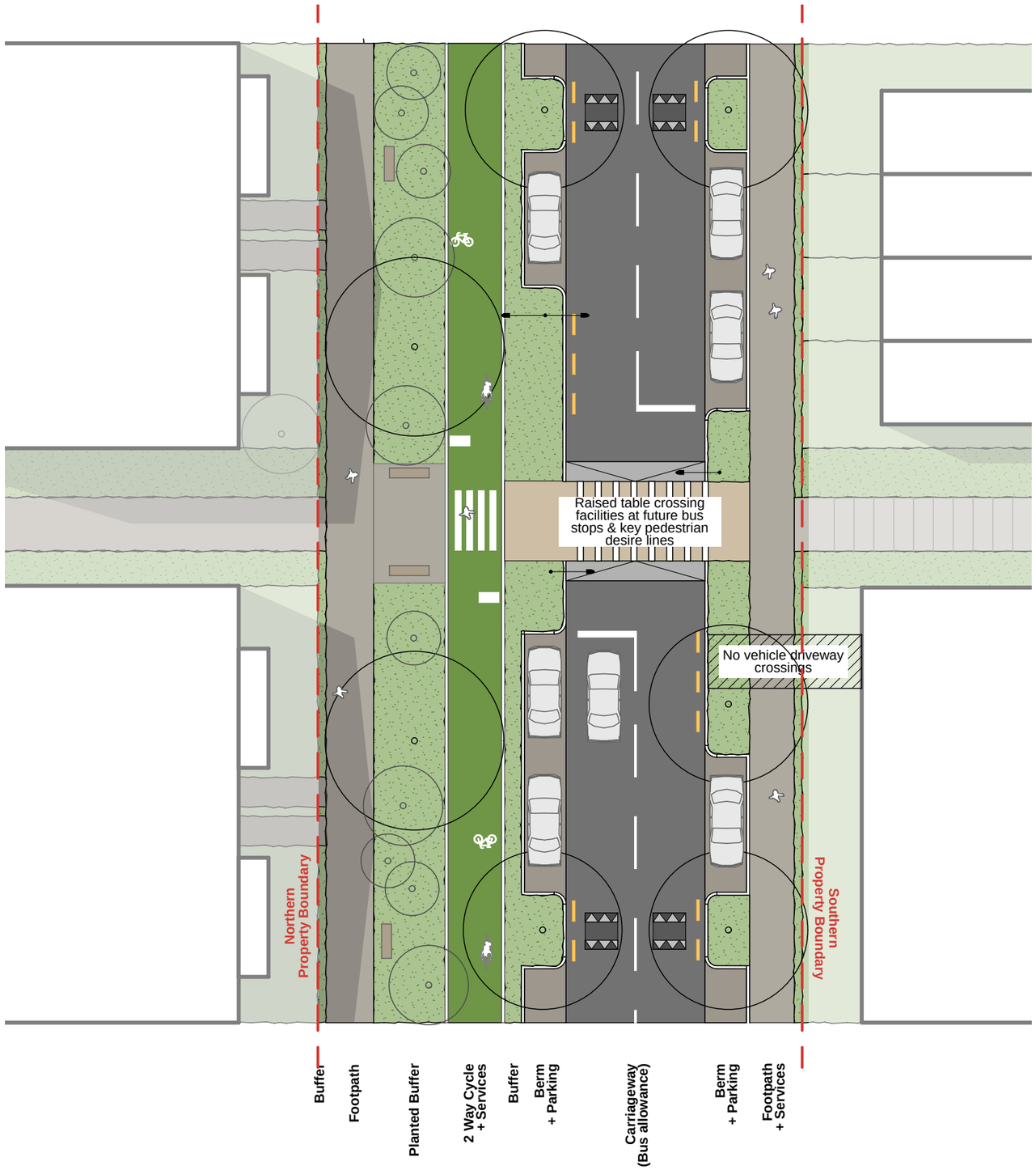
Note: The illustrative school locations and layouts are indicative only and are subject to confirmation by Ministry of Education

Illustrative Street A

Key Connector Road parallel to Slope Hill

Key Features:

- 40km/hr design speed & posted legal speed.
- Additional speed reductions at school safety zones.
- Future proofed for buses.
- Separated dual cycleway
- No driveway vehicle crossings (access from side streets only).
- Vertical & horizontal traffic calming @ ~45m intervals.
- Side streets adjoining road A @ minimum 120m intervals.
- Side streets adjoining road A (southern side) @ minimum 60m intervals.
- Pedestrian crossing facilities at key intersections and desire lines. Maximum spacing 120m.
- Raised footpath crossings to side streets.
- Minimum tree spacing in parking lane @ max 22m (every ~3 parking spaces)
- Cycleway and footpath are adequately lit.
- Street furniture for respite. Seating every 60m.

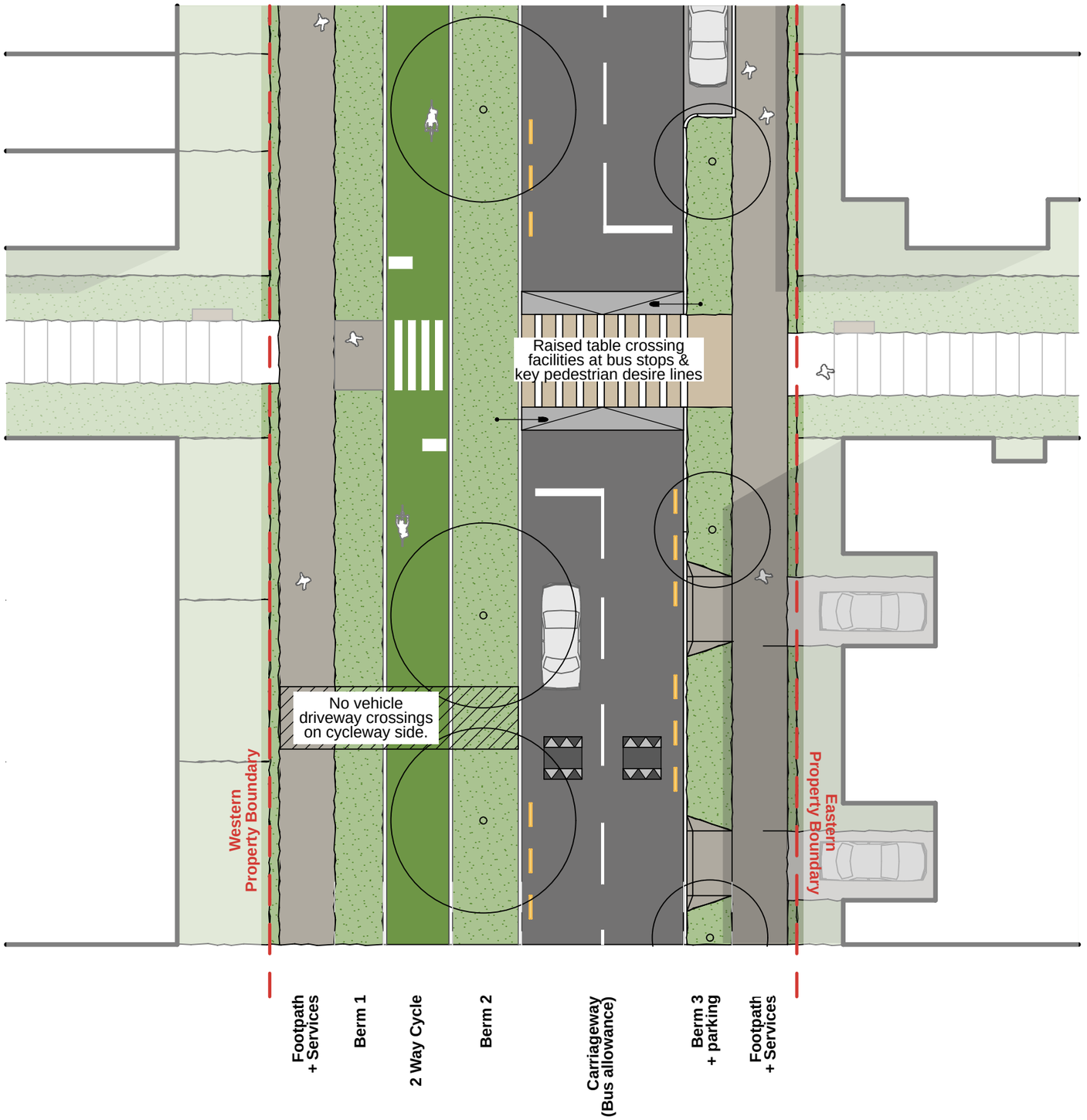


Illustrative Street B

Connector Road perpendicular to Slope Hill

Key Features

- 40km/hr design speed & posted legal speed.
- Future proofed for buses.
- Separated dual cycleway
- No driveway vehicle crossings on cycleway side.
- Road access for up to one street on either side of road.
- Walking and cycle access to adjacent streets every 60m.
- Vertical & horizontal traffic calming @ ~45m intervals.
- Pedestrian crossing facilities at key intersections and desire lines. Maximum spacing 120m.
- Raised footpath crossings to side streets.
- Minimum tree spacing in 'Berm 2' @ 12m centres.
- Minimum tree spacing in 'Berm 3' @ 22m centres (every 3 carparks).
- Cycleway and footpath are adequately lit.
- Street furniture for respite. Seating every 60m.
- Allows views to Slope Hill.

