





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 potential 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

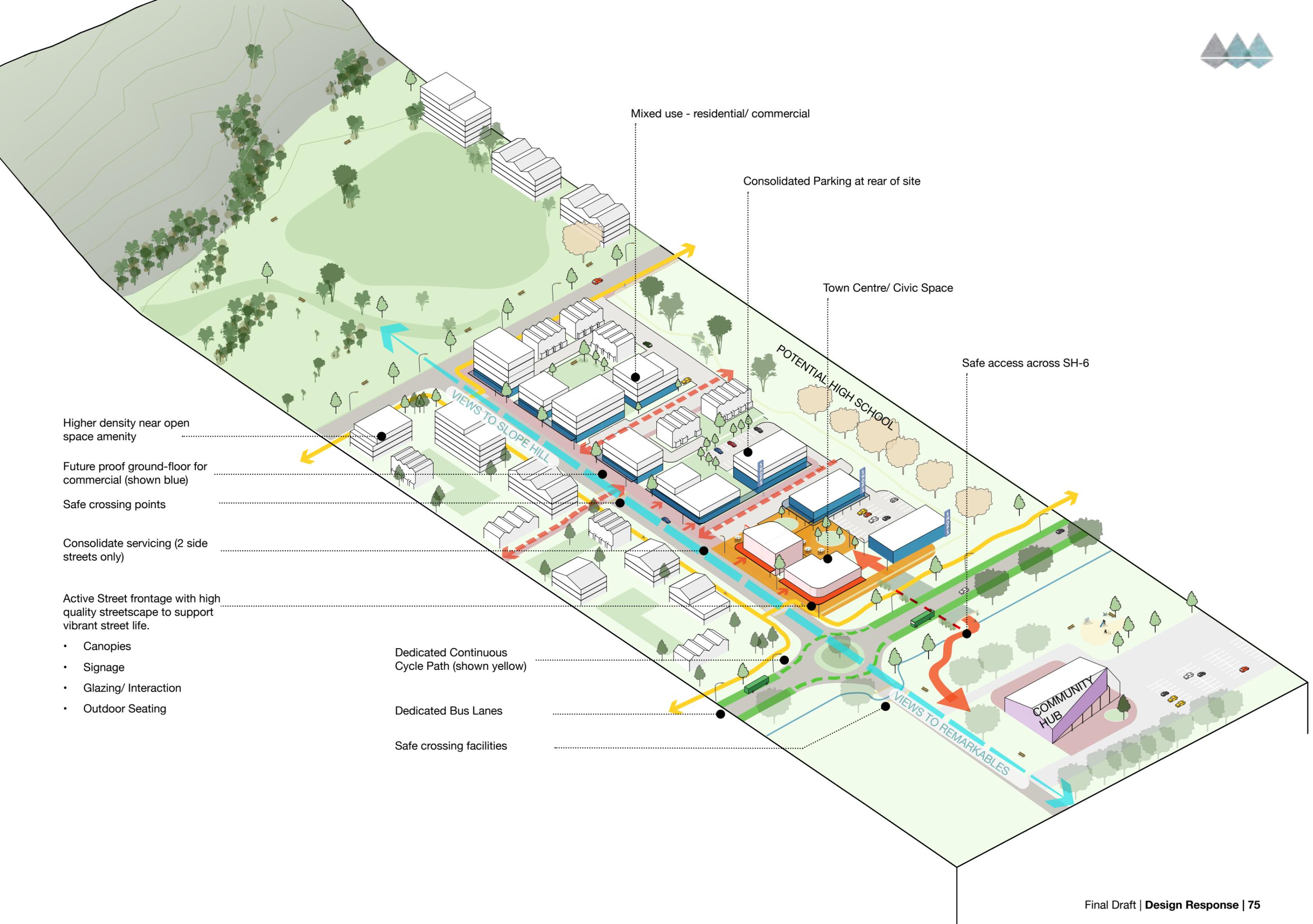
Town Centre Civic Space

Safe Crossing



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





Mixed use - residential/ commercial

Consolidated Parking at rear of site

Town Centre/ Civic Space

Safe access across SH-6

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

POTENTIAL HIGH SCHOOL

VIEWS TO SLOPE HILL

VIEWS TO REMARKABLES

COMMUNITY HUB

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.

Slope Hill views

Activated street frontage

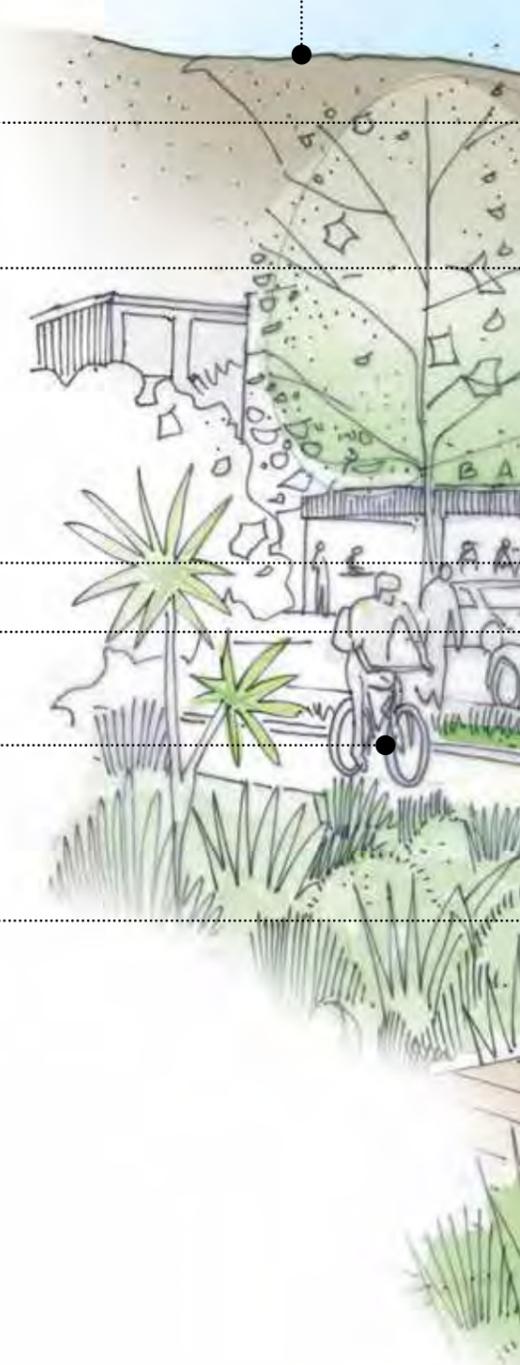
Shared streets support vibrant street life

Future proofed ground floor for commercial use

Consolidated parking at rear

Dedicated continuous cycle way

Safe street crossings at regular intervals





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



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

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

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







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.



