

## Part B Design Guidance / Principles

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## B1 Design Guidance & Best Practice

The Queenstown Town Centre Masterplan has evolved to respond to the unique characteristics and features of Queenstown, including the relationship to the wider region, hills and lake. The aspiration is for an integrated masterplan where character is developed in response to topography, cultural heritage and landscape patterns.

### Key outcomes of the plan include\_

- A high quality publicly accessible waterfront of promenade, wharf and beach;
- Heritage integrated and authentically displayed;
- A vibrant mixed use 'heart' of Queenstown;
- Enhanced landscape and vegetation with visual and physical connections to the forested alpine hills

## B2 Town Centre Design Principles

**The QPRDG provides guidance on a range of furniture and materials to use throughout the town to ensure successful elements are retained, the character of the Town is reinforced, and the process for change is streamlined.**

The following guiding principles should be applied in conjunction with the design principles and approaches identified throughout the Queenstown Town Centre Design Manual;

### **1. Create consistency**

- Use a limited range of materials and elements in designs to form a consistent and coherent public realm

### **2. Reinforce urban character**

- Retain, refurbish, re-purpose and enhance existing historic elements where they provide a coherent overall character to the immediate area, and use materials that are authentic to the character of Queenstown's Town Centre

### **3. Create the conditions for longevity**

- Use robust, high-quality and sustainable materials that are well detailed along with proven high-quality construction techniques based on the intensity of activities that occur in a whole of life context, including usage and maintenance.

### **4. Design for all users**

- Ensure design and construction consider economies of scale in supply and replacement, such as minimising requirements for paint finishes, to ensure every space considers maintenance, no matter the size or type of design.

### **5. Support efficient construction, management and maintenance**

- Arrange and locate furniture and elements so that they are comfortable and provide opportunities for positive social interaction and accessibility for all users.

### **6. Trial new elements**

- Pilot and evaluate variations on the proposed standard palette in controlled applications to realise a variety of benefits.

### **7. Integrate environmental infrastructure and sustainability**

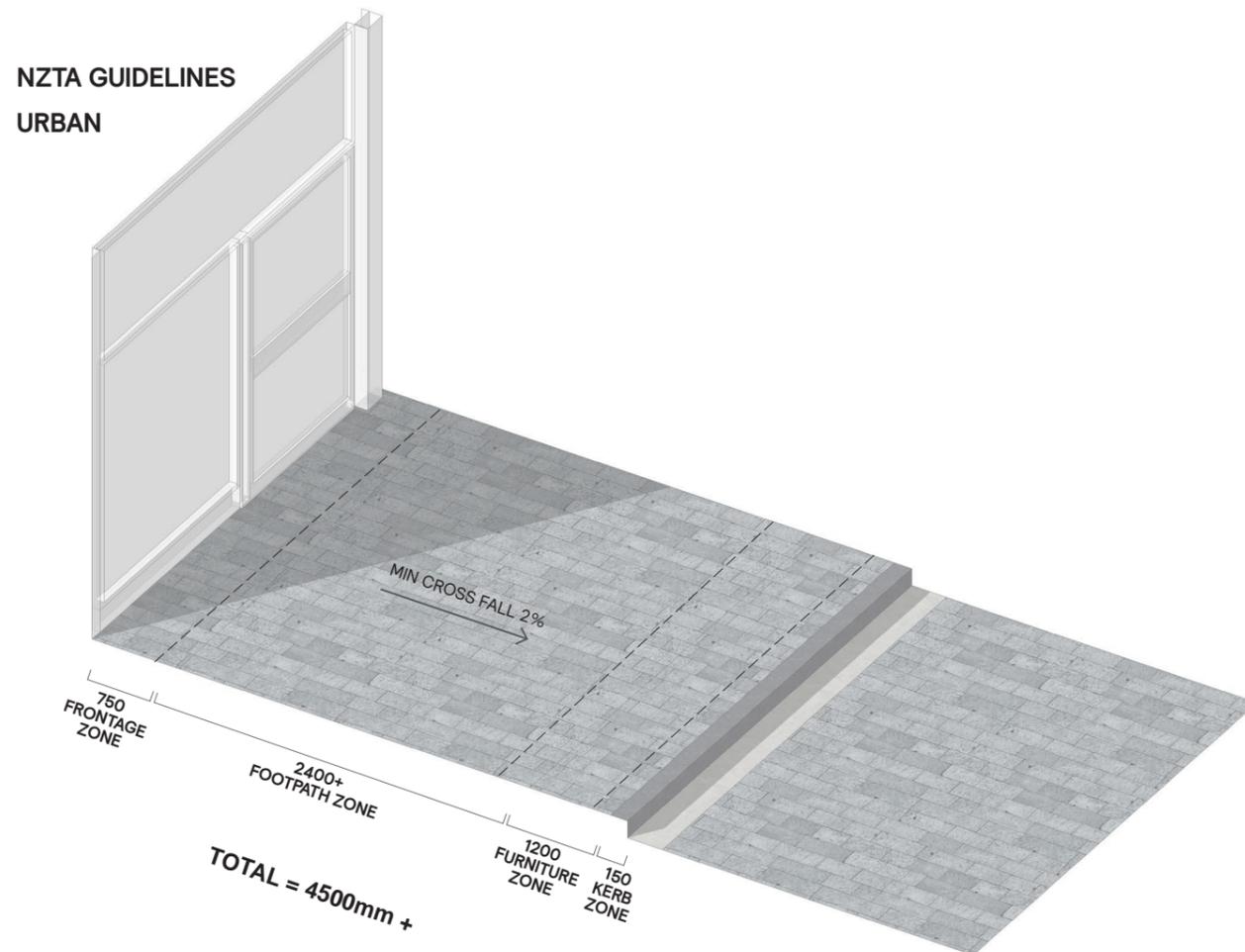
- Support ecological function and biodiversity through selection of native plant species in appropriate collections.
- Undertake ecological repair including removal of weed species and reintroduction of indigenous native species.
- Treat polluted stormwater from roads and parking, in a visible manner where feasible, prior to release into the lake environment.