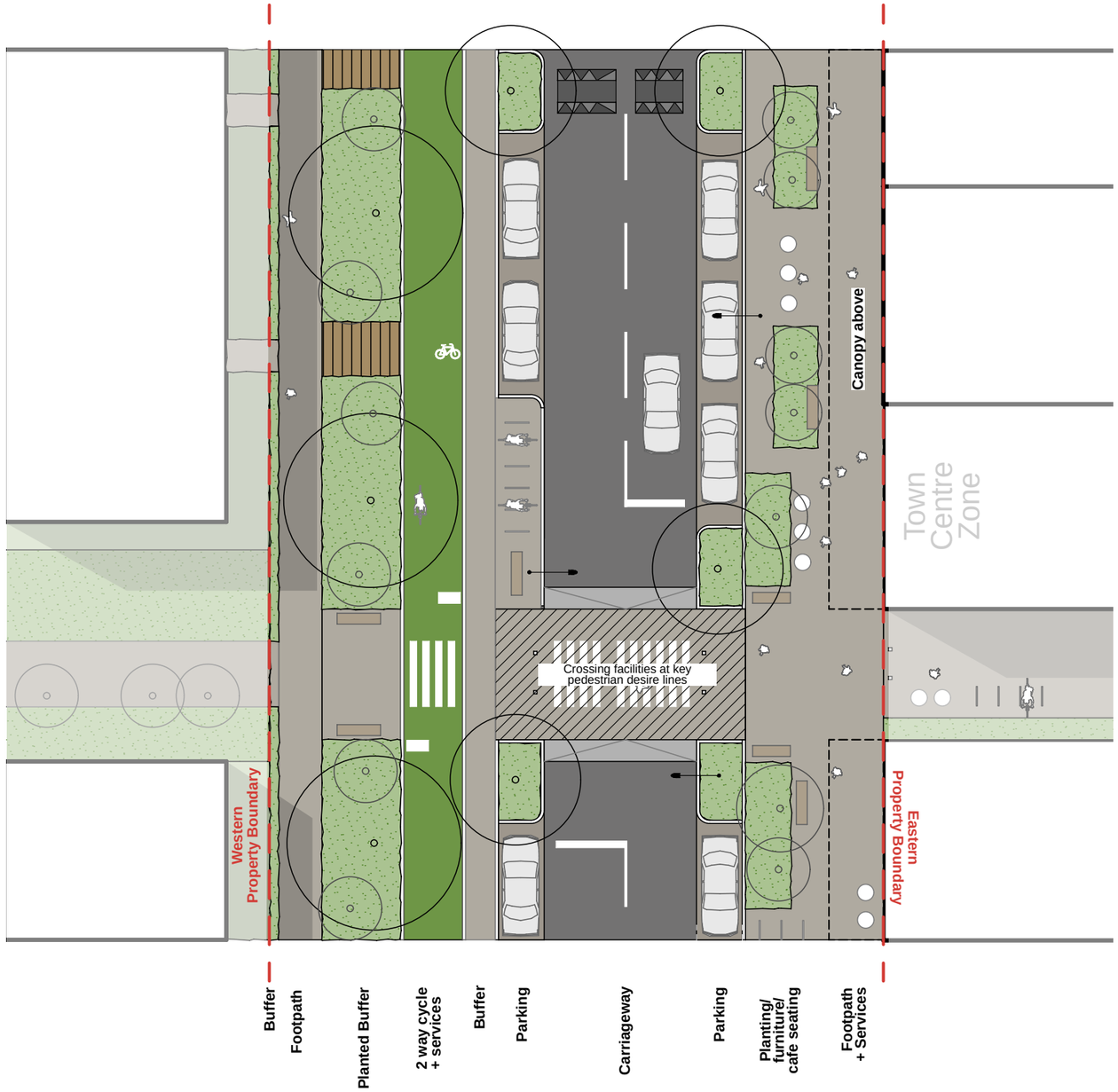


Illustrative Street C

Main Connector Road adjacent to Town Centre

Key Features

- 30km/hr design speed & posted legal speed.
- Future proofed for buses.
- Separated dual cycleway
- No vehicle crossings on cycleway side. Excludes walking and cycle access.
- Road access for up to two number of side streets on the Eastern side of road, and one number on the Western side.
- Vertical traffic calming at ~45m intervals.
- Pedestrian crossing facilities at key intersections and desire lines, and at a maximum spacing of 120m.
- Raised footpath crossings to side streets.
- Minimum tree spacing in parking lane @ max 22m centres (every ~3 parking spaces)
- Street furniture for respite.
- Cycle parking.
- Spill out areas for cafe seating.
- Cycleway and footpath are adequately lit.
- Canopy to town centre frontages (2.5m wide with 3.5m RL ground clearance
- Enables views to Slope Hill



Illustrative Streets E & F

Local Roads within Superlot Neighbourhoods

Key Features (E)

- Utilized as 'Local Road Type E' on structure plan.
- Low traffic neighbourhood street.
- 30km/hr design speed & posted legal speed.
- Vertical & horizontal traffic calming:

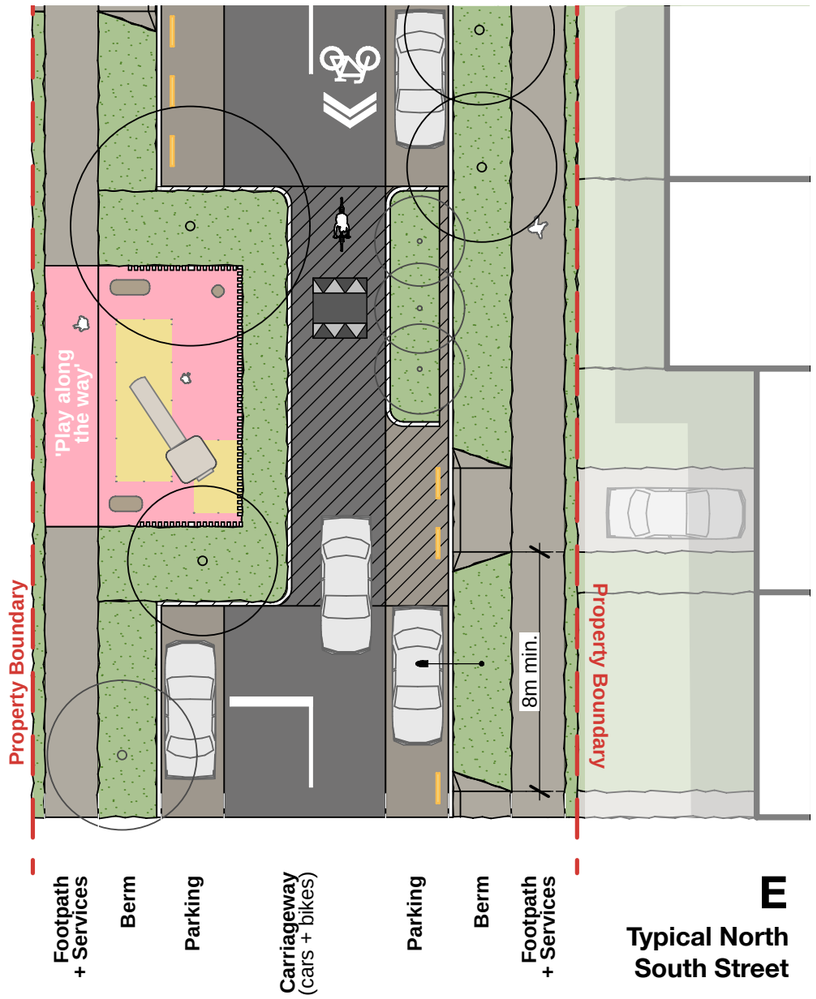
  Interventions at ~30m intervals and at intersection thresholds to side streets.

  Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings.
- Minimum tree spacing in berms @ 22m centres (every 3 no. carparks)
- Seating every 100m.
- Incorporates **'play along the way'**.

