

Queenstown Town Centre Public Realm Design Guidelines 20.04.2018

Working draft, issued for discussion only

| Part A Introduction | | | Part B Design Guidance / Principles | | | Part C Design Application | | | Part D Design Details | | |
|------------------------|----|------------------------------------|--|----|---------------------------------|------------------------------|------|---------------------------|--------------------------|----|--------------------------------|
| – | | | – | | | – | | | – | | |
| 001 | A1 | Introduction and Purpose | 007 | B1 | Design Guidance & Best Practice | 013 | C1 | Suites and Palettes | 079 | D1 | Paving Finishes |
| 002 | A2 | What is the Public Realm? | 008 | B2 | Town Centre Design Principles | 014 | C2 | Character Zones | 084 | D2 | Street Furniture – Seating |
| 003 | A3 | The value of the Public Realm | 009 | B3 | Pedestrian Design Standards | 015 | C3.1 | Historic Core Suite | 089 | D3 | Street Furniture – Proprietary |
| 004 | A4 | How to use these Design Guidelines | 010 | B4 | Cycling Design Standards | 023 | C3.2 | Town Centre Suite | 090 | D4 | Signage and Wayfinding |
| 005 | A5 | Other Town Centre Design Guidance | 011 | B5 | Traffic Design Standards | 029 | C3.3 | Lakefront & Gardens Suite | 091 | D5 | Street Trees |
| | | | | | | 035 | C3.4 | Lakeview Suite | 092 | D6 | Lighting |
| | | | | | | 043 | C4 | Street Hierarchy Strategy | 095 | D7 | Drainage Infrastructure |
| | | | | | | 044 | C5 | Street Cross Sections | | | |
| | | | | | | 067 | C6 | Tree Strategy | | | |
| | | | | | | 076 | C7 | Built Form Strategies | | | |

LandLAB is a design-led, studio based practice creating sustainable, innovative and creative outcomes across a range of landscape, urbanism and place making projects in **Auckland, Christchurch, Queenstown, Tauranga** and **Wellington**. As our name suggests our philosophy integrates a site specific approach (**‘Land’**) with a creative and rigorous design process (**‘LAB’**). Our work reflects our interrogation of the inter-relationships between the ecologies and systems of **landscape, urbanism** and **place**.

| Document Control_ | | | | | |
|-------------------|----------|------------|--------------|----------|-------------|
| Rev_ | Date_ | Purpose_ | Prepared by_ | Checked_ | Authorised_ |
| 001 | 15.01.18 | 50% Draft | CM | HC | HC |
| 002 | 31.01.18 | 75% Draft | CM | HC | HC |
| 003 | 23.02.18 | 95% Draft | CM | HC | HC |
| 004 | 27.03.18 | 95% Draft | CM | HC | HC |
| 005 | 06.04.18 | 95% Draft | CM | HC | HC |
| 006 | 20.04.18 | 100% Draft | CM | HC | HC |

Disclaimer This document has been prepared by **LandLAB** solely for **Queenstown Lakes District Council**. The use of and reliance upon information or opinions contained in this document by others without prior consent from LandLAB will be at such person’s sole risk. LandLAB accepts no responsibility or liability for the consequences of the unauthorised use of this document.
LandLAB Project Team; Henry Crothers, Scott Greenhalgh, Cory Manson. **QLDC Project Team**; Gabrielle Tabron, Peter Hansby

Part A Introduction

A1

Introduction & Purpose

—

A1.1_

Introduction

A high quality public realm for all people is the foundation of a great town. Queenstown’s Town Centre public realm can more positively influence our lives — environmentally, economically and socially — far more than it does today.

Everything in the town centre — people, activity, movement and place — helps make Queenstown unique. A holistic design approach to our town’s streets will enhance what’s already there, extending the character, life, built form and potential inherent in our town centre. By doing this, we can create design consistency but also reveal and value difference.

The **Queenstown Town Centre Public Realm Design Guidelines (QPRDG)** is how we will guide and achieve a consistent standard for the town. It’s a comprehensive tool kit to make quality public spaces and streets that are well designed, accessible and enjoyable for all.