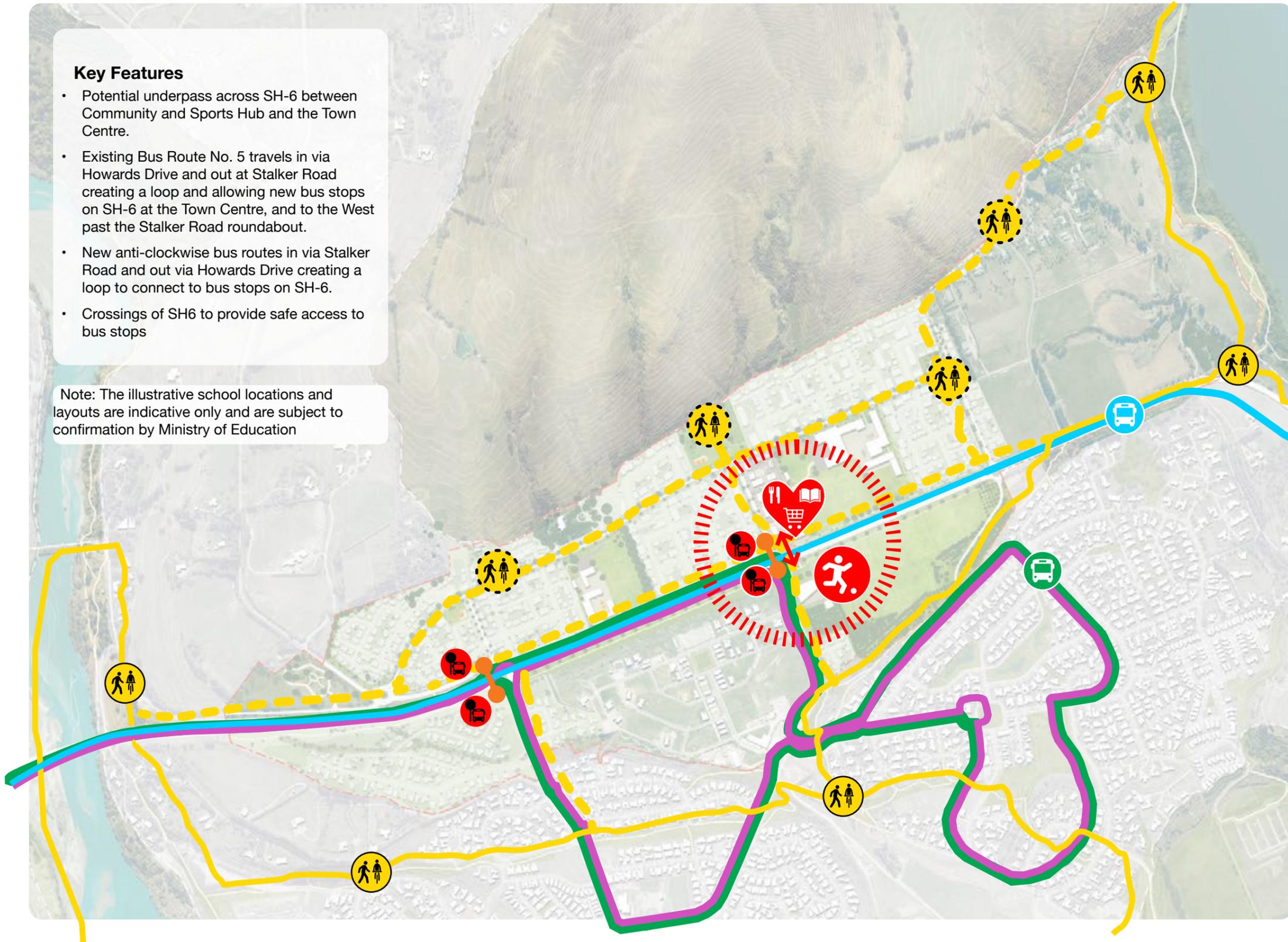
Initial Public Transport Networks



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

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



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.

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

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

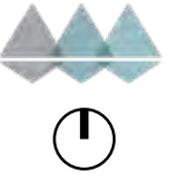
Key

-  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.

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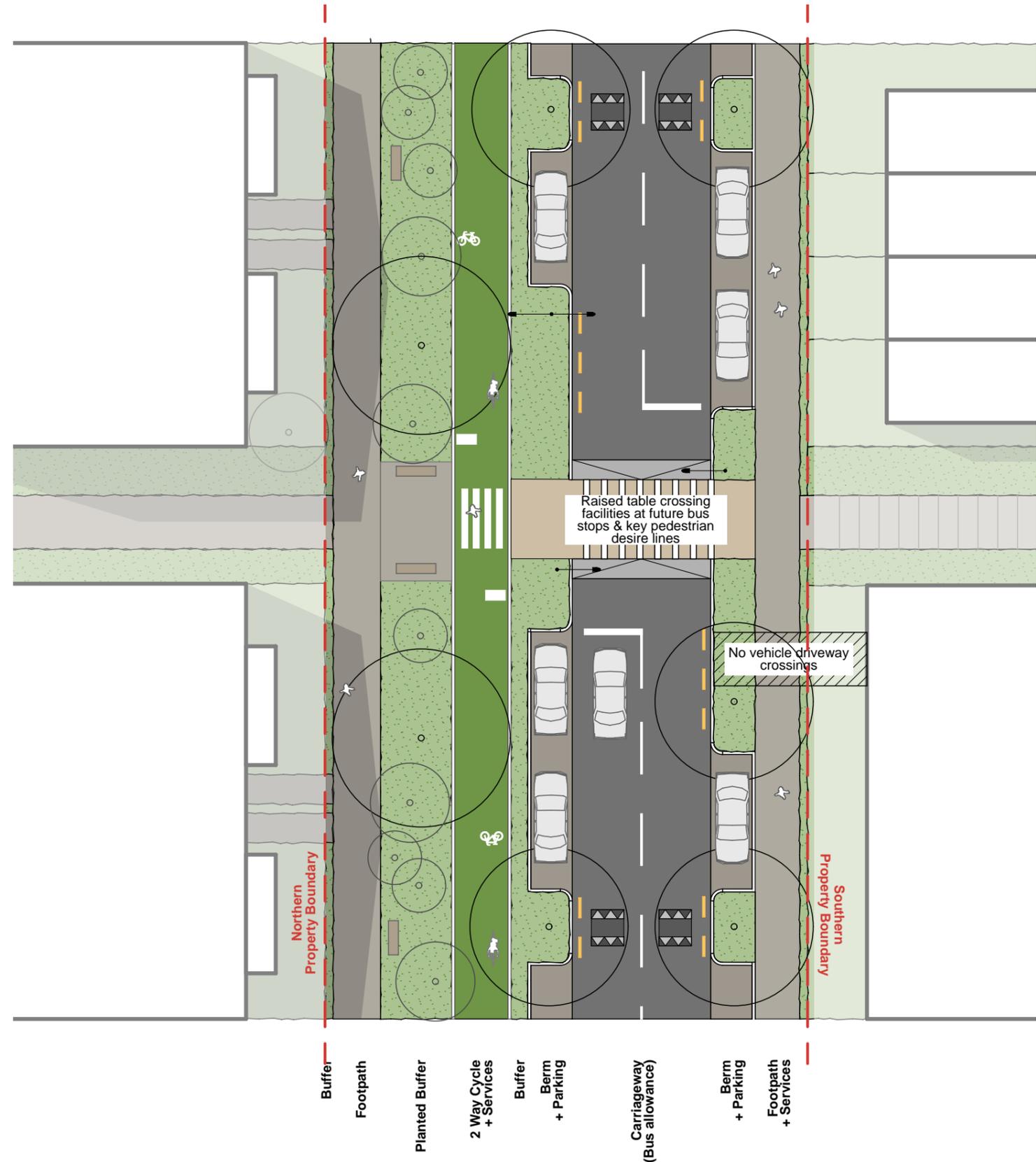


Illustrative Street A

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.