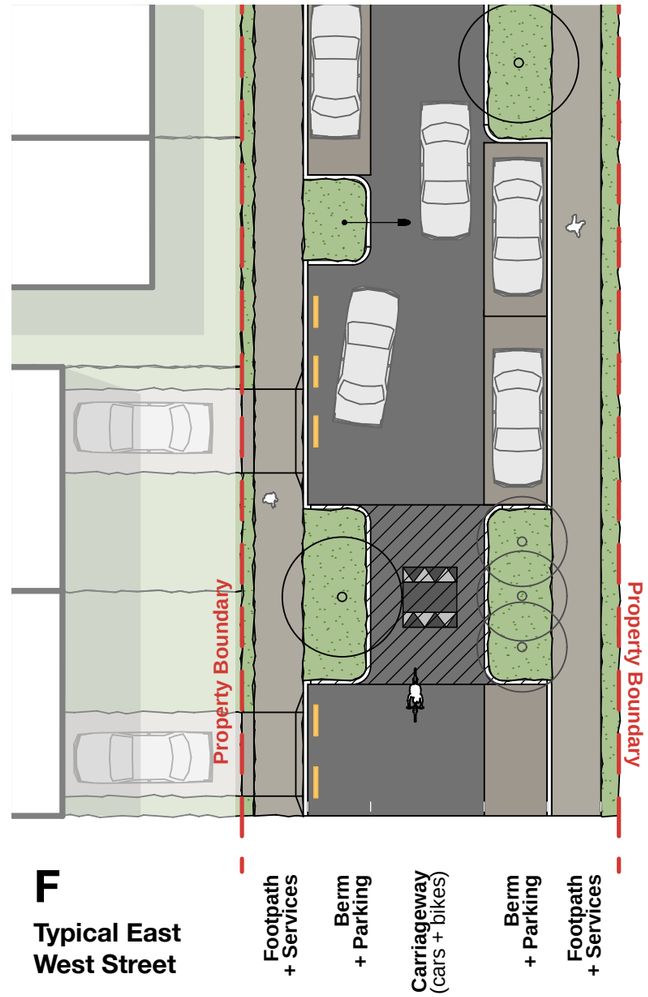
Key Features (F)

All of the above Key Features (E) +

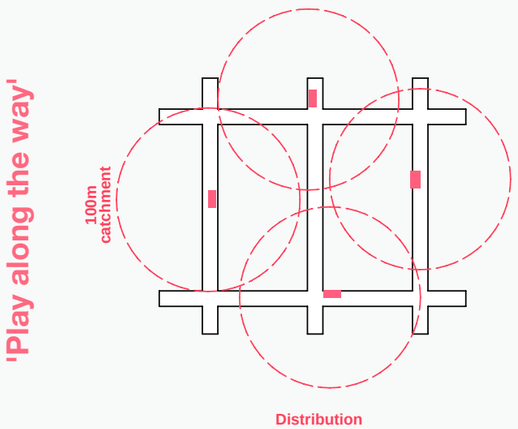
- Maximum length 60m, and can't form a continuous road with roads beyond.
- Minimum street tree spacing @ 16m centres (every 2 no. parking spaces)
- Seating every 60m.



E
Typical North South Street



F
Typical East West Street



Illustrative Streets G - Alternative Scenarios

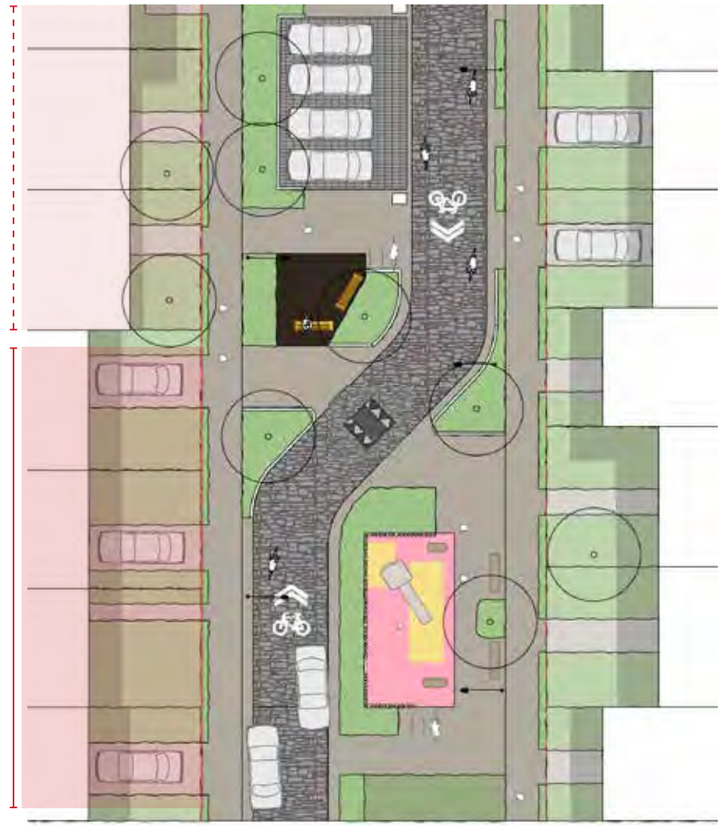
Street G - V1

Local Road within Superlot Neighbourhoods

A variation to Street E in a scenario that anticipates a significantly reduced provision of on-lot and on-street parking spaces. This would mean that some lots will not have vehicle access to the property (i.e vehicle crossings), while other may have rear-access only.

Key Features of Street G - V1

- Utilised as 'Local Road Type E' on the Structure Plan
- Low traffic neighbourhood street
- Provision of on-street consolidated parking spaces
- 30km/hr design speed & posted legal speed
- Meandering carriageway encourages slower speeds
- Vertical & horizontal traffic calming:
    - Interventions at ~30m intervals and at intersection thresholds to side streets.
    - Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings.
- Seating spaces minimum every 100m.
- Larger spaces for play, seating, lawn etc.



Street G - V2

Local Road within Superlot Neighbourhoods

A **variation to Street E** in a scenario that anticipates a significantly reduced provision of on-lot and on-street parking spaces. This would mean that some lots will not have vehicle access to the property (i.e vehicle crossings), while other may have rear-access only.

Key Features of Street G - V2

- Utilised as 'Local Road Type E' on the Structure Plan
- Low traffic neighbourhood street
- No provision of on-street parking
- 30km/hr design speed & posted legal speed
- Allows for vehicle access to properties on one side only
- Vertical & horizontal traffic calming:
  - Interventions at ~30m intervals and at intersection thresholds to side streets.
  - Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings
- Greater ecological/biodiversity capacity
- Large linear reserve within street corridor with:
  - Seating spaces minimum every 50m
  - Play space/open lawn every 150m

Illustrative Streets H - Alternative Scenario

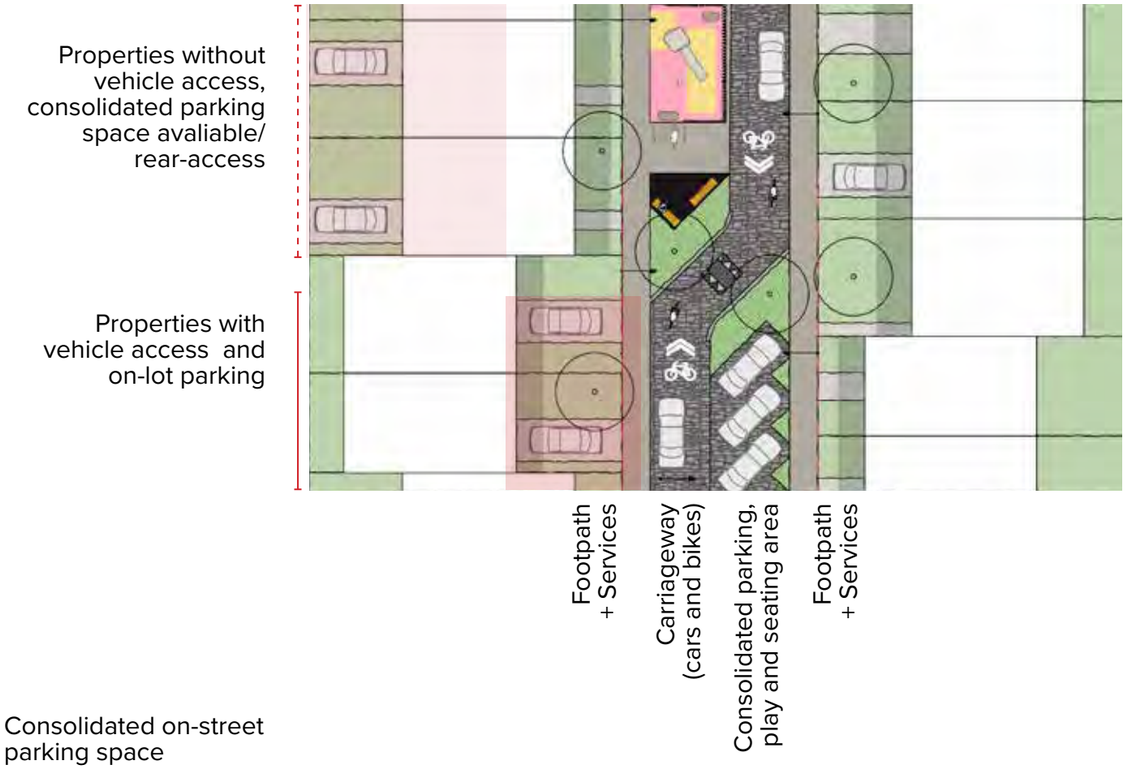
Street H - V1

Local Road within Superlot Neighbourhoods

A variation to Street F in a scenario that anticipates a significantly reduced provision of on-lot and on-street parking spaces. This would mean that some lots will not have vehicle access to the property (i.e vehicle crossings), while other may have rear-access only.