The **QPRDG** encourages a ‘complete street’ approach to the public domain, and outlines how everything can work together; more generous footpath widths, enhanced management and slowing of traffic, accommodating design for cycling (and other non-motorised transport), support great building frontages and activities, provide appropriate street trees for shade, enable universal and inclusive access, quality surface finishes, exciting and welcoming lighting, and; functional and appealing street furniture.

A consistent palette of furniture and materials will help support Queenstown’s heritage and character and establish places with a unique identity and meaning for both residents and visitors.

A1.2_

Purpose

The purpose of this document is to provide design guidance and direction to the proposed suite of public realm upgrades proposed as part of the Queenstown Town Centre Spatial Framework and the Queenstown Town Centre Masterplan (2017).

The intent is to establish a cohesive and consistent public realm that;

- A_** Identifies and consolidates a cohesive look and feel for Queenstown’s Town Centre public realm and streetscapes.
- B_** Simplifies the process of design, briefing, procurement and delivery for future projects.
- C_** Provides opportunities for efficiencies and economies of scale for the supply of materials and design elements.
- D_** Optimises and simplifies maintenance and asset management budgets/issues
- E_** Aggregates design guidance into one place

A2

What is the Public Realm?

—

A2_

What is the Public Realm?

The term ‘public realm’ is often used to describe the spaces between buildings that are publicly accessible. Cities/towns are places where people come together, exchange, trade and enjoy sharing time and ideas with each other.

The public realm provides the stage for these exchanges and the everyday activities of a town.

Key aspects that influence the attractiveness of the public realm are:

- The people who use it and the activities that take place in the public realm
- How people move through it or pause within it
- The historical, cultural and natural landscape context
- The elements within the space and the way it is designed
- The buildings that shape it

People use and experience the public realm in different ways and at different speeds. Activities such as commuting, recreating, socialising, exercising, trading, walking, pausing, cycling, watching other people, and travelling by car or public transport all take place in the public realm.

The most intimate experiences of the public realm are generally from the perspective of pedestrians. It is from this perspective that the success of the public realm is most often judged. When each space is thoughtfully designed with respect to the human experience and the immediate physical and cultural context, it becomes a place. The best places entice people to use them, invite them to stay and beckon them to return.

A3

The value of the Public Realm

—

A3_

The value of the Public Realm

The public realm has a significant influence on how we use and perceive a city/town. A common feature of the great cities/towns of the world is that they have a high-quality public realm. The value of the public realm relates to its ability to raise the quality of life in urban centres and contribute to happier, healthier and more productive communities. There is a growing body of research focused on identifying and measuring the benefits of high-quality public realm. These benefits include the following;

001_ Increased economic value and activity

- Well-designed cities are better placed to attract the companies, employees, services, customers and investment required for a competitive economy.
- High-quality public realm increases property values.
- An engaging public realm increases foot traffic in retail areas.

002_ Urban Amenity

- A well-designed public realm network creates ease of movement, improved accessibility and comfort. These qualities, in turn, increase safety and productivity and reduce the economic cost of congestion.

003_ Social cohesion and sense of community

- The public realm provides places and opportunities for social interaction for all age groups and social backgrounds. Social cohesion makes communities more productive and resilient.

004_ Health and well being

- A well-designed public realm helps us enjoy healthier lifestyles by providing opportunities for physical activity.
- Public spaces provide opportunities to contributing to people’s mental well being.

005_ Environmental resilience

- The way the public realm is designed can significantly contribute to better air and water quality, more effective stormwater management, reduced carbon emissions, increased biodiversity and adaptation to climate change.
- A public realm that is well integrated with local landscapes and ecological systems preserves future access to natural resources.

006_ Identity and image of a city/town

- The public realm is a powerful tool to shape image, perception and cultural awareness. Cities/towns with a strong sense of place create community pride and a sense of belonging. They also attract more visitors and are sought-after locations for living and doing business.

