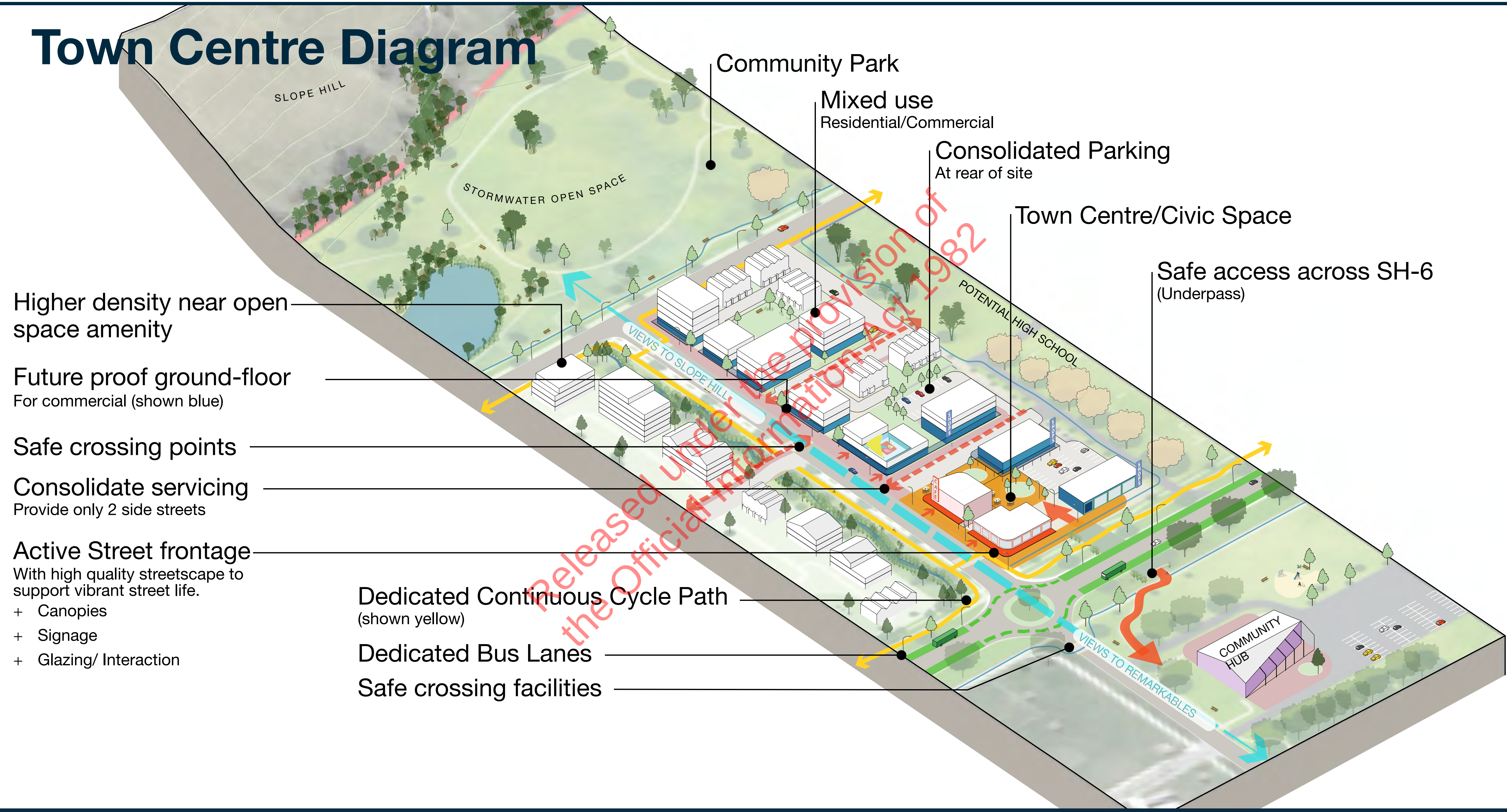


Town Centre Diagram



Higher density near open space amenity

Future proof ground-floor
For commercial (shown blue)