Key Features of Street H - V1

- Utilised as 'Local Road Type F' on the Structure Plan
- Scaled-down version of Street G - V1
- Low traffic neighbourhood street.
- Provision of consolidated parking spaces
- 30km/hr design speed & posted legal speed
- Meandering carriageway encourages slower speeds
- Vertical & horizontal traffic calming:
  - Interventions at ~30m intervals and at intersection thresholds to side streets.
  - Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings.
- Seating spaces minimum every 100m.
- Larger spaces for play, seating, lawn etc.



Illustrative Streets H - Alternative Scenario

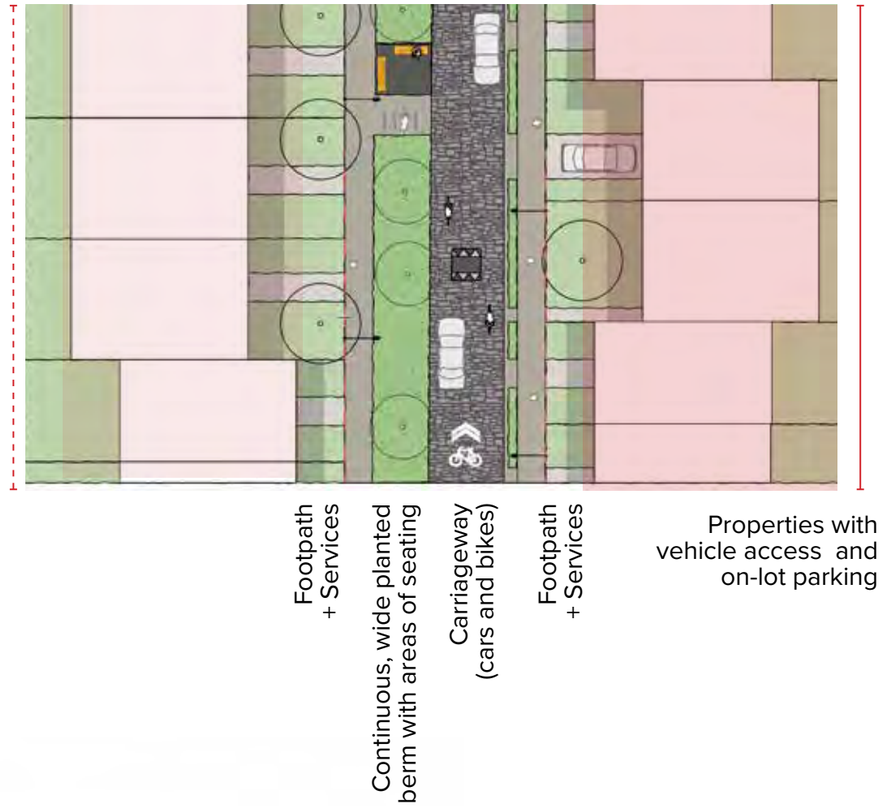
Street H - V2

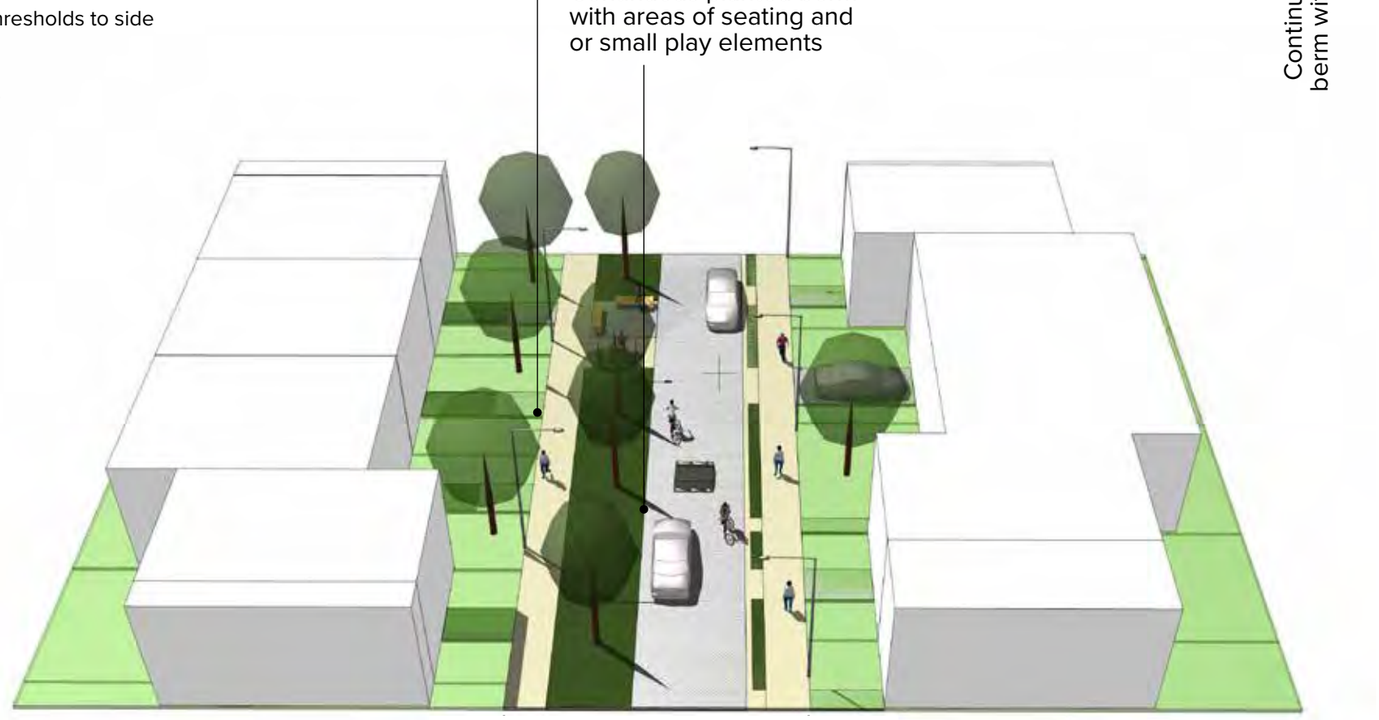
Local Road within Superlot Neighbourhoods

A variation to Street F in a scenario that anticipates a significantly reduced provision of on-lot and on-street parking spaces. This would mean that some lots will not have vehicle access to the property (i.e vehicle crossings), while other may have rear-access only.

Key Features of Street H - V2

- Utilised as 'Local Road Type F' on the Structure Plan
- Scaled-down version of Street G - V2
- No provision of on-street parking
- Low traffic neighbourhood street.
- Provision of consolidated parking spaces
- 30km/hr design speed & posted legal speed
- Meandering carriageway encourages slower speeds
- Vertical & horizontal traffic calming:
  - Interventions at ~30m intervals and at intersection thresholds to side streets.
  - Interventions to include trees and planter build outs.
- Raised footpath crossing at side streets.
- Minimum 8m between vehicle crossings.
- Seating spaces minimum every 100m.
- Larger spaces for play, seating, lawn etc.





Design Principle 6:
Do density well, provide quality & diverse housing

To ensure there is a variety of housing choice that fosters community and shared amenity

Te Pūtahi Ladies Mile must provide efficient, diverse housing that caters for the range of community, family and individual needs. The design allows for a choice of housing through difference typologies, housing types, sizes and options for various delivery models.

Given the growing population of the region there is pressure for land to be developed efficiently to ensure future generations are catered for, and inefficient urban sprawl does not continue. The Masterplan and planning variation ensures medium and high density housing is provided where appropriate. Where density is increased, shared facilities are necessary to ensure lifestyle needs are met. Affordable housing options are provided through housing diversity, choice and alternative delivery methods.

Key Moves

- Offer a choice of lifestyles through a range of quality housing typologies, sizes and affordability.
- Establish medium/high density living to support public transport, commercial activity, community facilities and enabling efficient land use.

Typologies

North of SH-6

Typology Mix

A mix of typologies allows for diversity of housing choice.