### **8. Provide for maintenance and serviceability**

- Utilise robust and simple materials and structures that are capable of withstanding the environmental alpine conditions and the rigours of daily use.
- Consider material robustness and life cycle properties in materials selection and design of structures and elements.

### **9. Ensure a safe environment for users and inhabitants**

- Consider CPTED principles in all design, including but not limited to ensuring informal surveillance with appropriate usability, and eliminating opportunities for concealment and entrapment.



## B3 Pedestrian Design Standards

The width of the various footpath zones will depend on the environment and those to which the route connects. The above diagrams describe best practice from NZTA's Pedestrian Planning and Design Guide.

Generally, wider street furniture zones are required in areas with:

- High adjacent vehicle speeds, and/or high adjacent vehicle volumes

Wider through-route zones are generally required in areas with:

- High pedestrian volumes, and/or
- A high number of pedestrians stopping on the footpath. [NZTA Pedestrian Planning Guide 2009]

NZTA's design guidance for an urban street environment will provide the appropriate minimum design standards to support high quality streetscape environments. This requires providing a 4500mm wide footpath comprised of the following sub-zones:

### Frontage Zone

Provides a threshold between ground floor activities and building entrances and the footpaths main movement zone. This zone can be used for managing level changes and a degree of outdoor street trading. This zone should be made wider where shop front trading is required or where level changes between shop front and footpath require careful management.

### Movement Zone

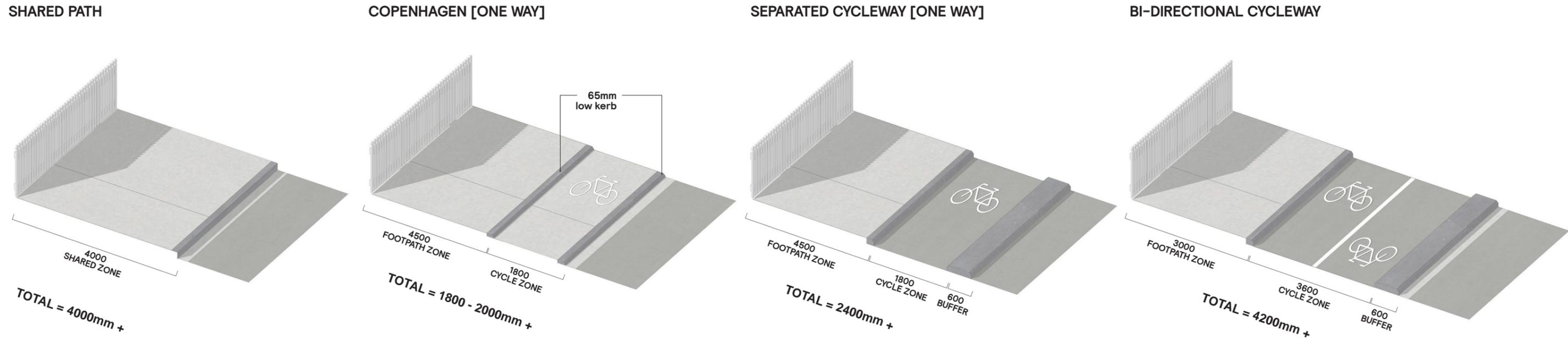
Provides for a minimum 2400mm effective footpath width clear from obstacles and obstructions to enable efficient pedestrian movement. This zone should be made wider to support areas of high pedestrian flow/capacity.