Safe crossing points

Consolidate servicing
Provide only 2 side streets

Active Street frontage
With high quality streetscape to support vibrant street life.
+ Canopies
+ Signage
+ Glazing/ Interaction

Dedicated Continuous Cycle Path
(shown yellow)

Dedicated Bus Lanes

Safe crossing facilities

Community Park

Mixed use
Residential/Commercial

Consolidated Parking
At rear of site

Town Centre/Civic Space

Safe access across SH-6
(Underpass)

POTENTIAL HIGH SCHOOL

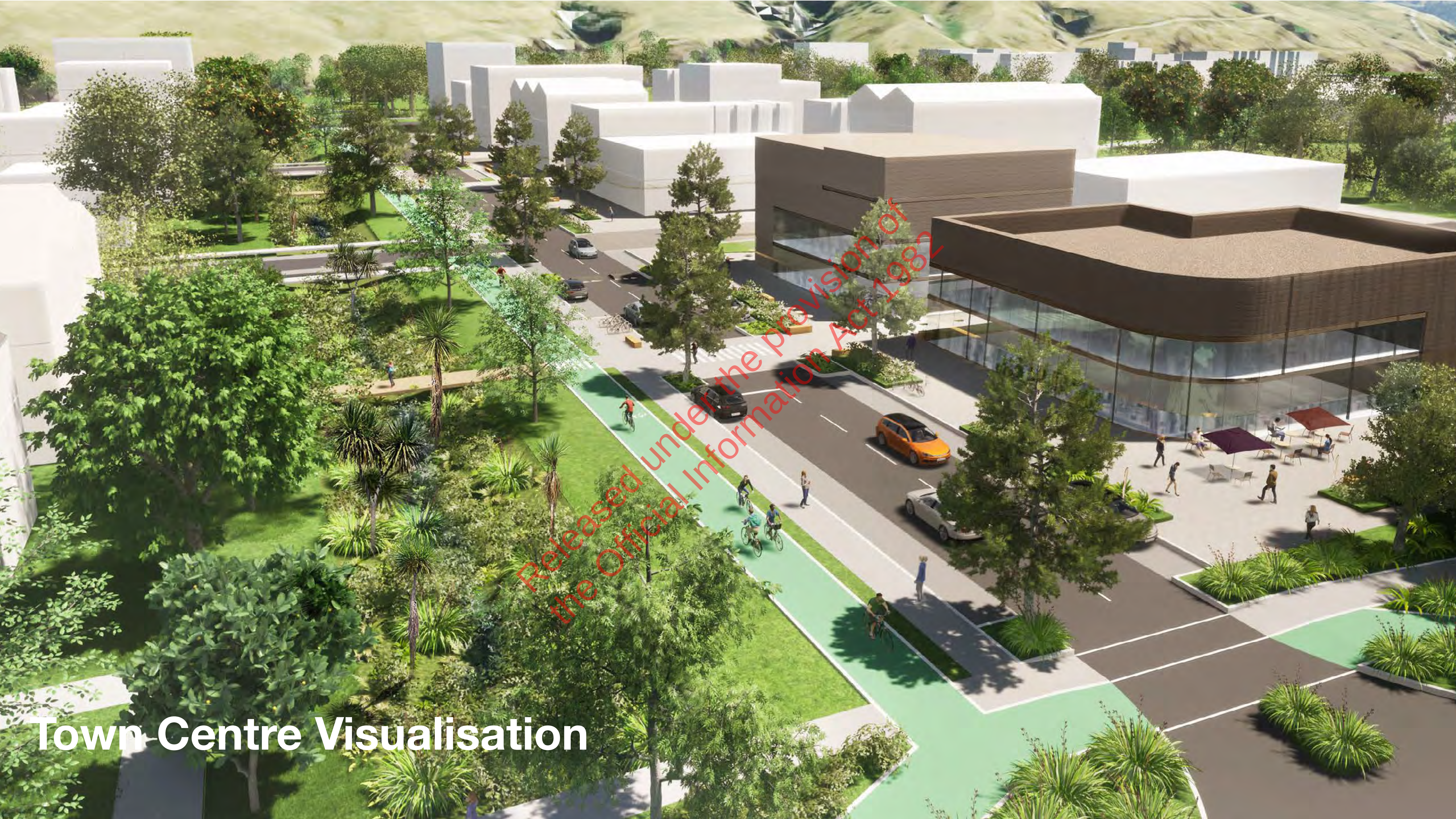
COMMUNITY HUB

SLOPE HILL

STORMWATER OPEN SPACE

VIEWS TO SLOPE HILL

VIEWS TO REMARKABLES



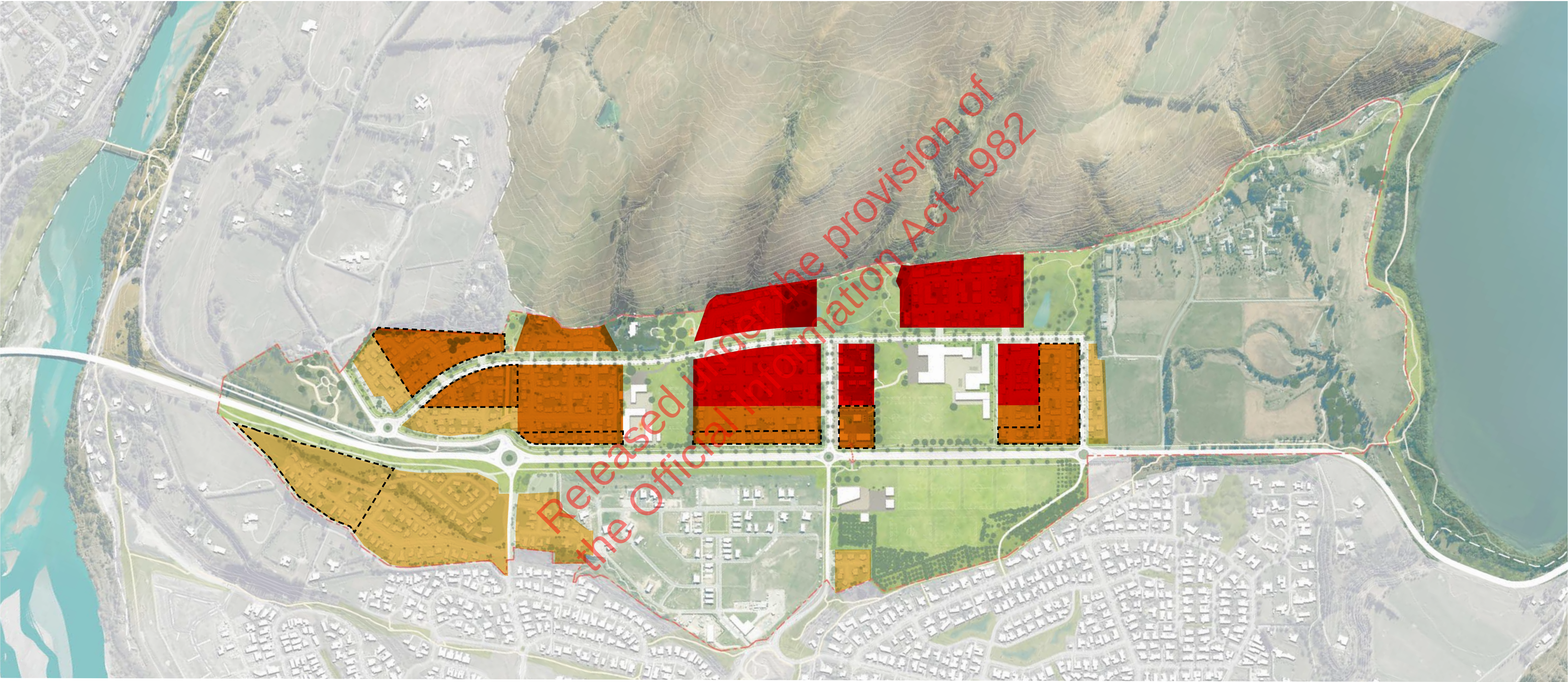
Town Centre Visualisation

Stormwater Management

- Slope Hill runoff diverted to swales
- Urban runoff treated through wetlands
- Soakage to ground, with some use of existing Howards Dr SW pipe
- No discharges to Lake Hayes from urban area
- Flood Management uses detention basins & swales