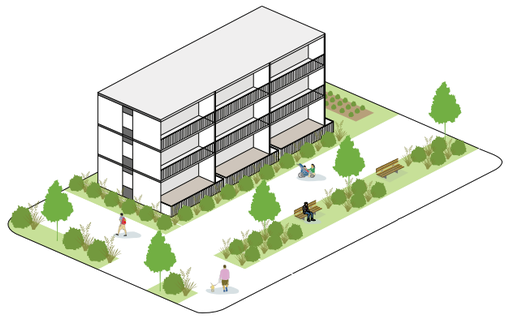
- North of SH-6 includes medium to high density housing typologies; a mix of Apartments, Walk-Up's, Terraces and Duplex Housing.
- A mix of these typologies will meet the planning requirements of the Medium and High Density Residential zones.
- Stand-alone housing is not permitted north of SH-6. This is because it is not an efficient use of land and does not support the population requirements.
- Alongside medium and high density living will be shared outdoor space and amenity.
- South of SH-6 typologies could include Terraces, Duplex and Stand-alone housing. A mix of these could meet the Lower Residential Zoning rules.
- Typology mix is encouraged by requirements in the planning provisions.

Apartments

Multiple households operating as a group over 4 or more stories with shared amenity, servicing and lift access. Located to best utilise public space and amenities including transport hubs. Medium to high density land use.

Walk-Up Apartment

Multiple households operating as a group up to 4 stories with shared amenity, servicing and stair access. Medium density land use.

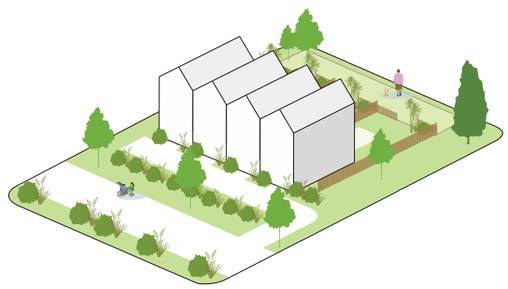


North of SH-6

South of SH-6

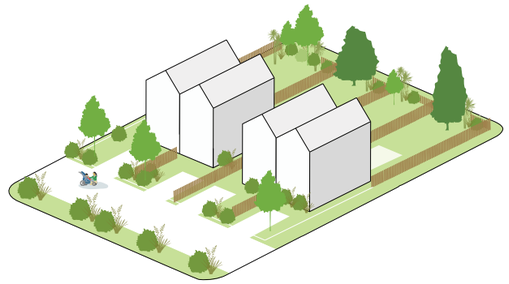
Terrace Housing

Individual households on compact lots with shared party walls up to 3 stories. Private servicing and outdoor space with opportunities for some shared amenity. Medium density land use.



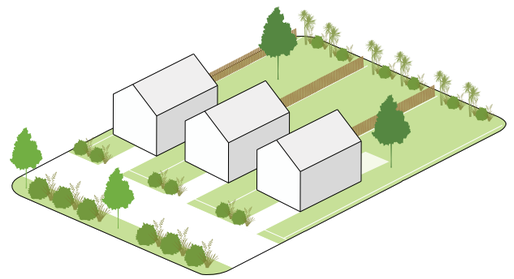
Duplex/ Semi-Detached

One household per lot with a shared party wall. Each house with its own amenity and servicing. Medium-Low density land use.



Stand-alone Housing

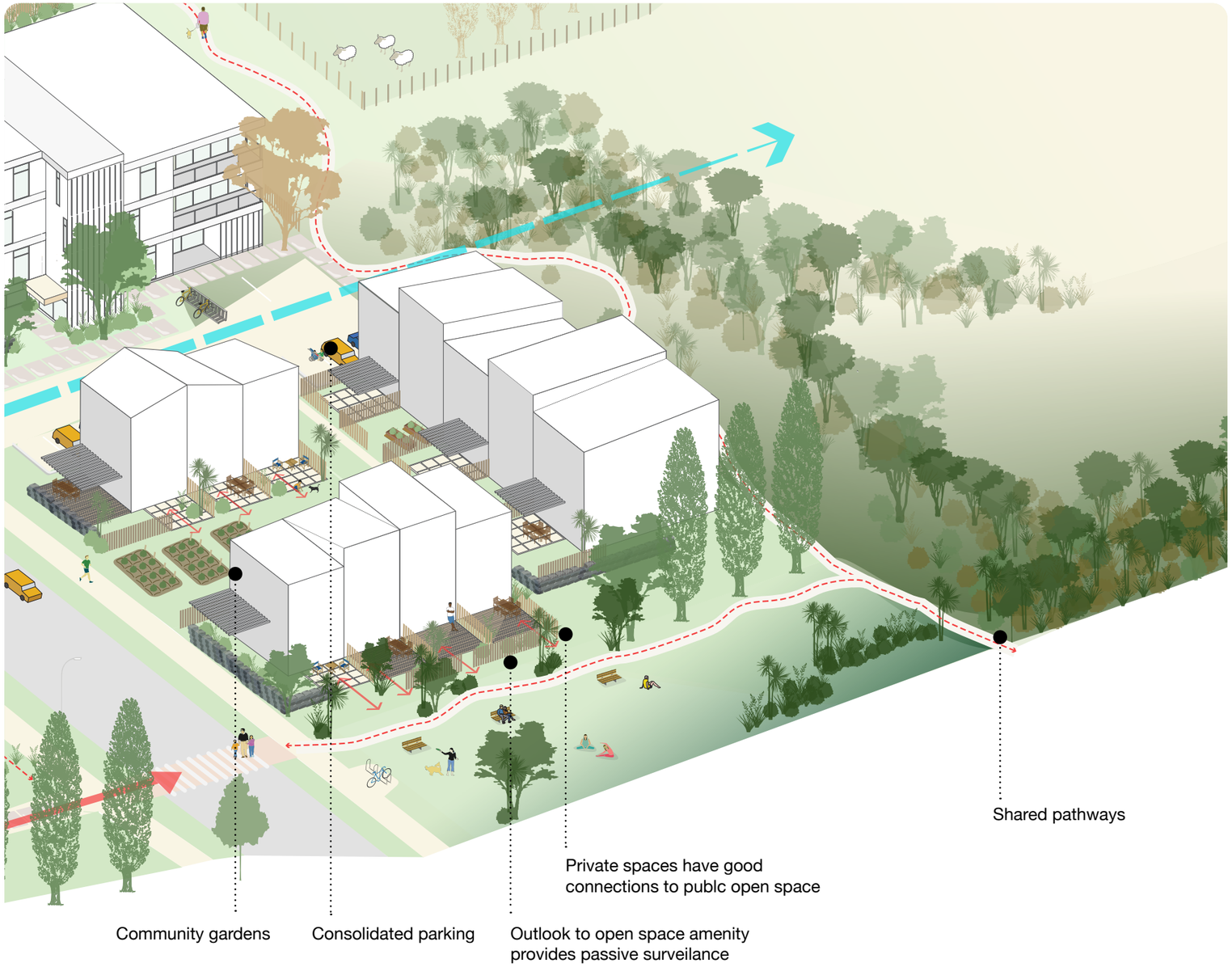
One household per lot operating independently with its own amenity and servicing. Low density land use.



Density and shared amenity

With Medium and High Density Living, comes the necessity for an increase in shared amenity. Key considerations include:

- Allowance of Open Space and Parks within walking distance of all Medium/High Density Units.
- Open Space outlook from living/ bedrooms, connection to nature.
- Good Solar Access to outdoor living spaces.
- Medium/High Density living is in close proximity to community facilities i.e. schools, parks and Town Centre.
- Consolidated shared parking.
- Options for shared community gardens.
- Access to shared pathways connecting to major Active Travel Routes.
- Access to 'Play Along the Way' in walking distance from higher density living to support family living.

