

ATTACHMENT E

DRAFT TE PUTAHI LADIES MILE TRANSPORT-SPECIFIC PROVISIONS

Red underline text indicates new provisions to address transport-related matters.

Black underline text indicates existing draft provisions (April 2021) that support the new objectives and policies.

Objectives and Policies – Te Pūtahi Ladies Mile

Objective: Development in Te Pūtahi Ladies Mile minimises the generation of additional vehicle trips along State Highway 6, and reduces, as far as practicable, vehicle trips along State Highway 6 generated by the existing residential areas at Ladies Mile.

Policy 1: Provide for a range of activities within Te Pūtahi Ladies Mile, to serve residents of Te Pūtahi Ladies Mile and residents within existing Ladies Mile residential areas (including areas on the south side of State Highway 6 and Threepwood) that reduce the need for travel along State Highway 6, including:

- a. Educational facilities;
- b. A variety of commercial activities to suit the day-to-day needs of the Te Pūtahi Ladies Mile and existing Ladies Mile communities;
- c. Recreational and open space areas; and
- d. Community facilities including sportsgrounds and buildings for community uses.

Policy 2: Require the integration of Te Pūtahi Ladies Mile with the existing residential areas at Ladies Mile by:

- a. Strategically locating intersections at key points on State Highway 6 and Lower Shotover Road;
- b. Requiring pedestrian and cycle crossings of State Highway 6 and Lower Shotover Road; and
- c. Providing for new road connections that enable increased bus services.

Policy 3: Provide for efficient and effective public transport through:

- a. Promoting higher residential densities within Te Pūtahi Ladies Mile north of State Highway 6;
- b. Ensuring road widths and configurations are consistent with their efficient utilisation as bus routes;
- c. Discouraging private vehicle ownership and use by limiting onsite carparking via maximum rates for residential, office and retail activities;
- d. Limiting on-street parking; and
- e. Requiring transport infrastructural works related to public transportation to be in place prior to development.

Policy 4: Encourage the use of pedestrian and cycling modes by:

- a. Providing high-quality, well connected and legible walking and cycling routes and linking to existing routes outside Te Pūtahi Ladies Mile;
- b. Discouraging private vehicle ownership and use by limiting onsite carparking via maximum rates for residential office and retail activities;
- c. Requiring minimum cycle parking to be provided onsite for commercial, educational and residential activities; and
- d. Enhancing active travel experiences by providing high-quality recreation spaces along routes.

Policy 5: Avoid development where specific transport infrastructural works have not been completed, unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements, particularly at weekday daily peak periods, on State Highway 6.

Policy 6: Require Workplace and School Travel Plans that will demonstrate how these developments will reduce private vehicle trips and promote greater reliance on public and active transport.