007_ Safety

- A high-quality public realm attracts more people and activity, by day and by night, which in turn positively contributes to the perception of safety and reduced crime.
- A well-designed public realm creates a more accessible and welcoming city for all

A4

How to use these Design Guidelines

—

A4_

How to use these Design Guidelines

Queenstown has a rich collection of heritage buildings, architecture, shop fronts, displays, public artwork and more importantly people. In addition, there is a variety of daily activities which brings the town to life, but when all of these elements are combined together they can make the town seem chaotic.

Some may consider the range of different furniture and material types used within the Queenstown Town Centre as contributing to the uniqueness of the town, however too much variety can impact the quality of the public realm. Variety can compromise the aesthetics of a town resulting in ad-hoc maintenance and restoration practices.

It is anticipated that the guidelines will form the starting point of a design brief for any future public realm project. Departures or changes from the base case provided by these guidelines should be evaluated on a merits basis.

These public realm design guidelines have been organised into 3 sections;

Part A_ Design Parameters identifies the key design parameters that inform the spatial arrangement of the public realm

Part B_ Design Application identifies the key design elements and features of the public realm and how they are located and positioned

Part C_ Kit of Parts identifies the various surface finishes, design elements and design features that establish the sense of place and identity for each component of the public realm

The **QPRDG** provides guidance on a limited palette of public realm materials and furniture elements, which supports the town's heritage and character.

The guidance helps people to understand the town, how it works, the culture that is

created through the elements in it, giving the town character and a unique sense of location.

When these palettes are applied consistently the elements act as a restrained and cohesive background allowing the genuine and distinctive features of the town and its people, to take centre stage.

The palettes emphasise the quality of the design, materials, detailing and construction techniques and cater for the needs of all users in a safe and comfortable manner that enables social interaction to flourish.

The palettes also act as a kit of parts, making it easier for people working in the public realm, such as designers, asset managers and maintenance staff, to focus their attention on applying the fundamentals of good urban design to projects.

The choice of materials and furniture reflects the anticipated demands and levels of use and will ensure long term, sustainable solutions can be implemented.

A consistent palette of furniture and materials will help support Queenstown's heritage and character, giving places a unique identity and meaning for people.

The furniture and material choices will also support the efficient management and maintenance of elements, providing economies of scale, and making the supply and replacement of materials and parts for elements less costly.

A5 Other Town Centre Design Guidance

—

A5_

Other Town Centre Design Guidance

Queenstown's Town Centre has a distinctive urban character which is formed through interrelationships of complex qualities: the scale and form of many of the buildings, the pattern and rhythm of the buildings in the streetscape, the layout of the streets and pedestrian linkages, the relationship with the lake and the mountains, and the comfort of the town centre as a “people” place for workers, residents, visitors, diners, and shoppers.

In order for the Town Centre to retain and enhance this character, future changes to both the built form and public realm of the town centre must recognise and reinforce these qualities.

Development within the Town Centre is guided by the Queenstown Town Centre section of the Queenstown Lakes District Council's District Plan. This identifies the location, type and quantum of development across the town centre.

Additional architectural Design Guidance is provided by the Queenstown Town Centre Character Guide (2007).

These provide insight into the context and attributes of the built fabric of the town centre, and guidance to ensure that new development will positively contribute to the area.

The Guidelines do not seek to encourage new development that replicates the old, but rather promotes the integration of new and old so that the overall pattern of development and perception of the town centre retains its character and is perceived as a holistic experience.

Part B Design Guidance / Principles

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.