### Furniture Zone

Provides for a minimum 1200mm furniture zone between the movement zone and kerb. This is the preferred location for all street furniture items including seating, street trees, light poles, rubbish bins and signage. This zone should be made wider to support more generous public seating opportunities and/or outdoor dining. (Refer to figure above)

### Kerb Zone

Provides for a minimum 150mm kerb zone at the extent of the footpath. This zone should be made wider where a wider kerb and/or shared space delineation strip is required.



## B4 Cycling Design Standards

The creation of a new town centre cycle network requires integration with proposed streetscape upgrades. Design Guidance for this new cycle infrastructure has been taken from the National Association of Transport Official (NATCO) Urban Bikeway Design Guide;

The proposed dimensions are minimums and more generous dimensions are recommended where this can be achieved.

### Shared Path (Bi-directional)

Provides a shared zone for cyclists and pedestrians where there is a benefit in aggregating these functions without safety and operational risk. Located adjacent the traffic lanes and provides for contra directional flows. Enables cyclists to ride at their preferred speed without interference from traffic conditions. Provides for; cyclist comfort, safe separation of cyclists and vehicles, predictable movements and visual separation. A minimum dimension of 4000mm. It is recommended to provide additional width where there is high pedestrian flow, steep gradients that create speed variation, or significant use by other modes such as e-bikes.

### One Way Copenhagen

Provides an exclusive zone for cyclists through the use of footpath markings, signage

and design. Located adjacent the traffic lane and flows in the same direction. Enables cyclists to ride at their preferred speed without interference from traffic conditions. Provides for; cyclist comfort, safe separation of cyclists and vehicles, predictable movements and visual separation. A minimum dimension of 1800mm. A recommended width of 2000mm.

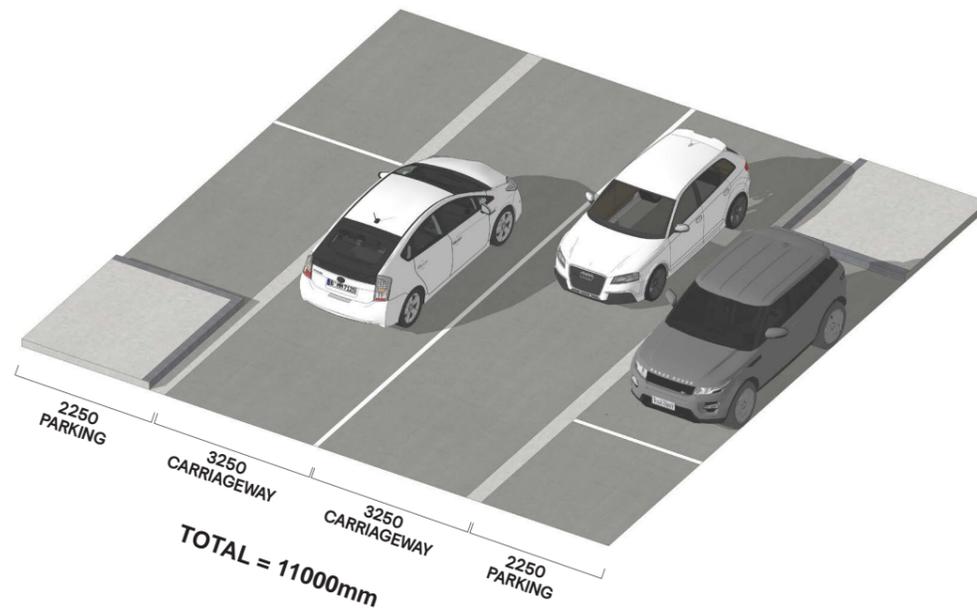
### One Way Separated Cycle Path

Provides an exclusive zone for cyclists through the use of footpath markings, signage and design. Located adjacent the traffic lane and flows in the same direction. Enables cyclists to ride at their preferred speed without interference from traffic conditions. Provides for; cyclist comfort, safe separation of cyclists and vehicles, predictable movements and visual separation. A minimum dimension of 1800mm. A recommended width of 2000mm.