Rules – Te Pūtahi Ladies Mile

| <u>Table Y</u> | <u>Te Pūtahi Ladies Mile: Activities</u> | <u>Activity Status</u> | | | | | | | | | | | | | | | | | | | | |
|-----------------|---|------------------------|--|----------|---|----------|---|----------|---|----------|---|----------|--|----------|--|----------|--|-----------|---|-----------|--|-----------|
| <u>X.X.4</u> | <p><u>Staging development to integrate with transport infrastructure</u></p> <p><u>Development (except for utilities and other physical infrastructure) within the Te Pūtahi Ladies Mile Sub-Areas prior to all the corresponding transport infrastructural works listed below being completed:</u></p> <table border="1"> <thead> <tr> <th><u>Sub-Area</u></th> <th><u>Transport infrastructural works</u></th> </tr> </thead> <tbody> <tr> <td><u>A</u></td> <td><u>Roundabout on Lower Shotover Road at Spence Road</u></td> </tr> <tr> <td><u>B</u></td> <td><u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u></td> </tr> <tr> <td><u>C</u></td> <td><u>Roundabout on State Highway 6 at Howards Drive</u></td> </tr> <tr> <td><u>E</u></td> <td><u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u></td> </tr> <tr> <td><u>D</u></td> <td><u>Roundabout on State Highway 6 at Howards Drive</u> <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u></td> </tr> <tr> <td><u>F</u></td> <td><u>Eastern Roundabout on State Highway 6</u></td> </tr> <tr> <td><u>G</u></td> <td><u>Bus stops on State Highway 6 west of the Eastern Roundabout</u> <u>Pedestrian / cycle crossing across State Highway 6 west of the Eastern Roundabout</u> <u>New road link from Eastern Roundabout to Sylvan Street with shared pedestrian / cycleway on west side</u></td> </tr> <tr> <td><u>H1</u></td> <td><u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Active Travel link to State Highway 6 bus stops</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u></td> </tr> <tr> <td><u>H2</u></td> <td><u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u></td> </tr> </tbody> </table> | <u>Sub-Area</u> | <u>Transport infrastructural works</u> | <u>A</u> | <u>Roundabout on Lower Shotover Road at Spence Road</u> | <u>B</u> | <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | <u>C</u> | <u>Roundabout on State Highway 6 at Howards Drive</u> | <u>E</u> | <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | <u>D</u> | <u>Roundabout on State Highway 6 at Howards Drive</u> <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | <u>F</u> | <u>Eastern Roundabout on State Highway 6</u> | <u>G</u> | <u>Bus stops on State Highway 6 west of the Eastern Roundabout</u> <u>Pedestrian / cycle crossing across State Highway 6 west of the Eastern Roundabout</u> <u>New road link from Eastern Roundabout to Sylvan Street with shared pedestrian / cycleway on west side</u> | <u>H1</u> | <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Active Travel link to State Highway 6 bus stops</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | <u>H2</u> | <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> | <u>NC</u> |
| <u>Sub-Area</u> | <u>Transport infrastructural works</u> | | | | | | | | | | | | | | | | | | | | | |
| <u>A</u> | <u>Roundabout on Lower Shotover Road at Spence Road</u> | | | | | | | | | | | | | | | | | | | | | |
| <u>B</u> | <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | | | | | | | | | | | | | | | | | | | | | |
| <u>C</u> | <u>Roundabout on State Highway 6 at Howards Drive</u> | | | | | | | | | | | | | | | | | | | | | |
| <u>E</u> | <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | | | | | | | | | | | | | | | | | | | | | |
| <u>D</u> | <u>Roundabout on State Highway 6 at Howards Drive</u> <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | | | | | | | | | | | | | | | | | | | | | |
| <u>F</u> | <u>Eastern Roundabout on State Highway 6</u> | | | | | | | | | | | | | | | | | | | | | |
| <u>G</u> | <u>Bus stops on State Highway 6 west of the Eastern Roundabout</u> <u>Pedestrian / cycle crossing across State Highway 6 west of the Eastern Roundabout</u> <u>New road link from Eastern Roundabout to Sylvan Street with shared pedestrian / cycleway on west side</u> | | | | | | | | | | | | | | | | | | | | | |
| <u>H1</u> | <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Active Travel link to State Highway 6 bus stops</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | | | | | | | | | | | | | | | | | | | | | |
| <u>H2</u> | <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> | | | | | | | | | | | | | | | | | | | | | |

| Table Y | Te Pūtahi Ladies Mile: Activities | | Activity Status |
|----------------|--|---|------------------------|
| | | <u>Vehicle access from Stalker Road via Sub- Area H</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | |
| | I | <u>Bus stops on State Highway 6, west of the Stalker Road roundabout</u> <u>Pedestrian/ cycle crossings across State Highway 6 west of Stalker Road roundabout</u> | |