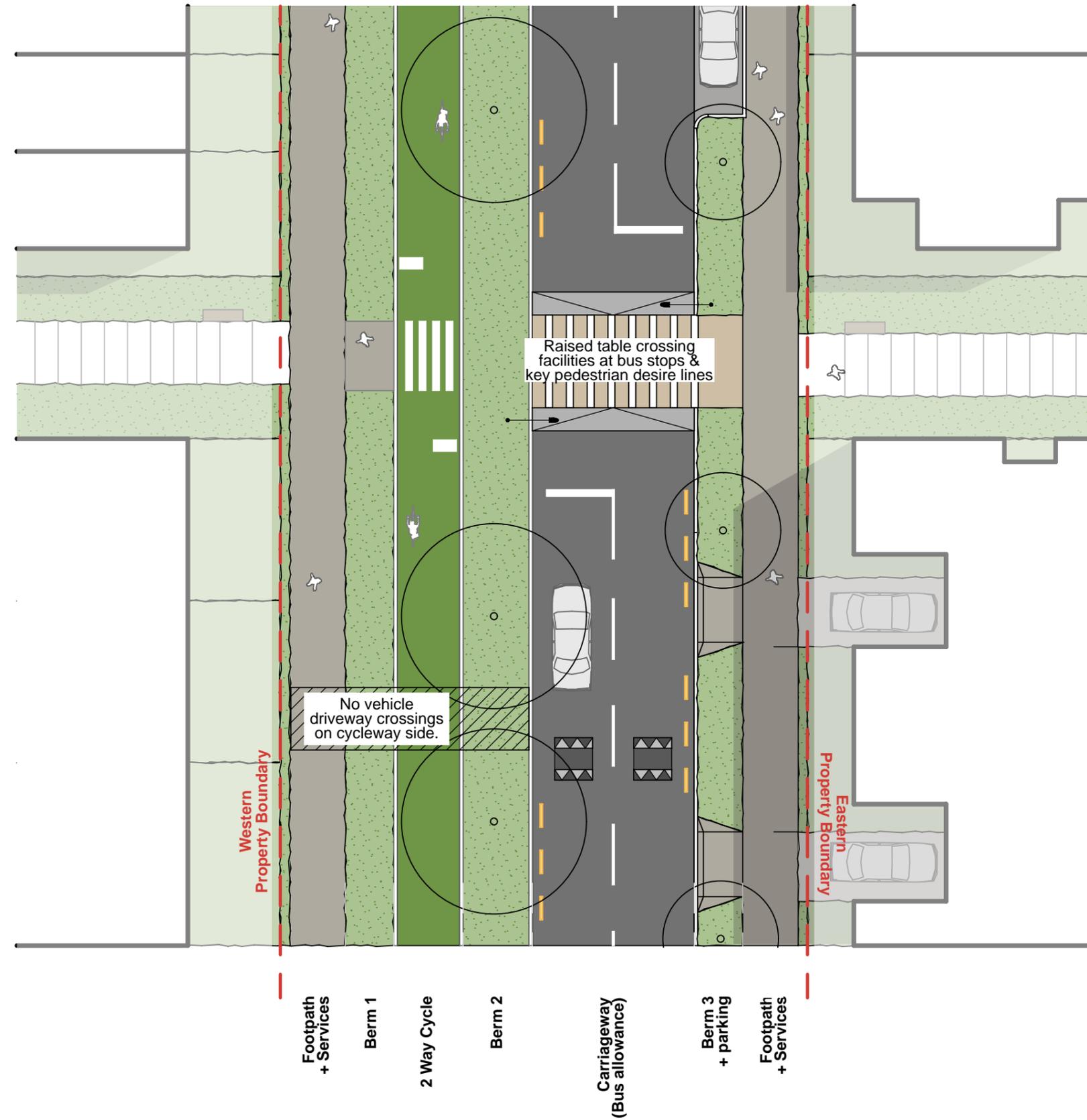


Illustrative Street B

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

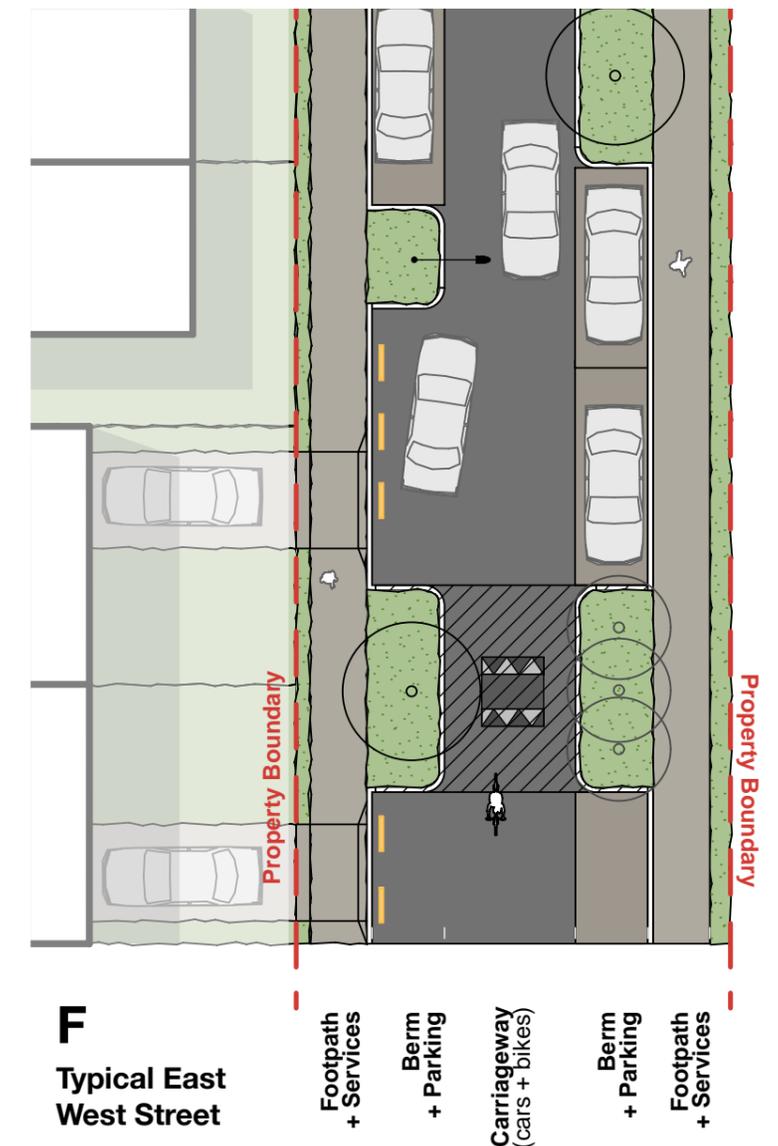
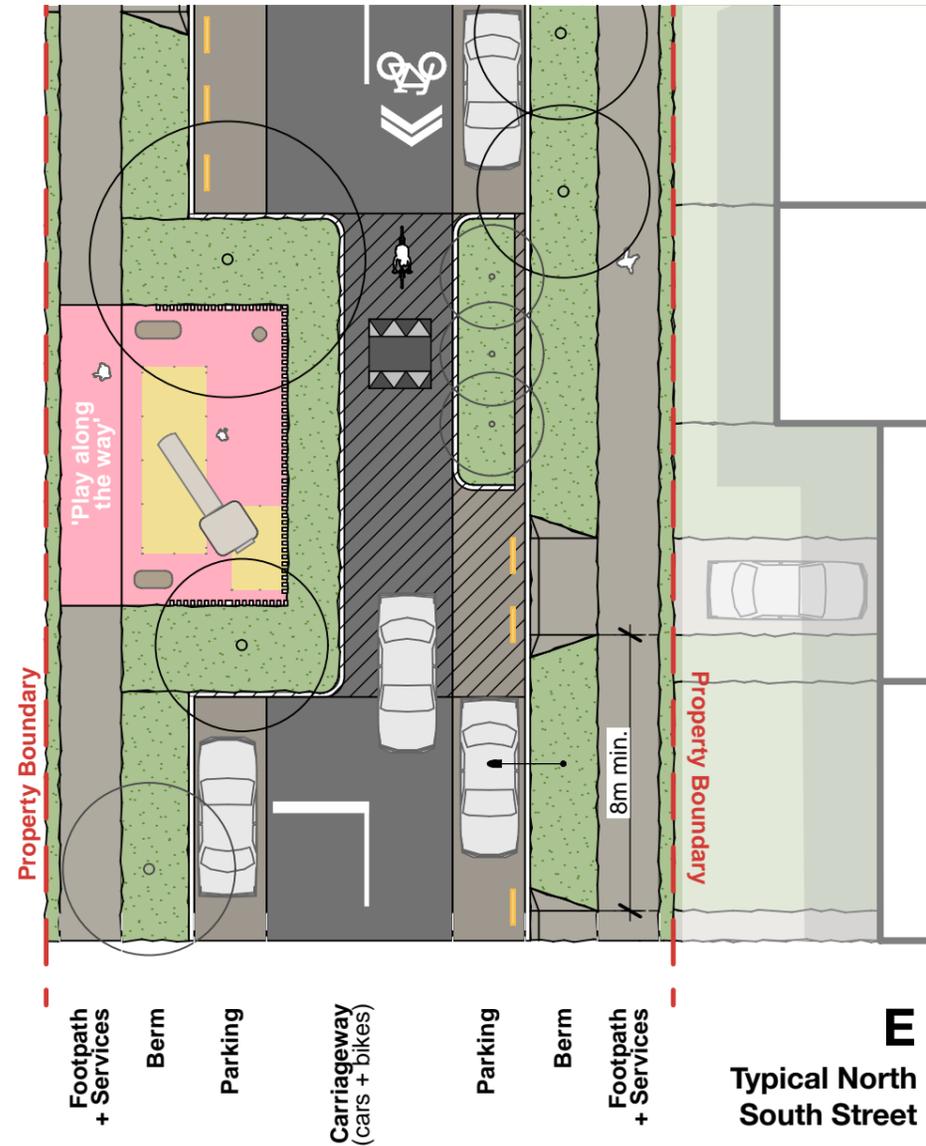
Key Features (E)

- 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'.

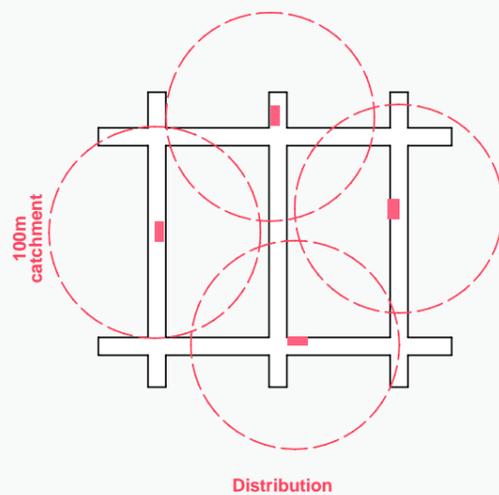
Key Features (F)

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.