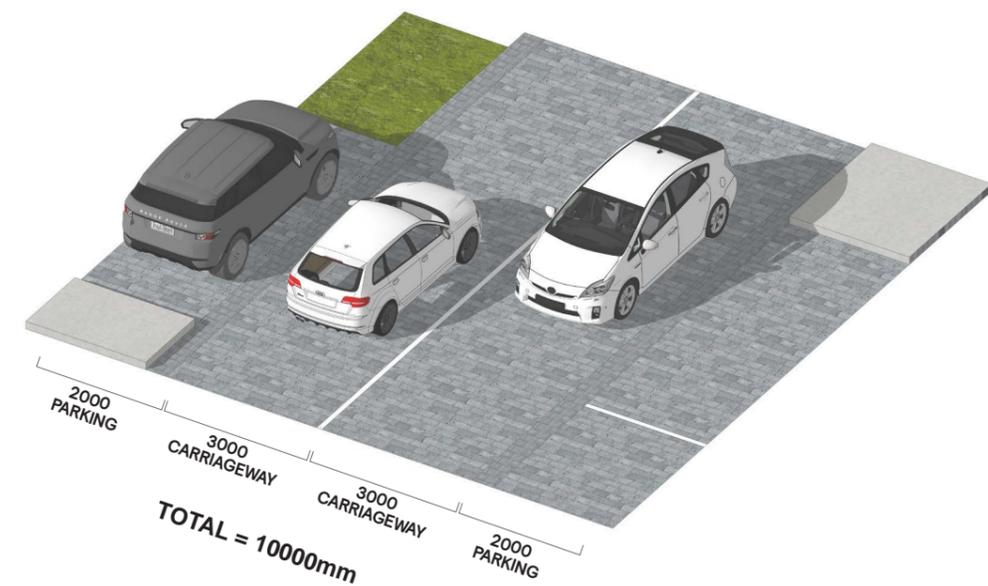
### Shared Path On Street (Bi-directional)

Provides a shared zone for cyclists and pedestrians where there is a benefit in aggregating these functions without safety and operational risk. Located adjacent the traffic lanes and provides for contra directional flows. Enables cyclists to ride at their preferred speed without interference from traffic conditions. Provides for; cyclist comfort, safe separation of cyclists and vehicles, predictable movements and visual separation. A minimum dimension of 4000mm. It is recommended to provide additional width where there is high pedestrian flow, steep gradients that create speed variation, or significant use by other modes such as e-bikes.

TOWN CENTRE



HISTORIC CORE



## B5 Traffic Design Standards

This guidance establishes the key traffic design parameters for the Town Centre and Historic Core zones in order to enable the desired levels of pedestrian priority and traffic management that supports the public realm aspirations for the town centre.

### 001\_ Town Centre Zone (30-50km/ph)

Supports access for a range of vehicles and reduced speeds 30 - 50kmph whilst enabling re-allocation of existing road space to pedestrian functions. Supports proposed street upgrades and rationalisation of on street car parking.

#### Carriageway Width

3250mm to support a variety of vehicle movements

#### Parking Bay width

6000mm (l) x 2250mm (w) to support access and use by a variety of vehicles

#### Corner Radii

Will vary depending on key access requirements for coaches and rubbish trucks.

However corner radii should be reduced where possible to support shorter crossing distances and slower vehicle speeds. Typical corner radii = 5000mm

### 002\_ Historic Core Zone (10 - 30km/ph)

Supports a greater degree of pedestrian priority within the core of the town centre, managed access for vehicles and reduced speeds 10 - 30kmph. Supports proposed shared spaces and pedestrian priority design interventions.

#### Carriageway Width

3000mm max (could be reduced to a 5500mm bi-directional carriageway) to support a variety of vehicle movements

#### Parking Bay width

6000mm (l) x 2000mm (w) to support access and use by a variety of vehicles

#### Corner Radii

Will vary depending on key access requirements for coaches and rubbish trucks. However corner radii should be reduced where possible to support shorter crossing distances and slower vehicle speeds. Typical corner radii = 3000mm