Standards – Te Pūtahi Ladies Mile

| Table Z | Te Pūtahi Ladies Mile: Standards | Non-compliance status |
|----------------|---|---|
| X.X.5 | <u>Development shall be undertaken in accordance with the Structure Plan.</u> | <u>NC</u> |
| X.X.6 | <u>Maximum Parking Requirements</u> <u>The number of parking spaces shall not exceed the following rates:</u> <u>Residential Activity – Studio or 1 bedroom - 0.5 spaces</u> <u>2 bedrooms – 1 space</u> <u>3 bedrooms – 1.5 spaces</u> <u>4 or more bedrooms – 2 spaces</u> <u>Offices – 1 per 50m² GFA</u> <u>Retail – 1 per 50m² GFA</u> <u>Activities not listed – no maximum</u> <u>Except that this rule will not apply to mobility spaces.</u> <u>Note: Maximum parking rates are to be calculated cumulatively.</u> | <u>RD</u> <u>Discretion is restricted to:</u> <u>a. The adequacy of parking for the activity;</u> <u>b. Effects on intensification and urban design; and</u> <u>c. Effects on the transportation network, including on the uptake of public and active transport modes.</u> |

Assessment Matters – Te Pūtahi Ladies Mile

Assessment Matters

- (1) For any residential building in the High Density Residential Zone containing 25 residential units or more, or for any building containing commercial, retail or educational activities:
- a. A travel demand management plan (Residential, Workplace or School Travel Plan), to be prepared in conjunction with the Council, that includes:
 - i. An assessment of actual mode share of travel and operational and management measures to be implemented to reduce private vehicle trips;
 - ii. Key performance targets;
 - iii. Monitoring and reporting methods.

Location-specific Subdivision objectives and policies

Te Pūtahi Ladies Mile

Objective: Urban development comprising a mix of medium and high density housing, commercial centres, schools, parks and open spaces for active and informal recreation, and a network of walkways and cycleways, that:

- a) complements and integrates with existing urban development and the surrounding landscapes; and
- b) brings about a significant modal shift away from reliance on the private car to enhanced use of public and active transport and creates a community with a strong sense of place.

Policy: Provide for a safe and efficient transport network that:

- a. Avoids any new access onto the State Highway other than the intersections shown on the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.XX);
- b. Ensures that public transport can be efficiently and effectively provided within the roading network;
- c. Integrates key roading north of the State Highway with existing and planned intersections serving development south of the State Highway to encourage and facilitate trips, including vehicle, walking and cycling trips, between the south and north sides of the State Highway; and
- d. Ensures that the standard and layout of internal road connections account for long-term traffic demand without the need for subsequent retrofitting or upgrade.
- e. Prioritises the safe and efficient movement of walking, cycling, and public transport routes over private vehicular use.

Policy: Avoid development where specific transport infrastructural works have not been completed, unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements on State Highway 6.

Subdivision – Location Specific Rules

Subdivision – Activities

| <u>Table W</u> | <u>Te Pūtahi Ladies Mile: Activities</u> | <u>Non-compliance status</u> |
|----------------|--|------------------------------|
| <u>X.X.1</u> | <u>Subdivision of land at Te Pūtahi Ladies Mile</u> <u>Discretion is restricted to:</u> <ul style="list-style-type: none"> a. ... x. <u>Transport infrastructural works to be established to support alternatives to private vehicle use, including the imposition of conditions requiring that transport infrastructural works be completed prior to the certification under section 224(c);</u> | <u>RD</u> |
| <u>X.X.2</u> | <u>Subdivision that is not in accordance with the Structure Plan, except that the location where roads intersect with State Highway 6 or Lower</u> | <u>NC</u> |

| | | |
|--|--|--|
| | <u>Shotover Road may be varied by up to 5m where required to achieve integration with these intersections.</u> | |
|--|--|--|

Subdivision - Standards

| <u>Table X</u> | <u>Te Pūtahi Ladies Mile: Standards</u> | <u>Non-compliance status</u> |
|----------------|--|------------------------------|
| <u>X.X.3</u> | <u>Subdivision that is not in accordance with the Structure Plan, except that the location where roads intersect with State Highway 6 or Lower Shotover Road may be varied by up to 5m where required to integrate with these intersections.</u> | <u>NC</u> |