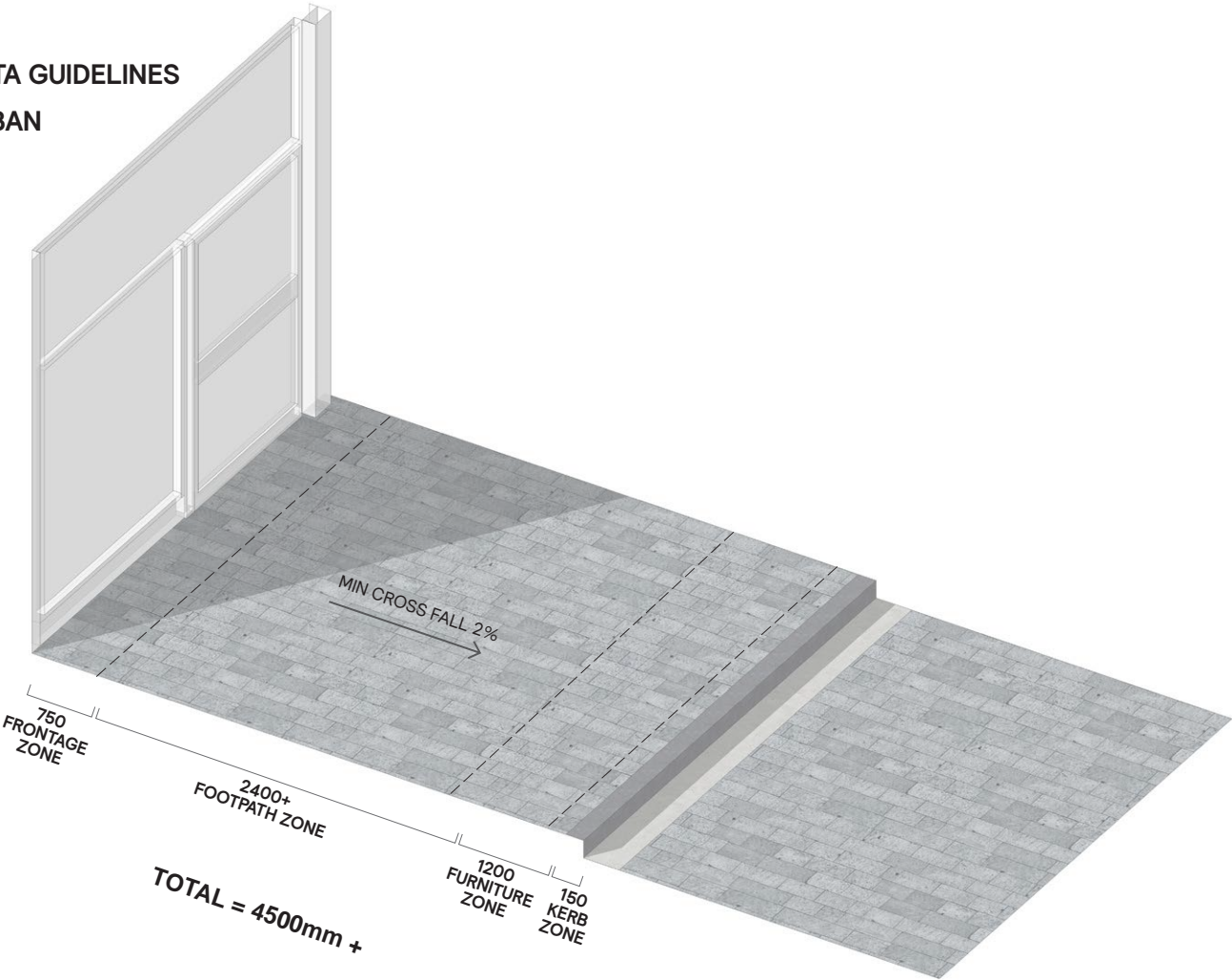
8. Provide for maintenance and serviceability

- 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.

NZTA GUIDELINES
URBAN



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.