'Play along the way'



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.



Properties without vehicle access, consolidated parking space available

Properties with vehicle access and on-lot parking



Footpath + Services

Carriageway (cars and bikes)

Consolidated area for play, seating amenities, parking

Footpath + Services

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

Properties without vehicle access from street.
Rear-access to lots may be provided

No vehicle access to properties from street

Linear reserve space with areas of seating, play and open space



Shared Footpath + Services

Large linear reserve with play, seating amenities

Carriageway (cars and bikes)

Footpath + Services

Properties with vehicle access and on-lot parking

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.

Properties without vehicle access, consolidated parking space available/rear-access

Properties with vehicle access and on-lot parking



Footpath + Services

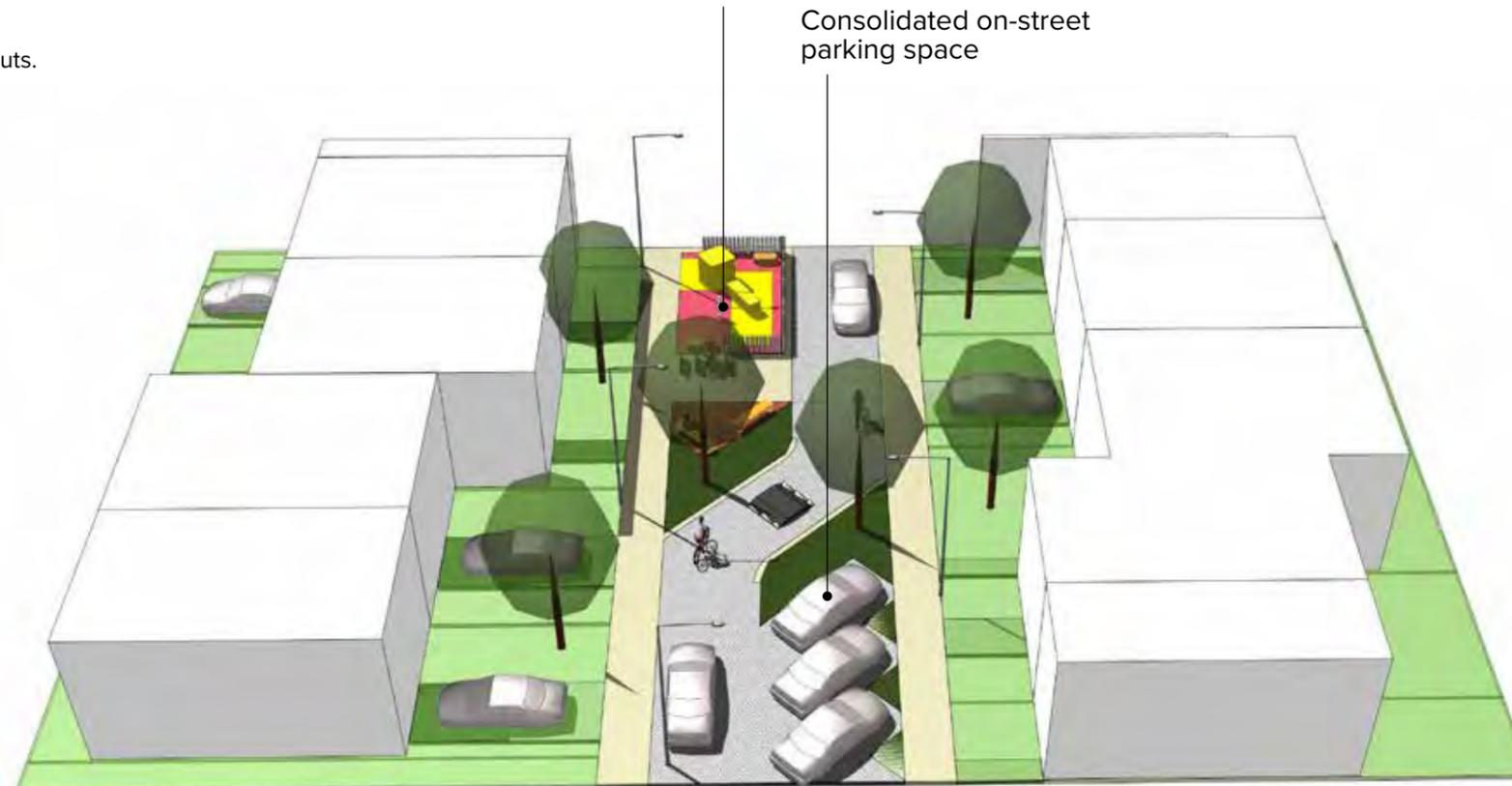
Carriageway (cars and bikes)

Consolidated parking, play and seating area

Footpath + Services

Space for on-street play and seating amenities

Consolidated on-street parking space





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.

Properties without vehicle access, consolidated parking space available/ rear-access



No vehicle access to properties from street

Continuous planted berm with areas of seating and or small play elements

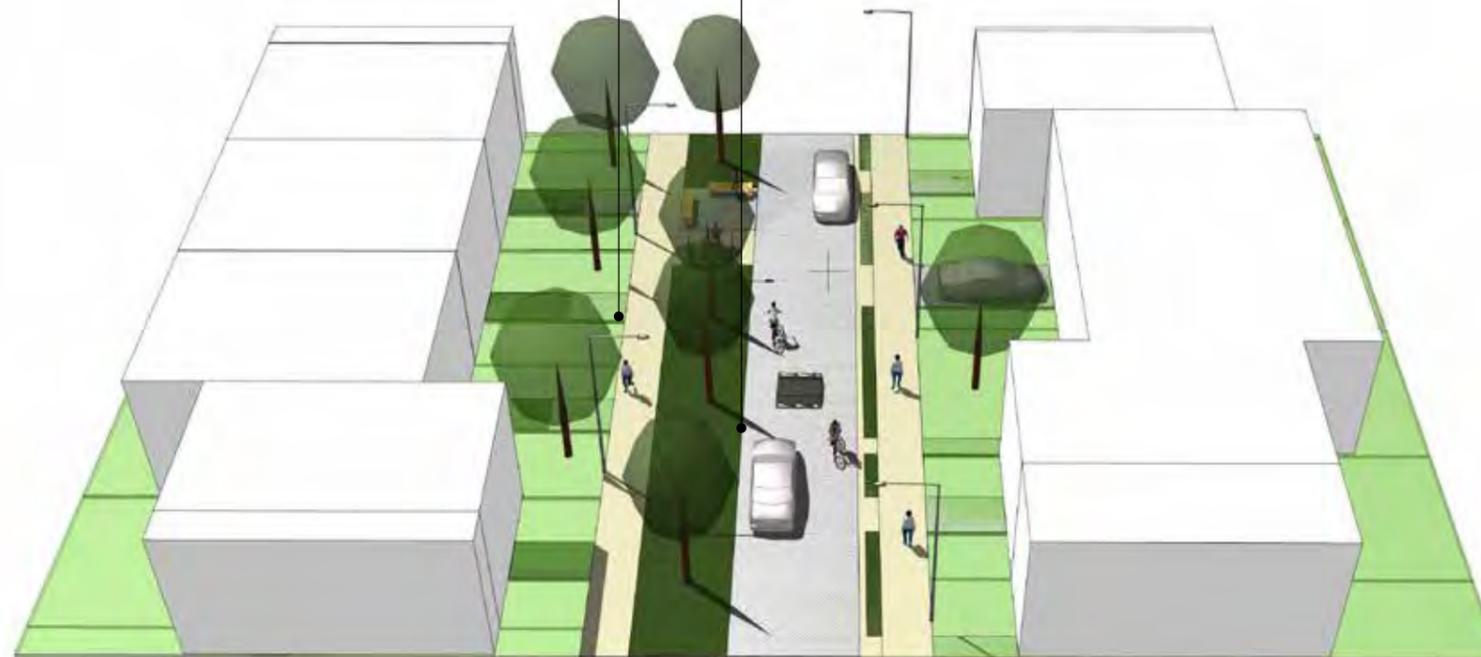
Footpath + Services

Continuous, wide planted berm with areas of seating

Carriageway (cars and bikes)

Footpath + Services

Properties with vehicle access and on-lot parking







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.