Height and Density



24.5m Max 13m Max 8m Max ----- Special provisions and conditions apply

Living in Te Pūtahi Ladies Mile





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Typologies

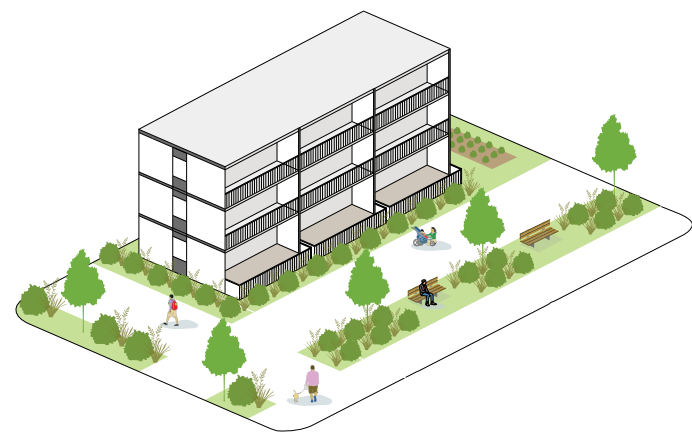
North of SH-6

South of SH-6

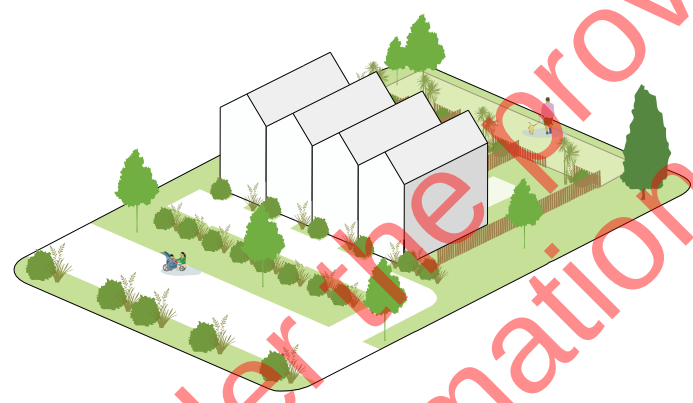
Apartments