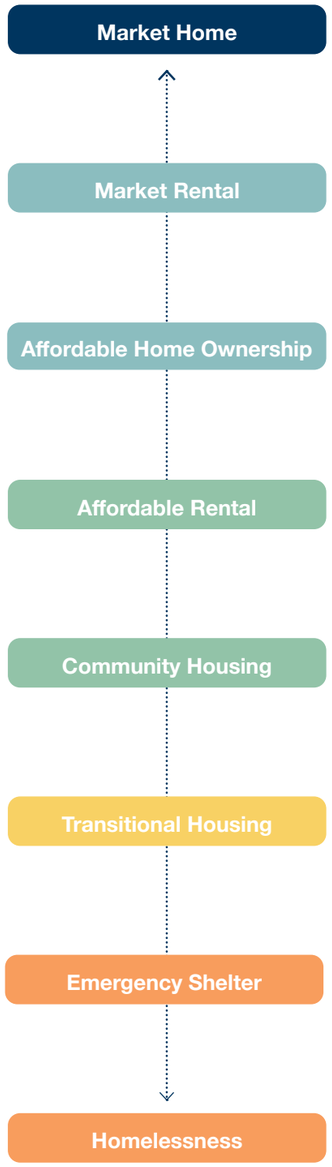


Alternative Housing Delivery Models

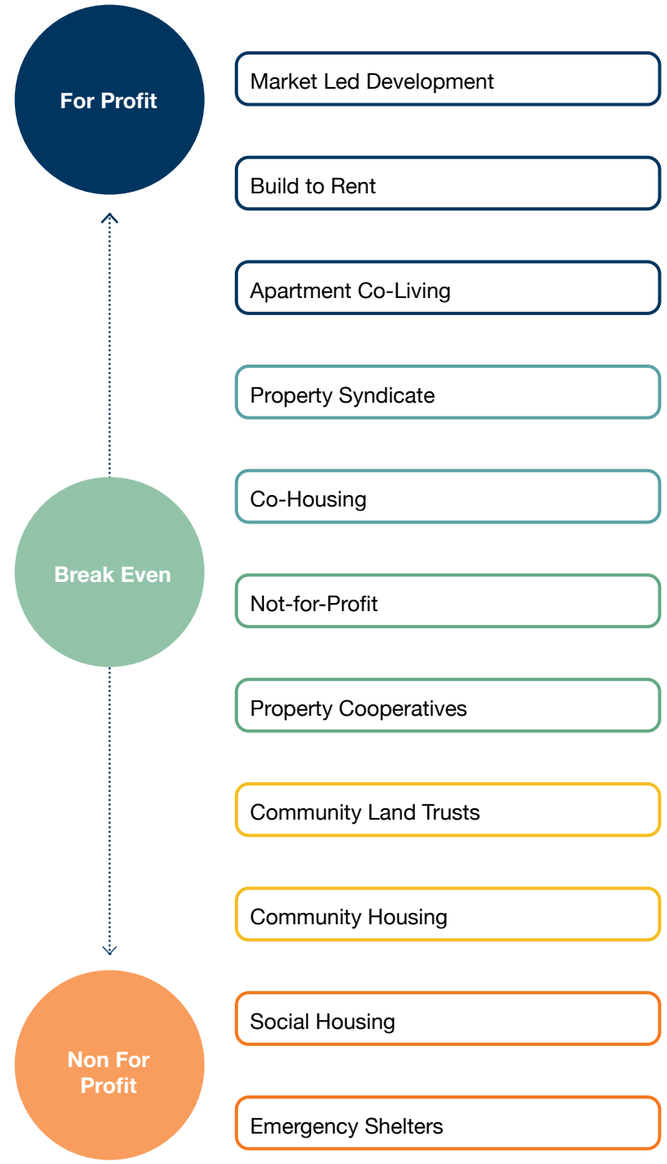
There are opportunities for alternative housing delivery models to provide more diversity, choice and affordability within Te Pūtahi Ladies Mile

- Currently housing delivery in New Zealand is predominantly focused toward the 'build to sell' model. It is becoming clear this model does not provide enough options for people.
- There are alternative potential housing delivery models that are utilised overseas. These alternative models can bridge the gap between emergency housing and the current dominant free market model.
- The adjacent diagram show the housing continuum, and a range of potential housing delivery options that have the potential to improve housing diversity, affordability and choice.
- Te Pūtahi Ladies Mile has the potential to provide positive housing options for those currently left out of the housing market.
- The provision of apartment living also provides more choice and in nature can provide a more affordable option due to the increased density and opportunities for shared amenity.

Housing Continuum



Alternative Housing Models



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

Yield - North of SH-6

+ Range from 1,868 - 2,284 Units

Yield - South of SH-6

+ Up to 154 Units

Total Residential Units

+ **Range 2,013 - 2,438**

Note: Unit numbers shown on the plan are approximate maximums

Key

- High Density **30.6 Ha Total**
- Medium Density **18.5 Ha Total**
- Mixed Use **4.0 Ha Total**
- Lower Density **14.3 Ha Total**

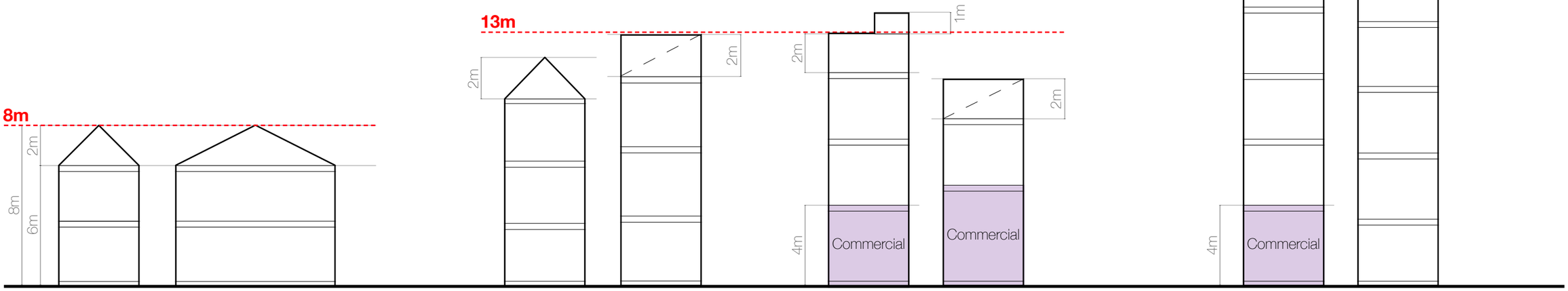
Yield Table

Sub-Area	Land Use	Measured Area (m2)	Minimum Density (u/Ha)	Gross Developable Area (Ha)	Minimum number of units	Maximum number of units (max +20%)
TE PŪTAHI LADIES MILE (NORTH of SH6)						
A1	Resi - Med	44,286.12	40	4.4	176	211
A2	Resi - Med	26,739.65	40	2.7	108	130
B1	Resi - Med	23,498.47	40	2.4	96	115
B2	Resi - Med	48,845.71	40	4.9	196	235
B3	Hub - Commercial	18,689.81	40	1.9	76	91
B4	Schools	35,087.13	40	3.5		
C1	Resi - High	22,392.28	60	2.2	132	158
C2	Resi - High	75,961.16	60	7.6	456	547
D1	Hub - Commercial	21,308.09		2.1	+65	+130
E1	Resi - High	85,288.42	60	8.5	510	612
E2	Schools	74,204.28	60	7.4		
F1	Resi - High	48,794.86	60	4.9	294	353
F2	Resi - Med	9,132.91	40	0.9	36	43
G1	Resi - Med	12,653.81	40	1.3	52	62
				54.7 Ha		
				43.8 Ha *ex schools*	2,197	2,687
				Adjusted to allow for stormwater management	**1,868**	**2,284**
TE PŪTAHI LADIES MILE (SOUTH of SH6)						
H1	Resi - Low	30,409.43		3.0	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 Ha	**145**	**154**
TE PŪTAHI LADIES MILE						
YIELD RANGE				**58.1 Ha** *ex schools*	**2,013** -	**2438**

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)

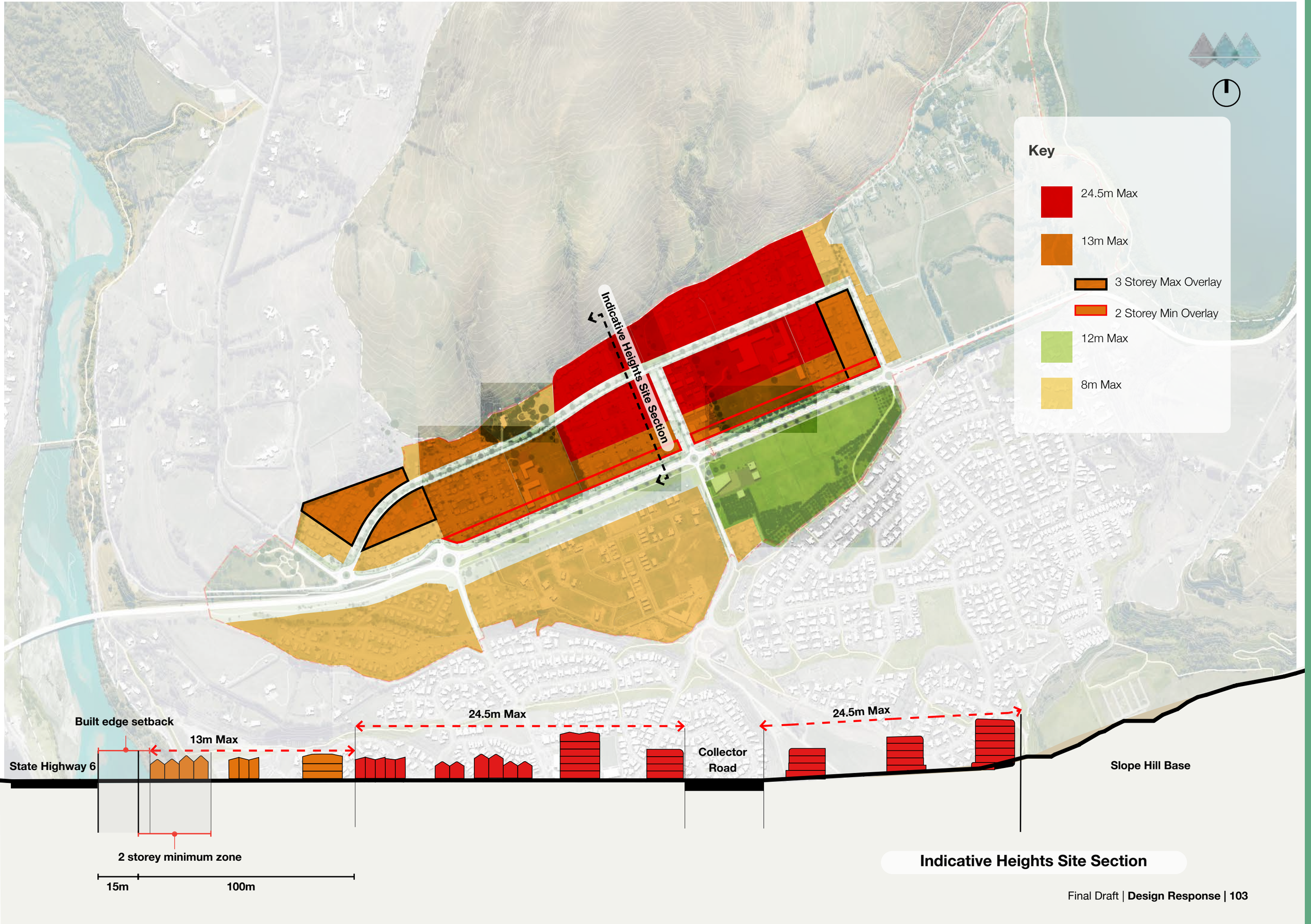
Med Density (40u/Ha)