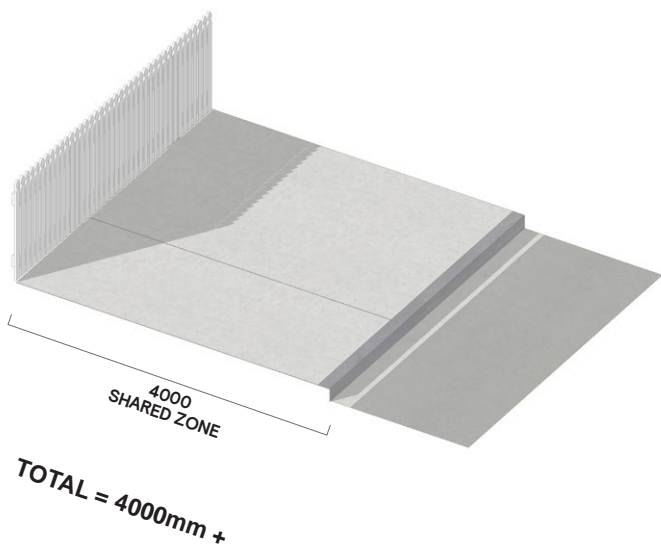
Furniture Zone

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)

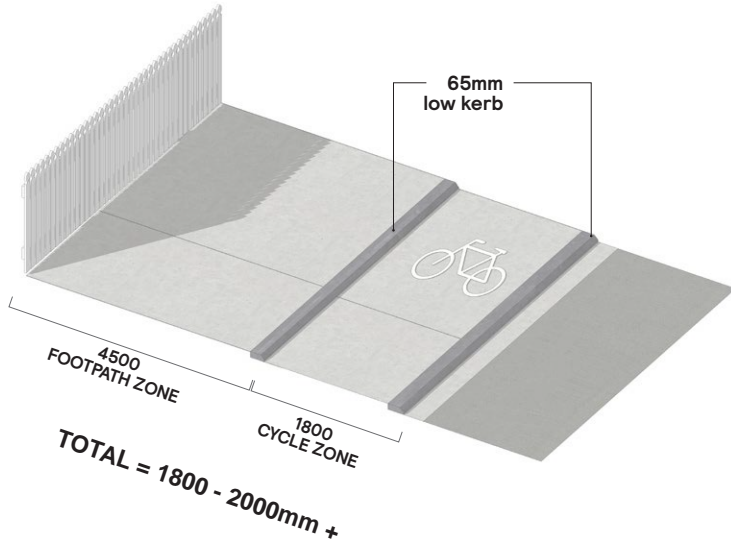
Kerb Zone

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.