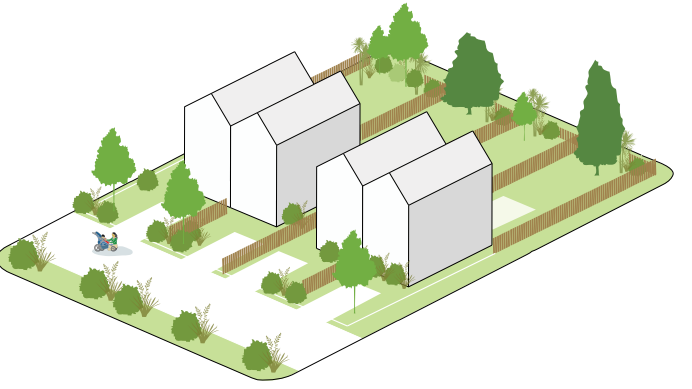
Walk-Up Apartment



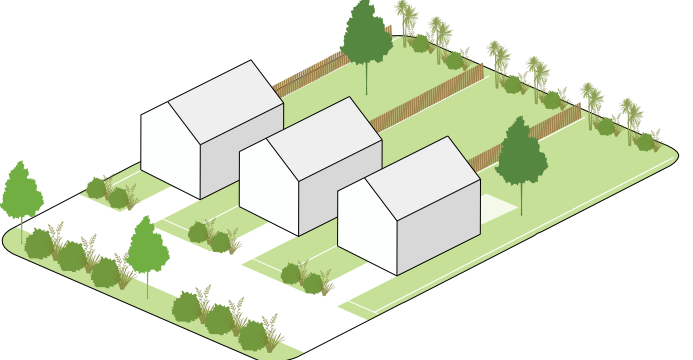
Terrace Housing



Duplex/ Semi-Detached



Stand-alone Housing



Transportation

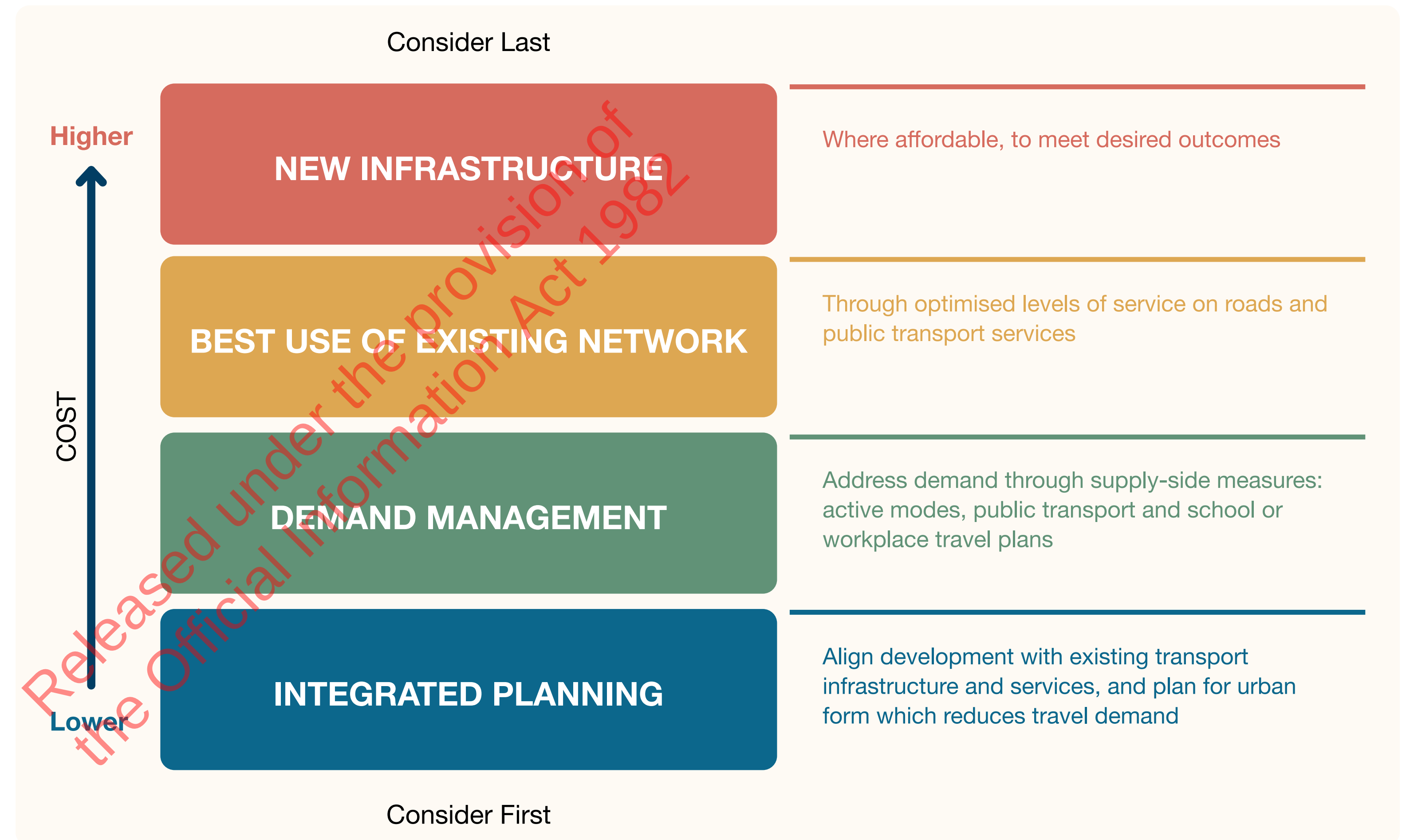
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Transport Strategies and Policies