High Density (60u/Ha)

Town Centre South

High Density (60u/Ha)

Town Centre North



Indicative Heights Site Section

Yield Testing - 60 units/ha

Total Figures

419 units | 6.97 ha

60 units per hectare (gross area)

Average bedroom mix: 2.18

NOTE: This yield study is illustrative only and demonstrates one potential typology scenario to achieve the minimum 60units/ha yield. It is not representative of a designed masterplan.

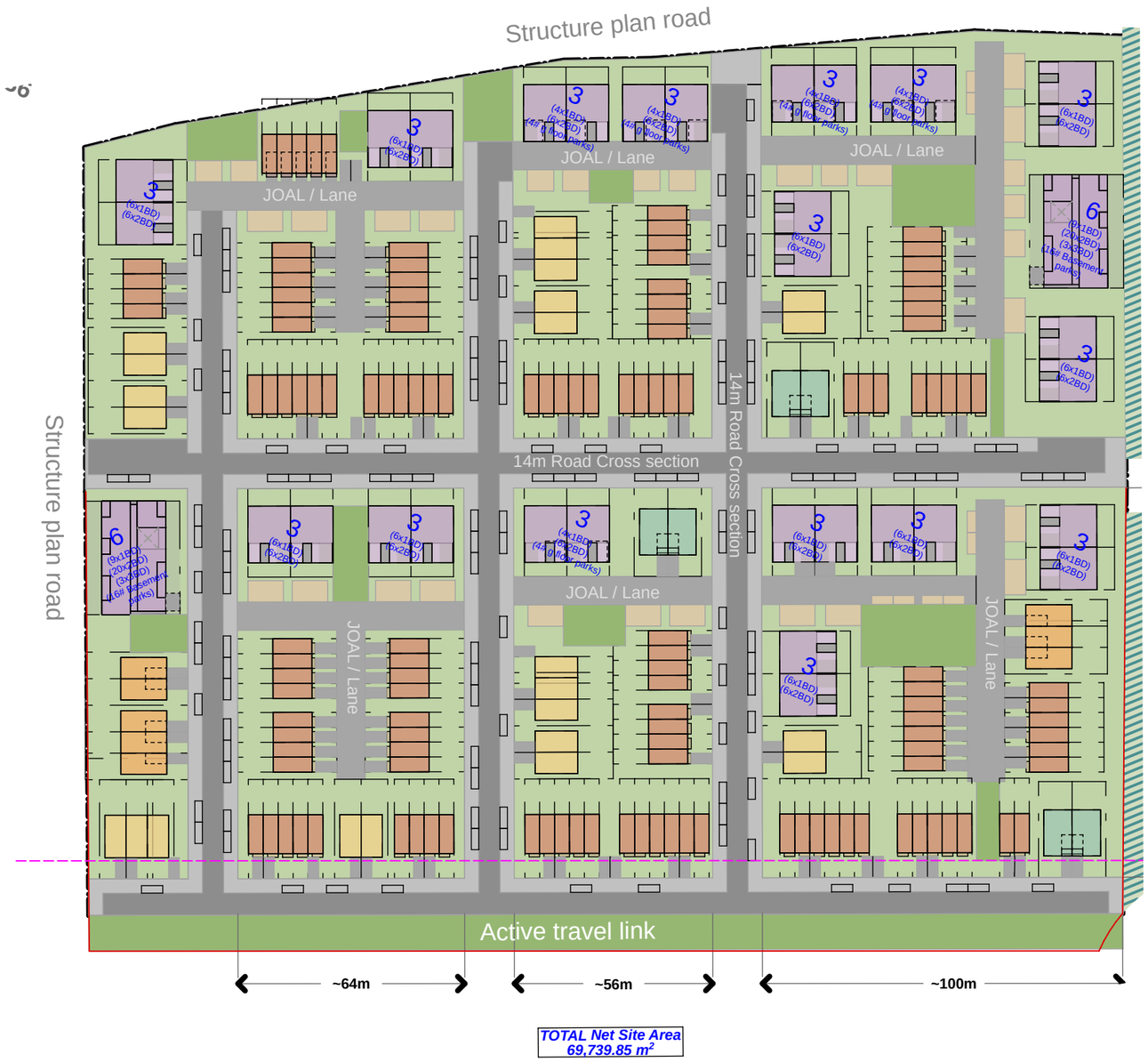
Unit typology mix:

Typology:	(T)
X (No. of levels) 1 Bed Apartment	104
2 Bed Apartment	136
3 Bed Apartment	6
2-3 Bed House (50/50 split) (terrace or duplex)	136
3 Bed House (terrace or duplex)	31
4 Bed House (terrace or duplex)	6
TOTAL:	**419**

Car parking:

PRIVATE: On lot 'door to door' =	159
Car parks detached =	167
TOTAL Private parks provided: 0.78/dwelling	**326**
TOTAL Street parks provided: 0.31/dwelling	**130**

Note: Maximum theoretical parking allowance = 481 (private) + on street parks
(based on 0.5/1BD, 1/2BD, 2/3+BD)




16# walk up apartments
2# Lifted apartments
Structure plan road
Active Transport Link
SH6

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 plan variation sets out a clear and resilient plan for the future growth of the area.

The following suggested plans, along with the key moves and objectives set out in this masterplan report, work together to achieve efficient land-use, transport connectivity, community amenity and sustainable water management alongside maintaining a strong sense of place and landscape identity.

The suggested structure plan moves set out a clear spatial framework to ensure that future development is well executed and that the objectives of the Masterplan are met.

The intention is that the Structure Plan and associated Planning Provisions work together to guide developers toward appropriate design responses to a range of local conditions, ensuring that future development is cohesive across the masterplan area, even as it may happen accumulatively over time. The Masterplan encourages 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

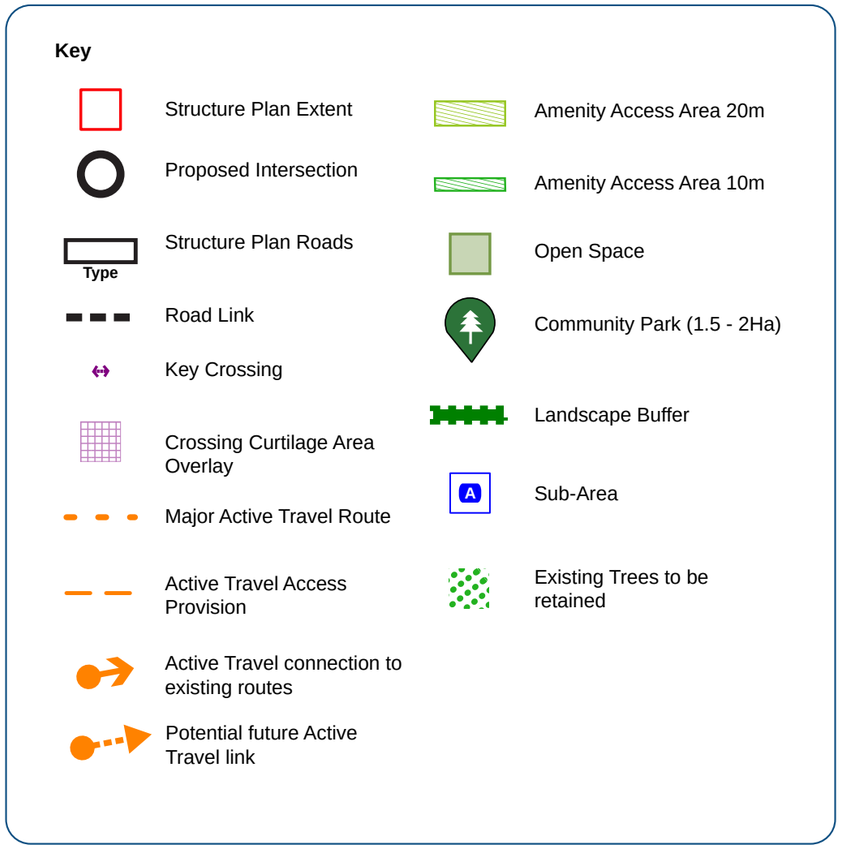
- Set out a resilient and adaptable plan to future-proof developvable land and avoid sporadic and adhoc development.
- Identify an appropriate development response that is sympathetic to the local context.
- The Structure Plan acts as a mechanism to manage development while supporting holistic and integrated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