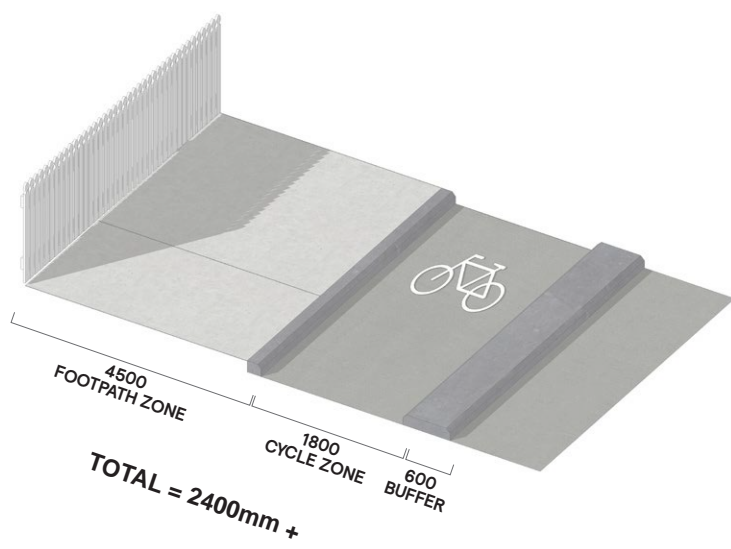
SHARED PATH



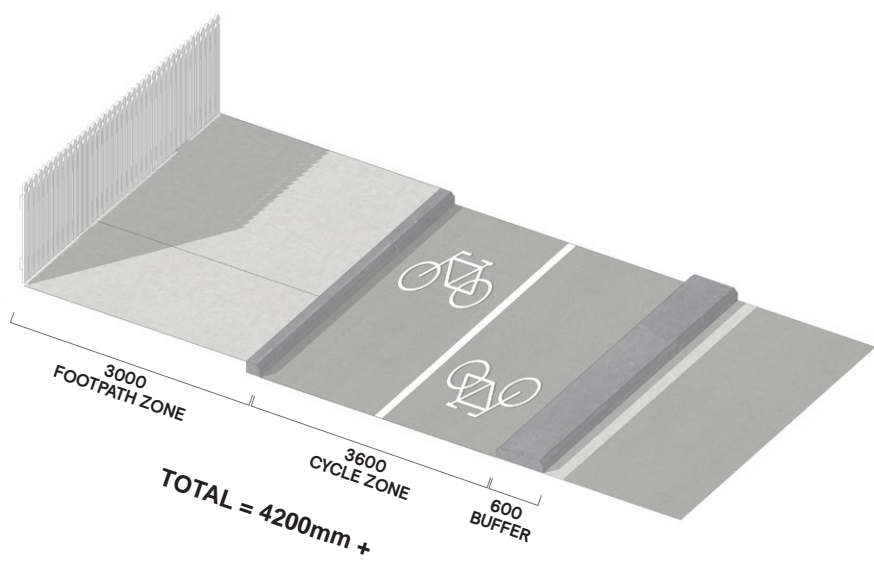
COPENHAGEN [ONE WAY]



SEPARATED CYCLEWAY [ONE WAY]



BI-DIRECTIONAL CYCLEWAY



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 Officials (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.

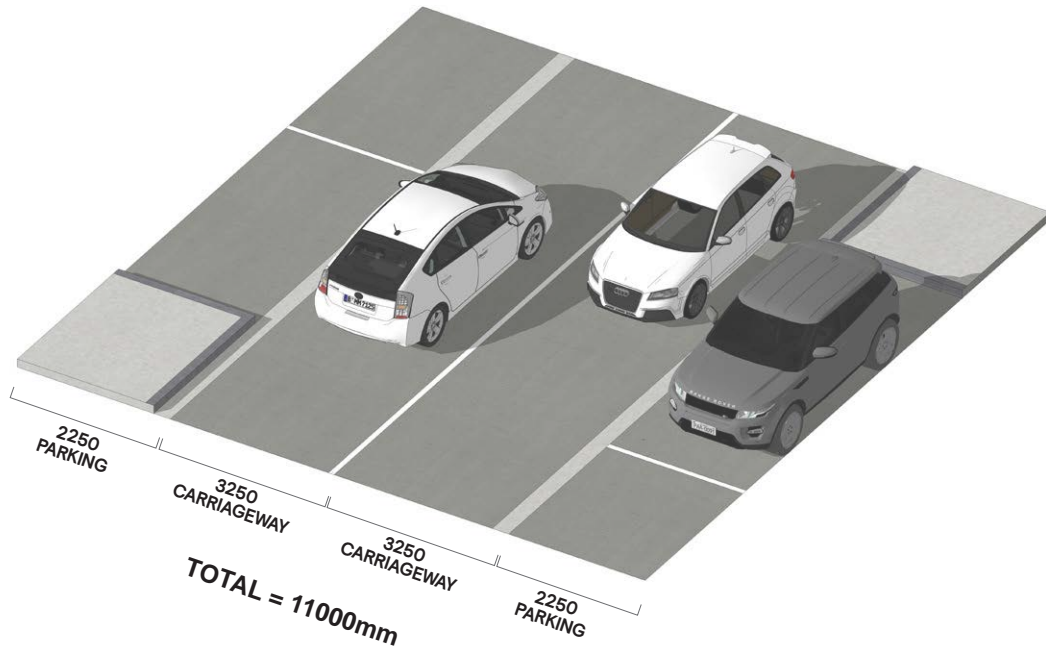
One Way Separated Cycle Path

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.