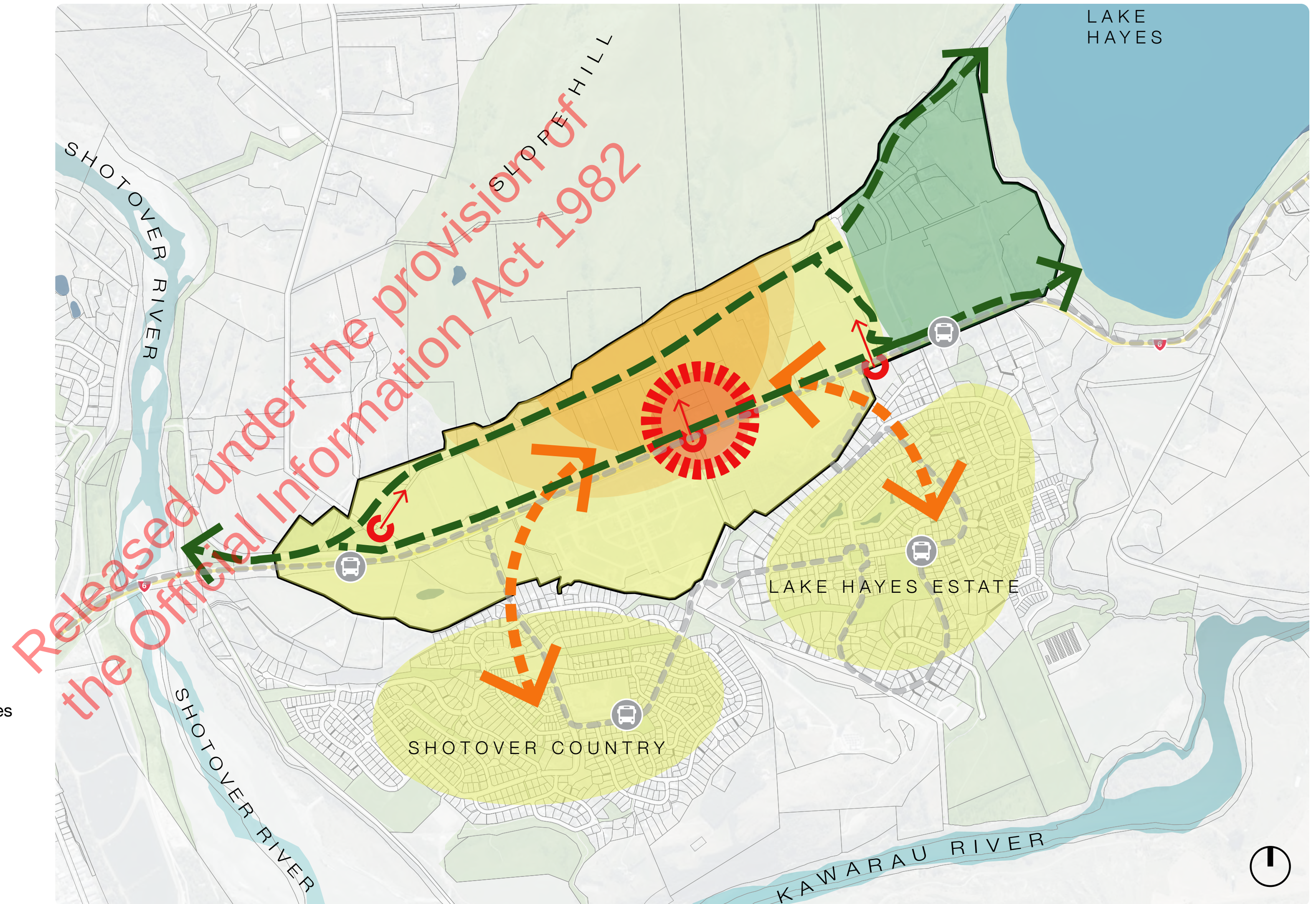
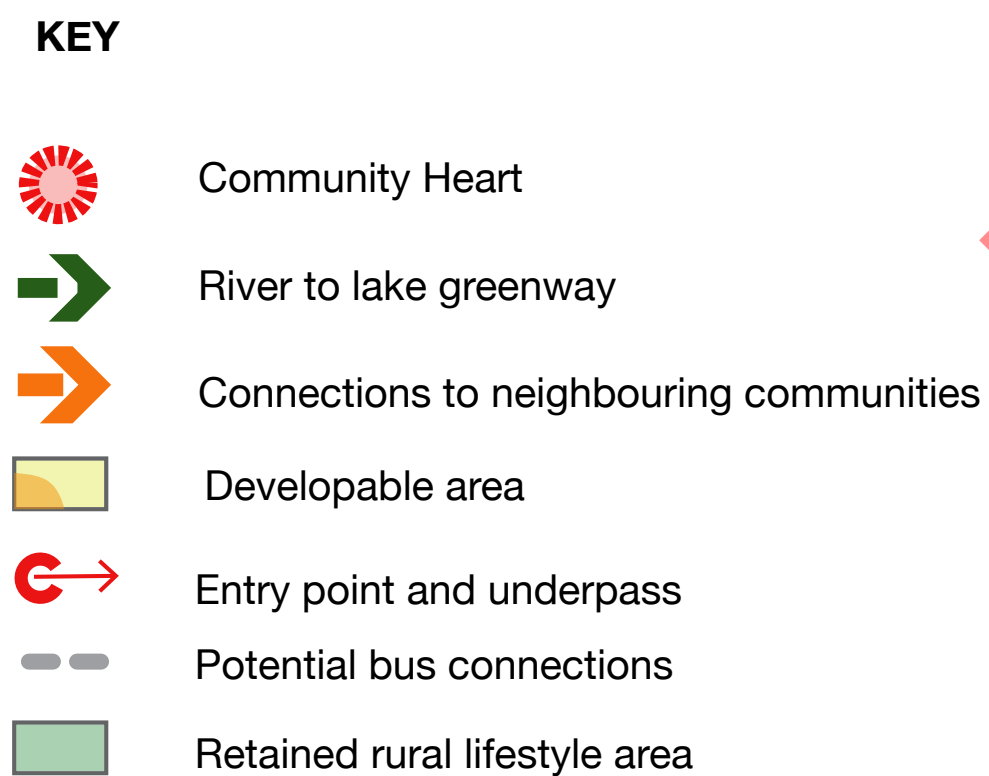
Transport Strategy developed in line with the guiding principles of:

- Shaping Urban Form
- Making shared and active modes more attractive
- Influencing demand and transport choices
- Mode shift targets



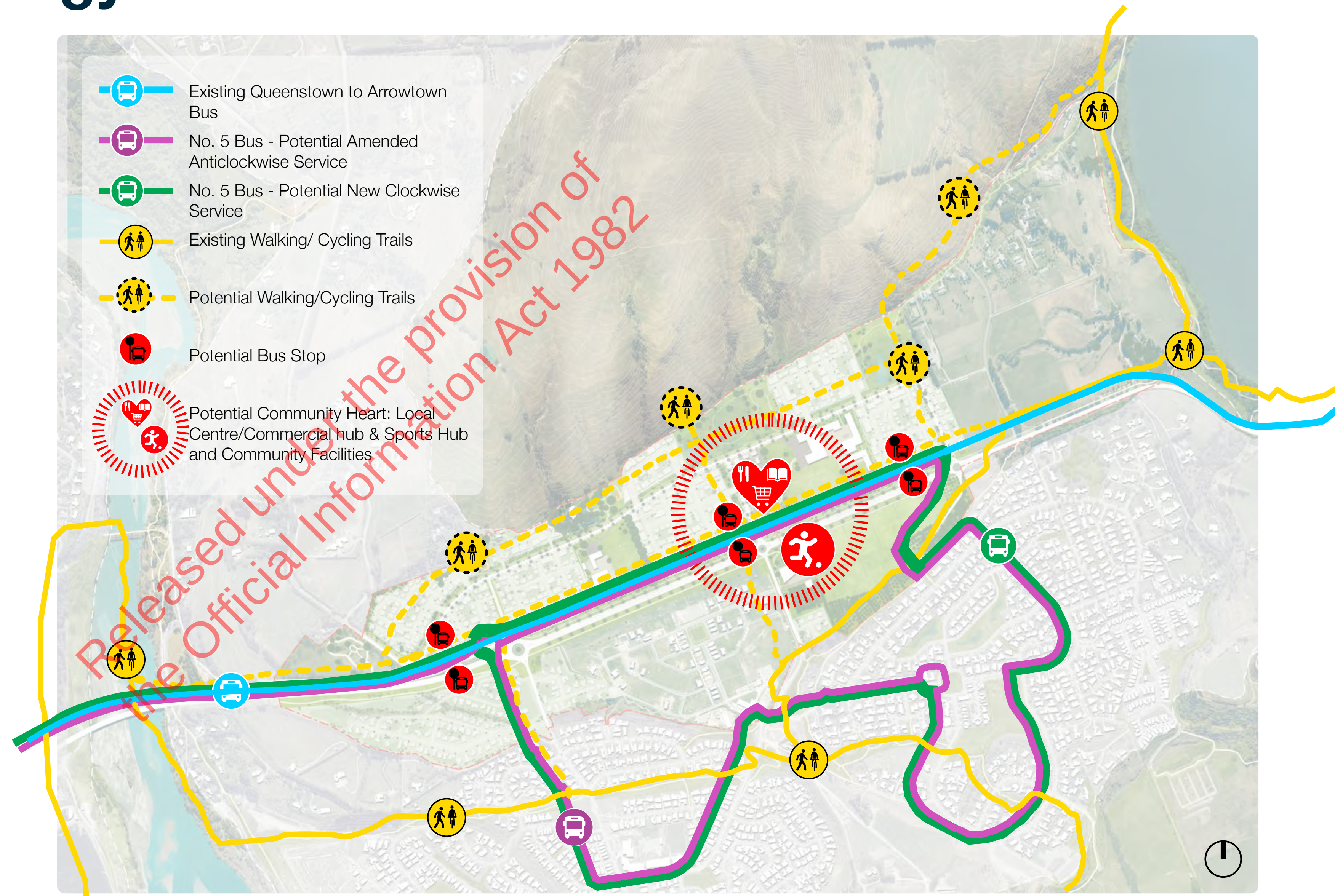
Existing Transport Conditions - Challenges and Opportunities

- Traffic queues
- Location of Community Facilities
- Housing density
- Car ownership rates
- Buses
- Walking and cycling
- Travel Demand Management

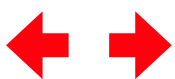


The Transport Strategy

- Vehicle access points
- Street layouts
- Bus improvements
- Walk/cycle improvements
- Car share/car pool
- Public eBike share
- Travel plans
- Travel demand management
- Shaping a Supportive Urban Form
- Making shared and active modes more attractive
- Influencing travel demand and transport choices



The Transport Strategy: Te Pūtahi Ladies Mile Corridor

-  Bus stop
-  Signal controlled pedestrian/cycle crossing
-  Potential midblock controlled crossing
-  Underpass
-  Speed limit change
-  Raised pedestrian/cycle crossing



Transport Impact of Ladies Mile Masterplan

- Strategic modelling work carried out.
- Making connections
- New Zealand and International best practice examples
- Results from the transport impact assessment.
- Why 2,400 units compared to HIF bid of 1,100 units?



Planning

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Planning

- Development based on a Structure Plan
- Adoption and adaption of existing Proposed District Plan zones, other than the new TPLM Town Centre Zone
- Medium to high density across Ladies Mile is required
- Strong focus on quality development layout and building design
- Key infrastructure items are required before development proceeds

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Next Steps

- **Feedback closes 5pm 28 May 2021**
- **June:** Feedback considered by LMC and Council officers
- **29 July:** Council consider updated plans
- **Post-July:** If the Council adopts the plans then there will be a formal statutory process under RMA for Plan Variation



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