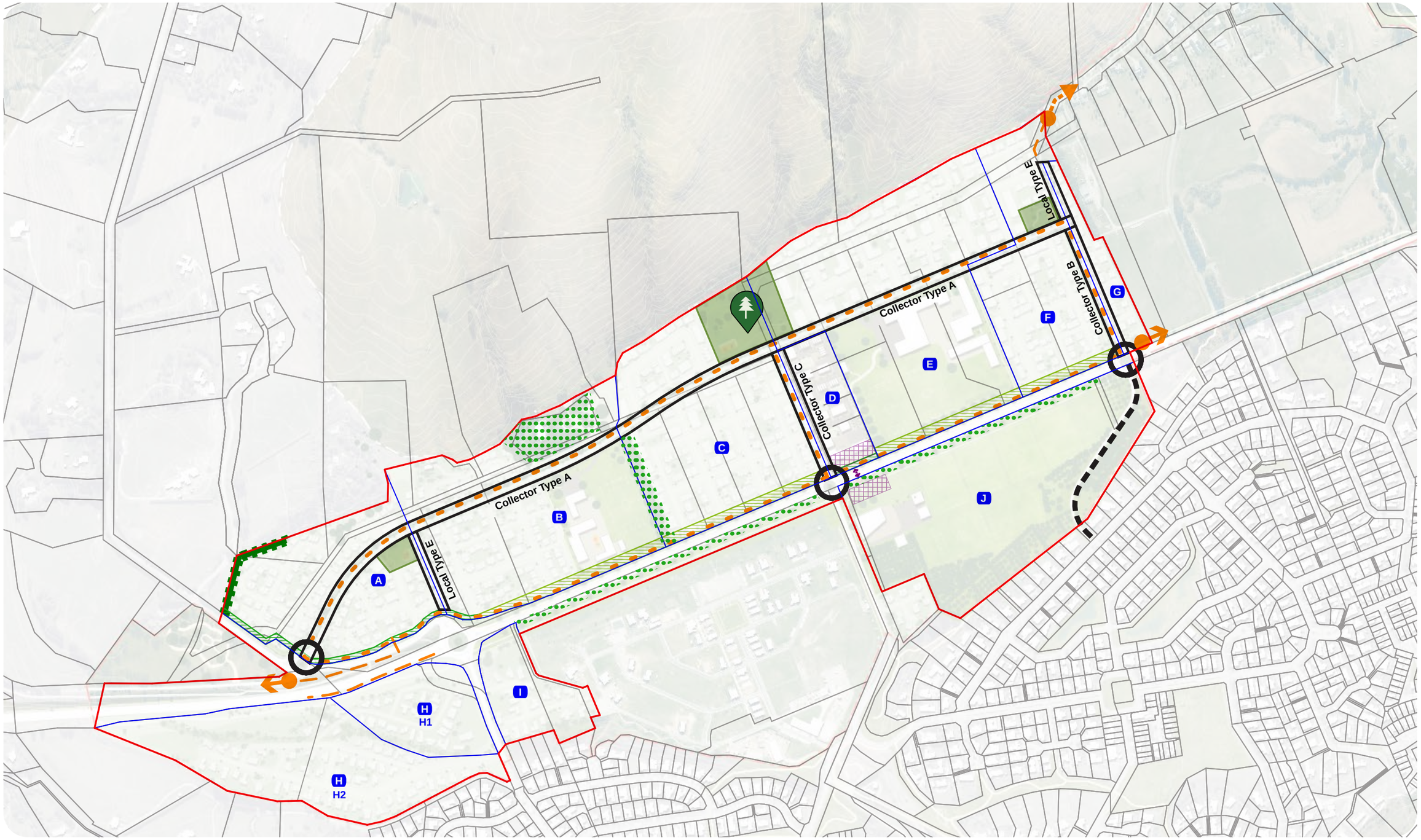
Suggested Structure Plan Moves

The Suggested Structure Plan Moves describe the primary moves that the structure plan should support

- A strong transport framework to support a cohesive development.
- Allowances for public access and active travel links into existing trails, and access to bus stops.
- Allowance for safe crossing of State Highway 6 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 the statutory structure plan.

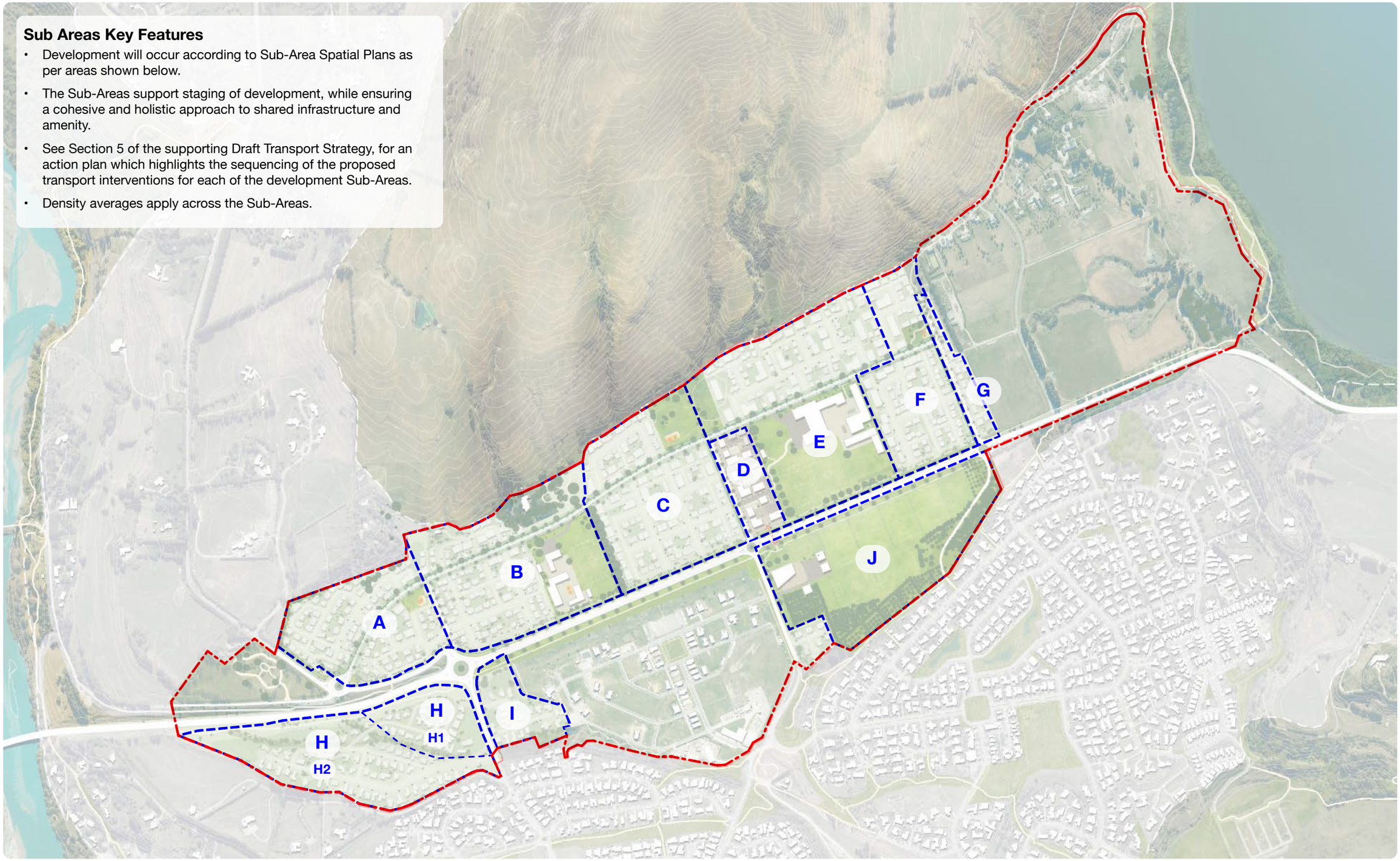



Local Type E
Collector Type A
Collector Type B
Collector Type C
Local Type E
Collector Type A
A
B
C
D
E
F
G
H
H1
H2
I
J

Suggested 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.



Suggested Zoning Plan