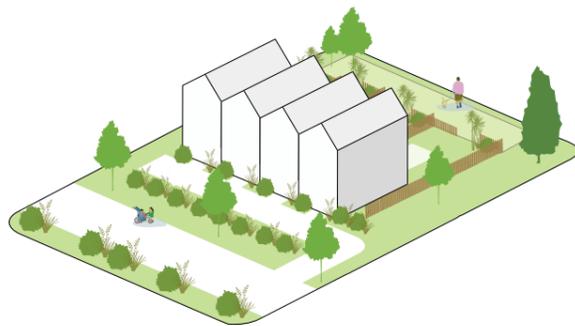


North of SH-6

South of SH-6

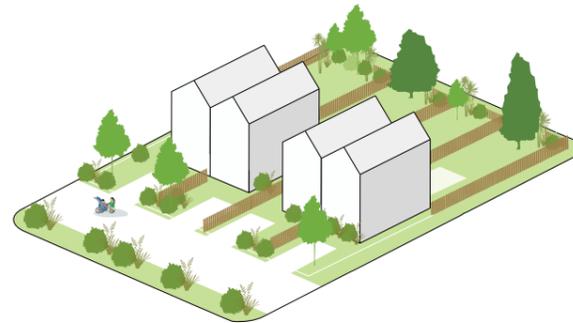
Terrace Housing

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.



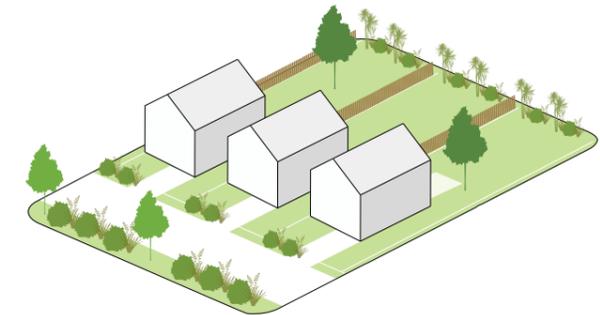
Duplex/ Semi-Detached

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

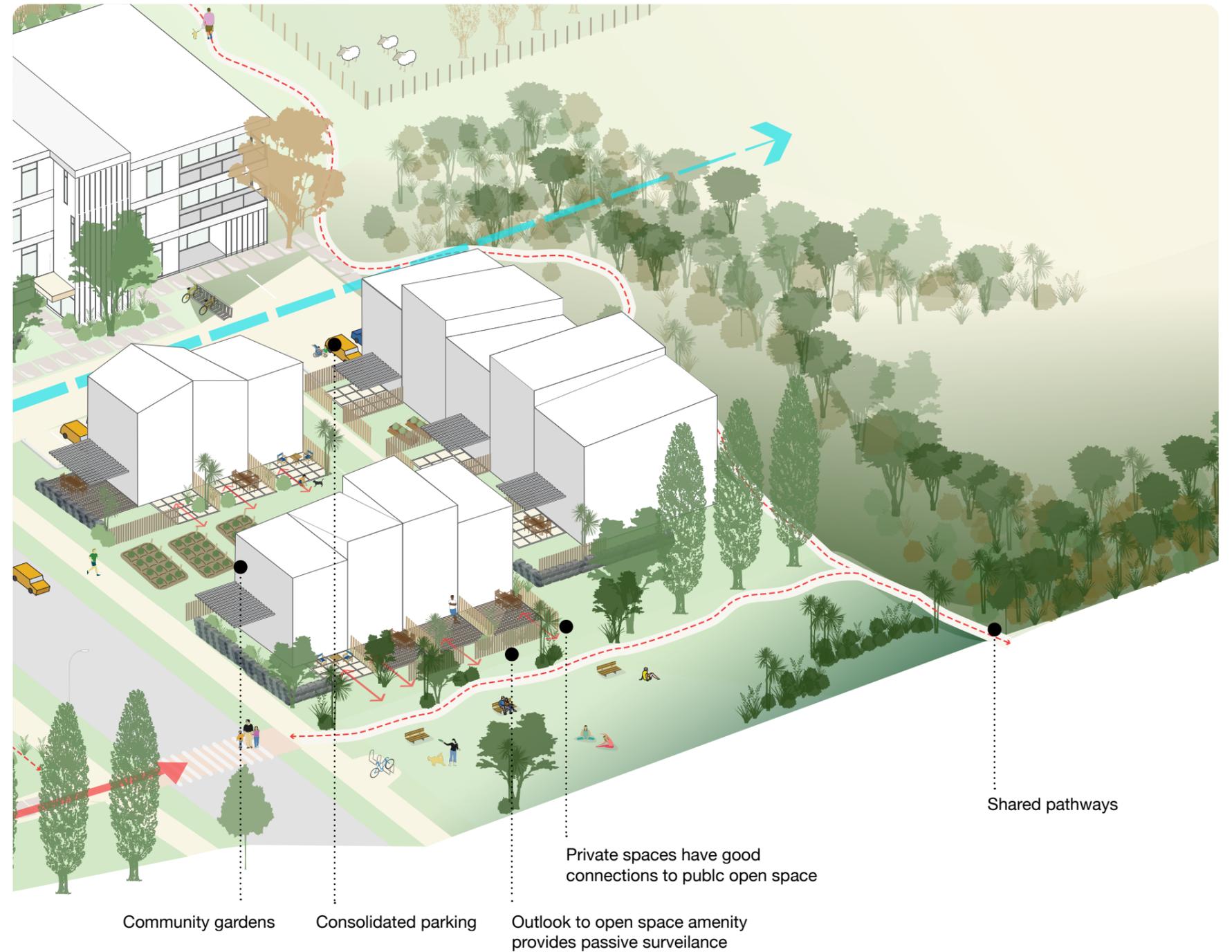
One household per lot operating independently with its own amenity and servicing. Low density land use.



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.



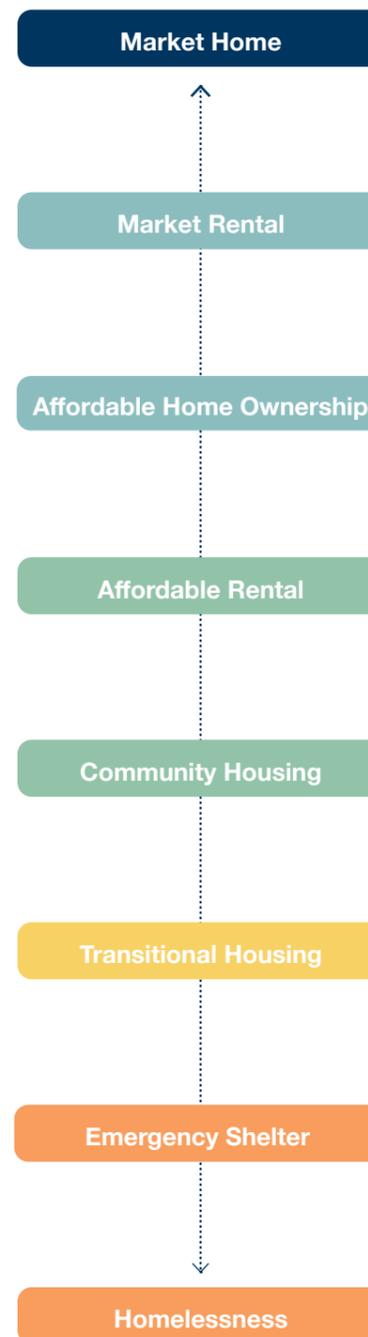


Alternative Housing Delivery Models

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

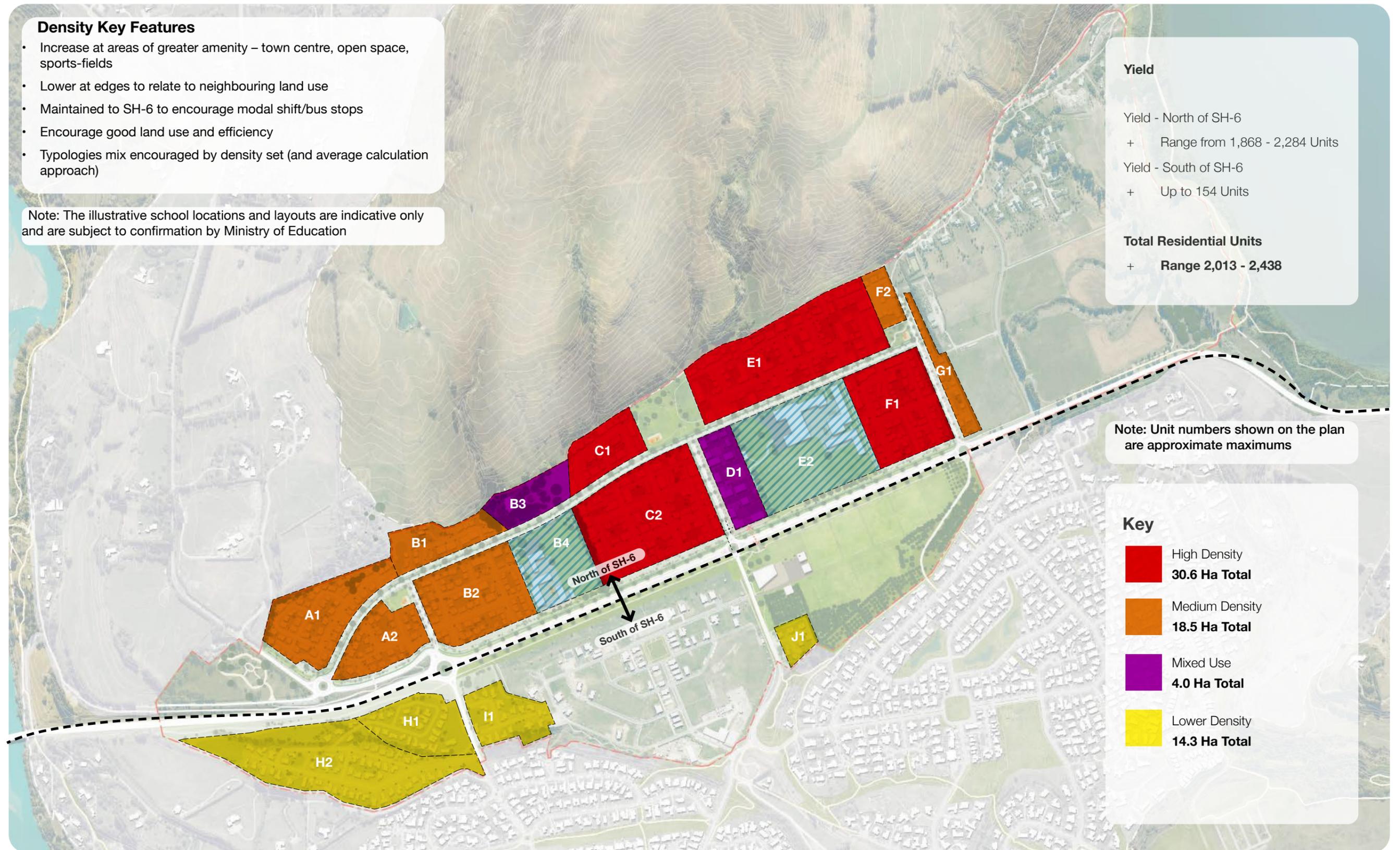
Total Residential Units

+ 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 (m ²)	Minimum Density (u/Ha)	Gross Developable Area (Ha)	Minimum number of units	Maximum number of units (max +20%)
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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 <i>ex schools</i>	2,197	2,687
				<i>Adjusted to allow for stormwater management</i>	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

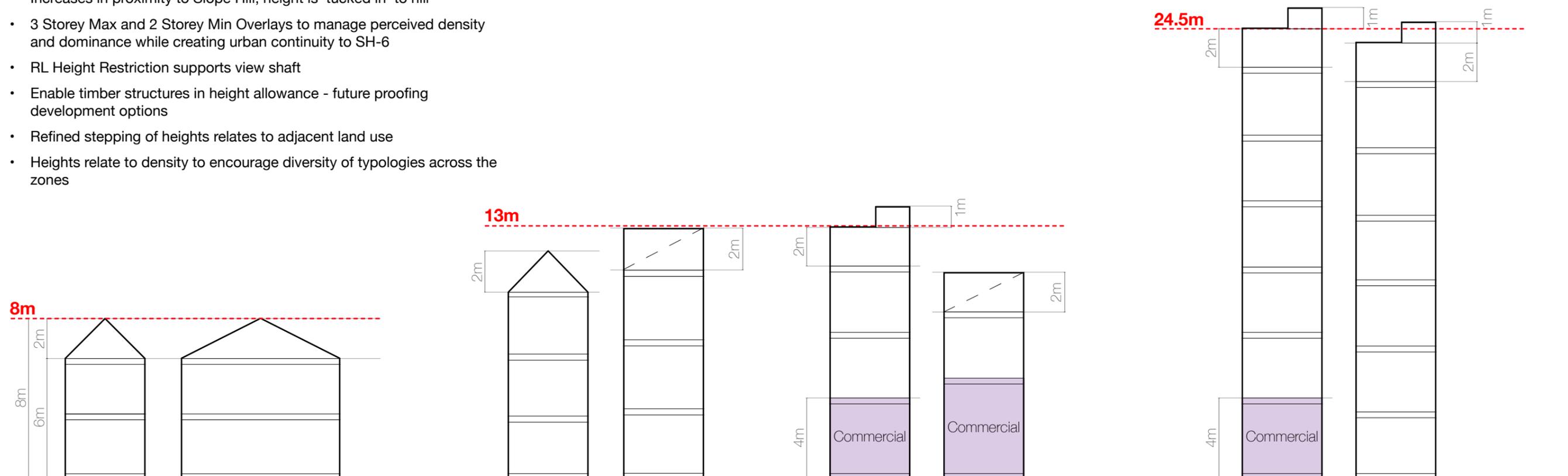
TE PŪTAHI LADIES MILE

YIELD RANGE				58.1 Ha <i>ex schools</i>	2,013 -	2438
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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

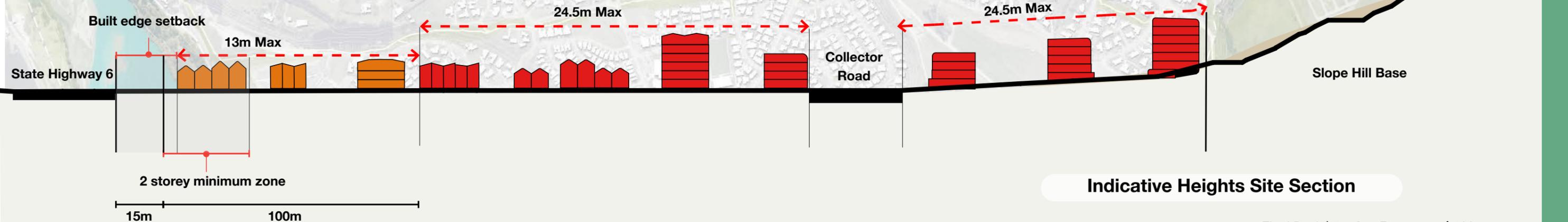
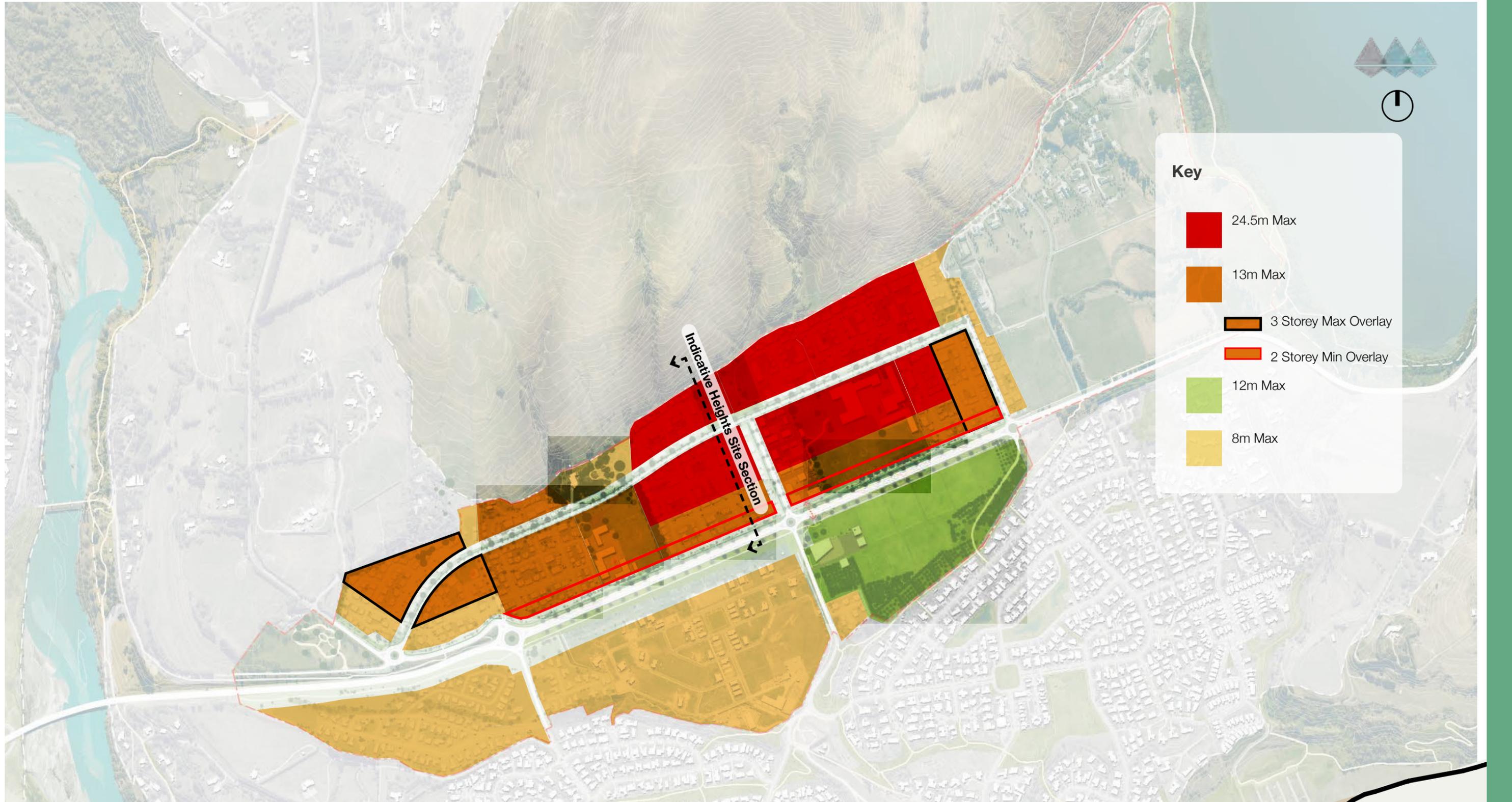
High Density (60u/Ha)

Town Centre North



Key

- 24.5m Max
- 13m Max
- 3 Storey Max Overlay
- 2 Storey Min Overlay
- 12m Max
- 8m Max



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:

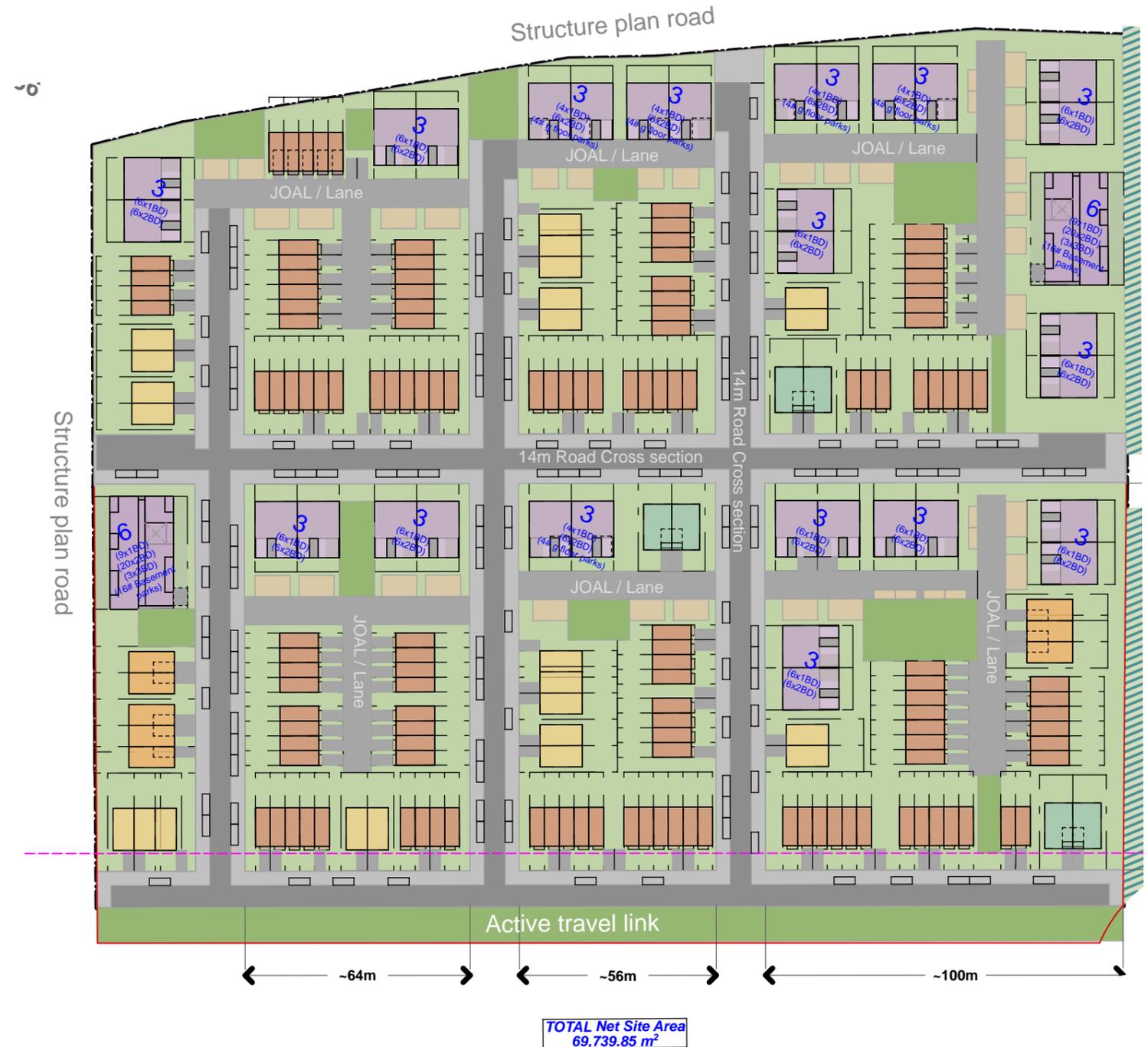
Typology:

	(T)
	104
	136
	6
	136
	31
	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)









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 developable 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.

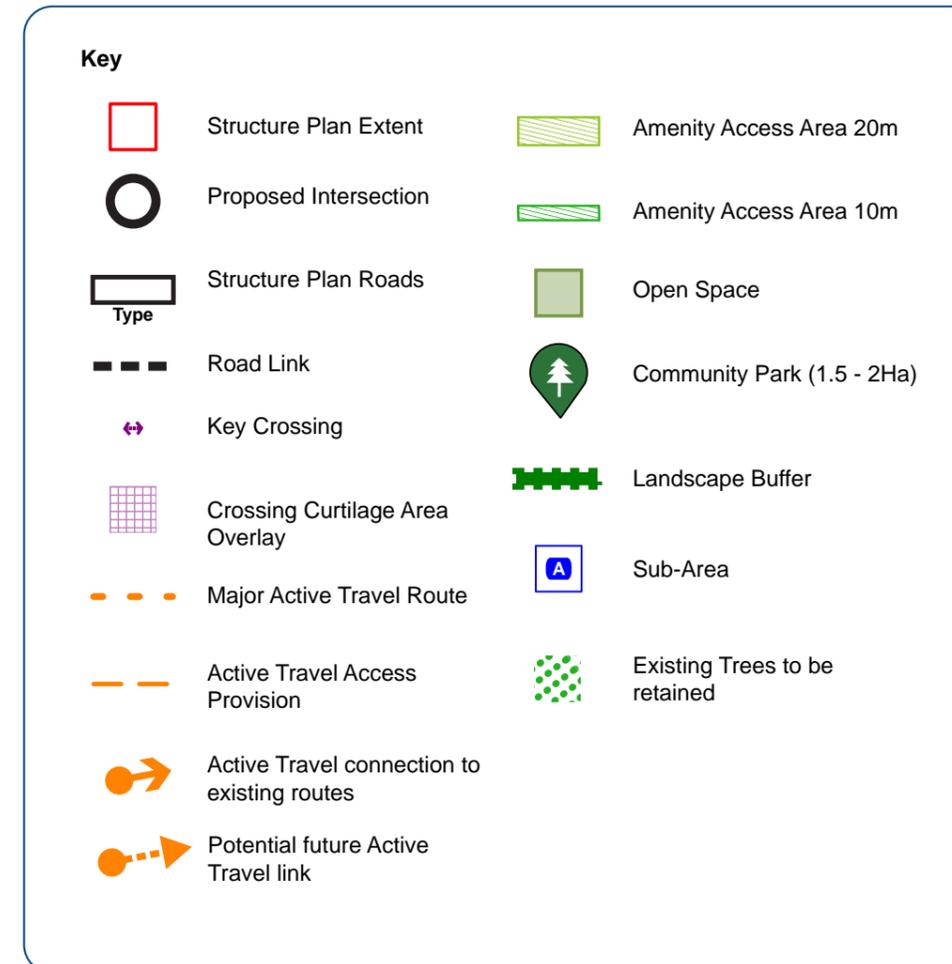


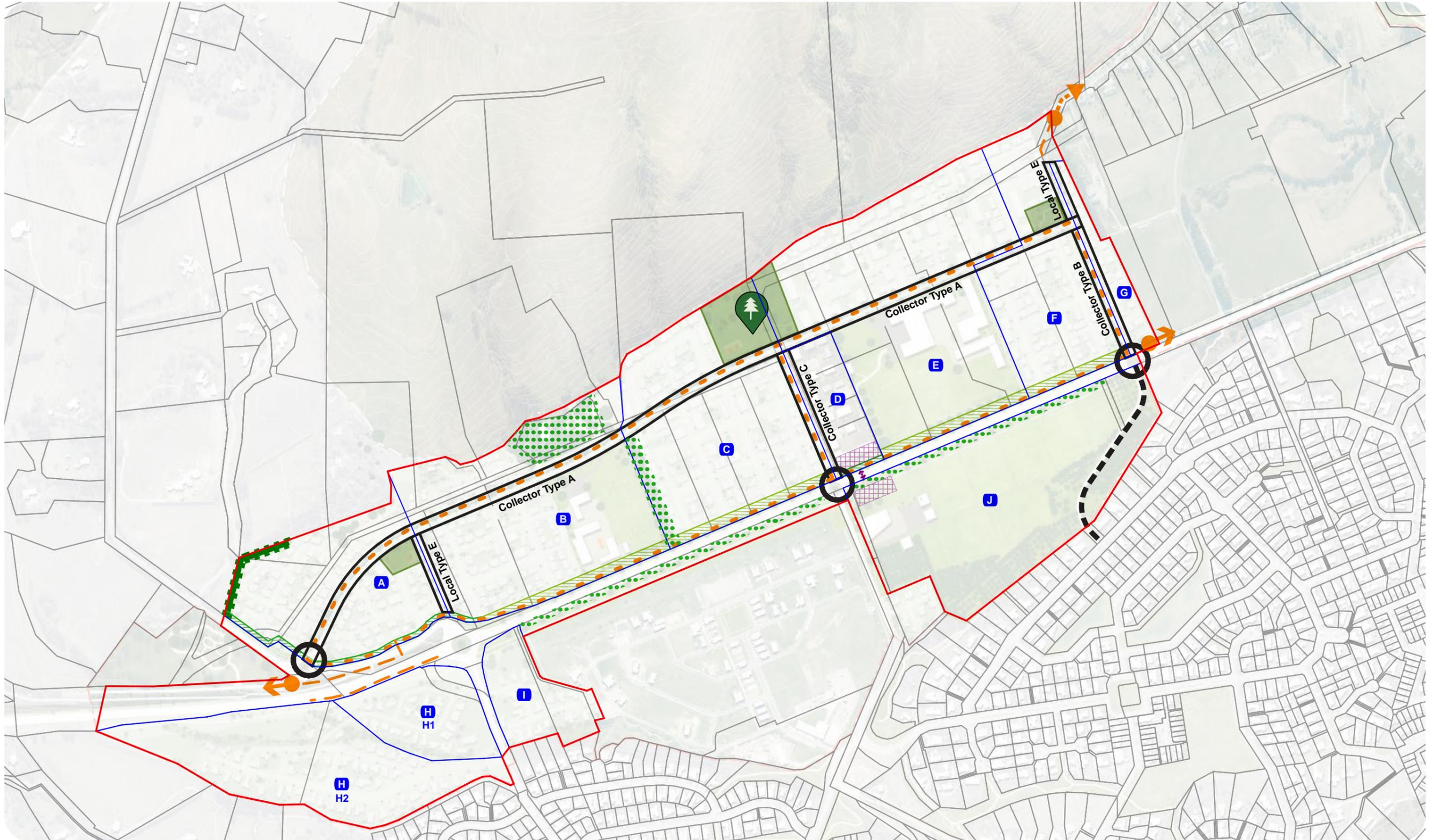
Suggested Structure Plan Moves

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.



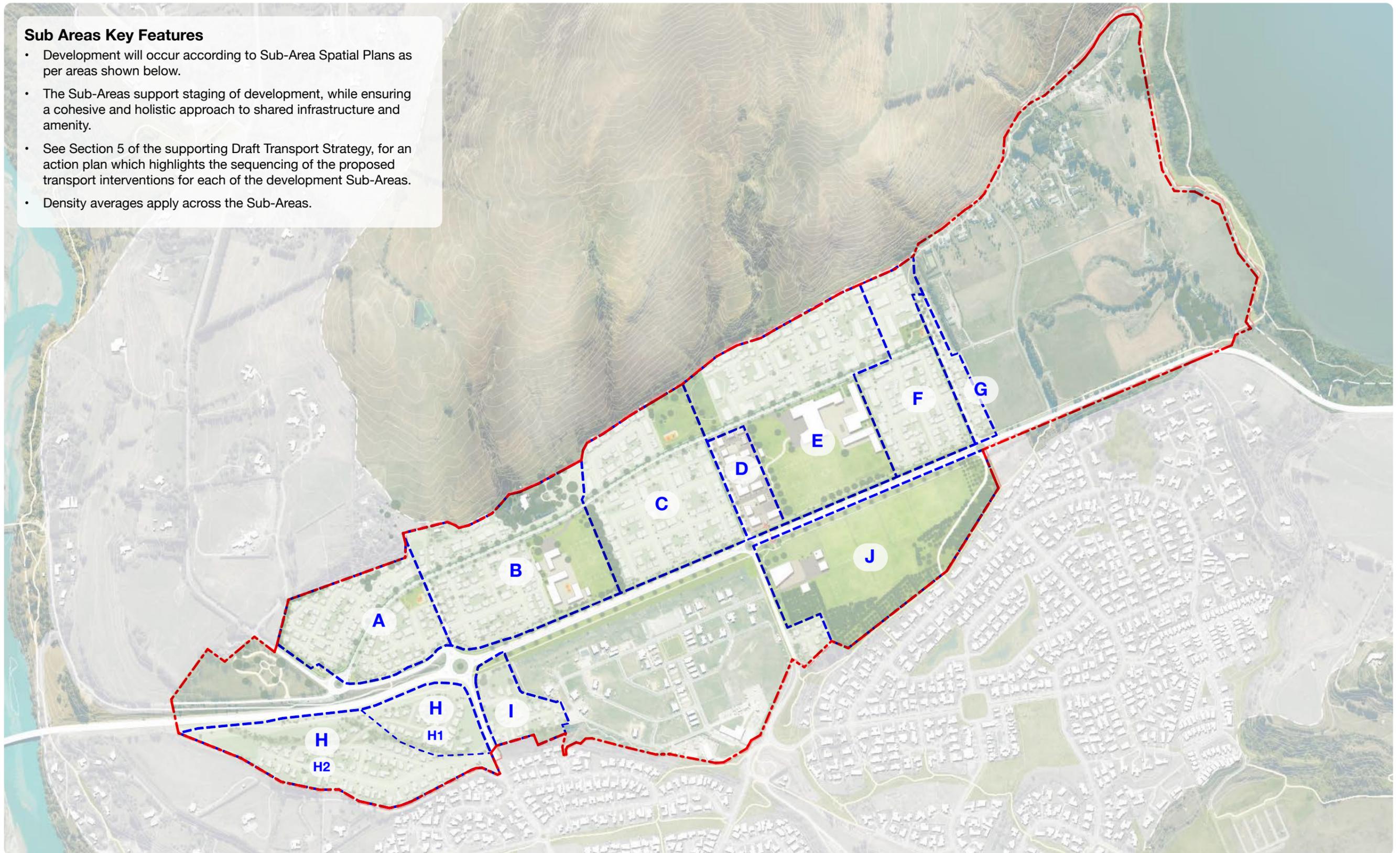


Suggested Sub Areas



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



Key

 Urban Growth Boundary Extension

 Building Restriction Area

 Te Pūtahi Ladies Mile Zone

 Precinct

HDR High Density Residential

MDR Medium Density Residential

LDR Low Density Residential

 Lower Density Suburban Residential Zone

 Unformed Legal Road