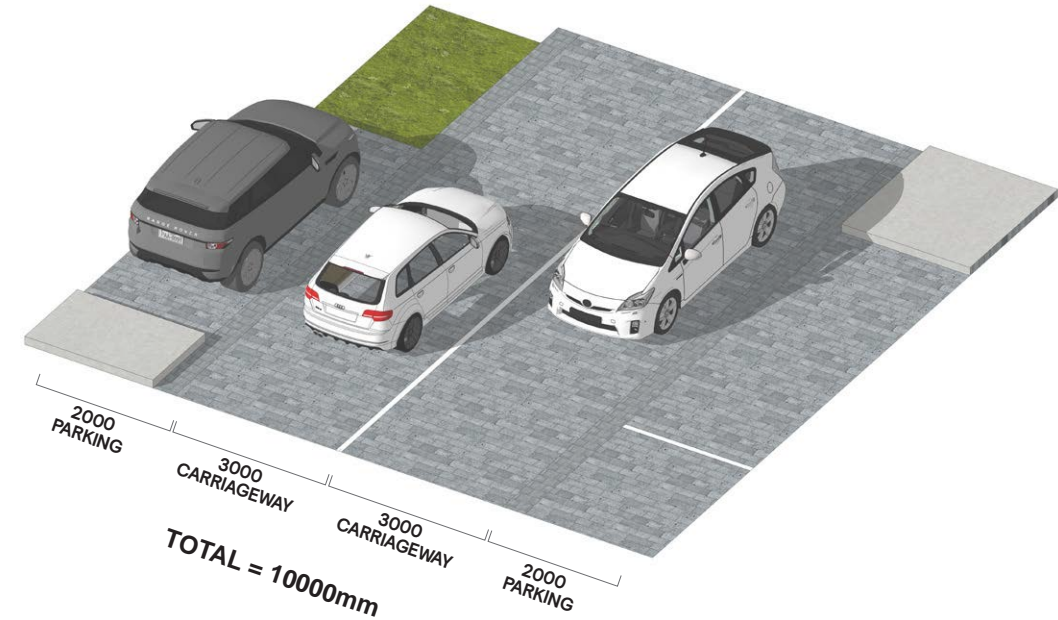
Shared Path On Street (Bi-directional)

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

Part C Design Application

C1

Suites and Palettes

—

The guidance provided includes appropriate locations where each of the proposed furniture suites, paving palettes and design elements are to be used, and where other specialised suites may be introduced

—

Four suites are proposed for use across the town centre that respond to existing and proposed character zones. These suites include proposed paving finishes, furniture, fixtures, lighting, signage and planting.

The four character zone suites are:

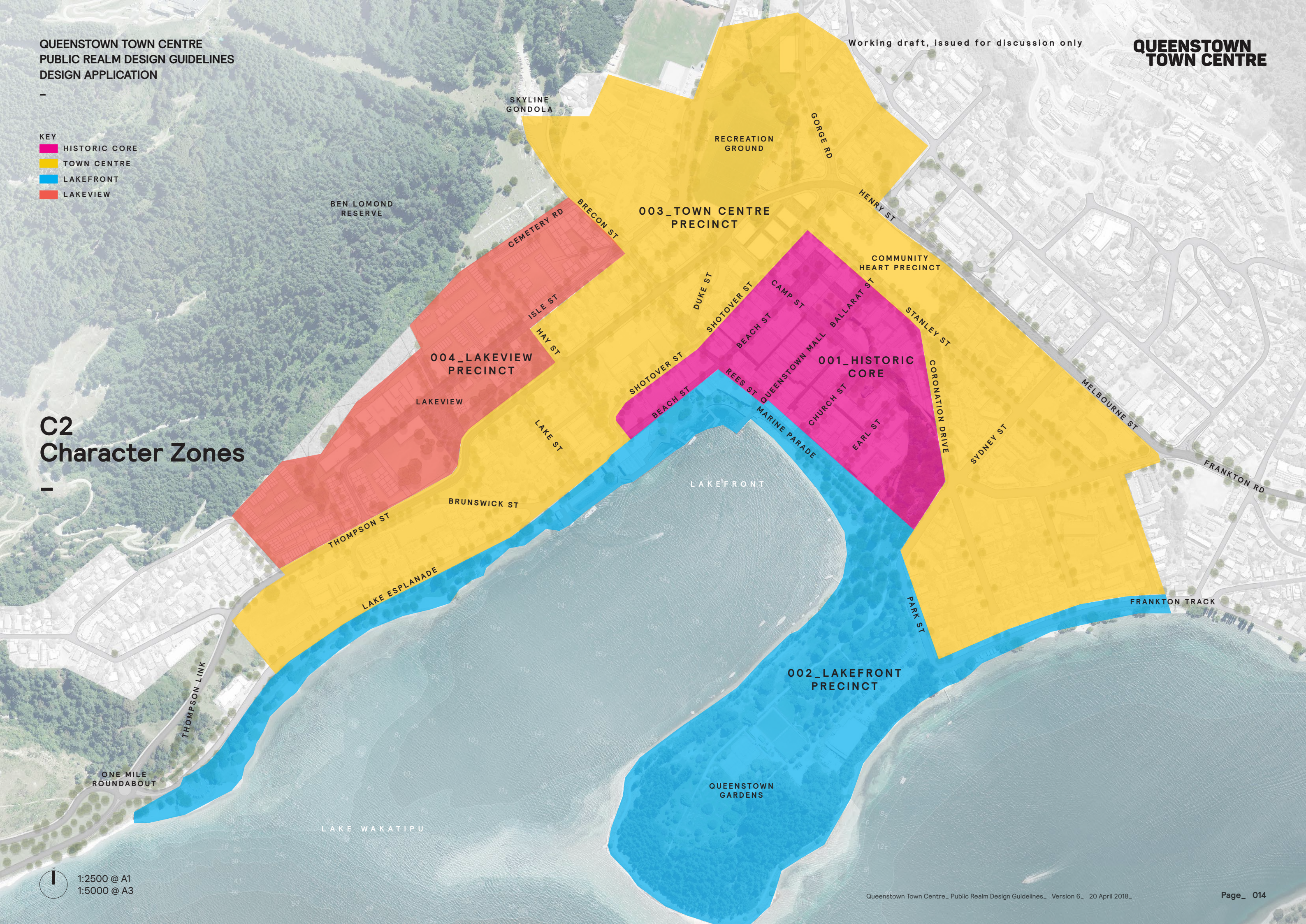
- 1. Historic Core Suite.** This suite consists of elements that reinforce the Historic Core of Queenstown.
- 2 Town Centre Suite.** This suite consists of elements that have been proven to be effective within the town’s urban areas.
- 3. Lakefront & Gardens Suite.** A consistent suite of elements developed to support the look and feel of the park lands and contribute to its character and identity.
- 4. Lakeview Suite.** Contextually appropriate furniture developed for areas with a strong historic character.

The suites and palettes are directly linked to locations which are spatially mapped on the Character Zones diagram – section C2.

The materiality of these suites develops on elements that are well established and contribute to the unique character of the town. These materials include natural stone such as slate and granite, precast concrete flags, asphalt and existing lakefront bricks.

- KEY
- HISTORIC CORE
 - TOWN CENTRE
 - LAKEFRONT
 - LAKEVIEW

C2 Character Zones





C3.1 Historic Core Suite

—

Design Intent_

The Historic Core Furniture Suite reinforces the character of Queenstown by retaining and consolidating the most successful current elements and furniture, while introducing pilot items that provide new value and address a variety of issues.

The Historic Core Furniture Suite reinforces the character of Queenstown by retaining and consolidating the most successful cohesive existing elements and furniture. Reinforces the urban identity and geographical extent of the precinct. Provides simple timeless and robust look and feel. Supports Pedestrian Mall, Shared Space, Street Upgrade (A) and Laneway Typologies which enhance pedestrian priority and town centre visitation and appeal.

—

Design Elements_

P Paving_ Basalt paving palette reinforces geographical extent of Historic Core and relationship with historical buildings. Rigid paving methodology enables trafficable shared space and pedestrian mall surfaces.

P01_ Shared Surface, **P02_** Conventional Street, **P03_** Laneway.

SF Street Furniture (Seating)_ Steel and Timber bespoke furniture suite with modular variants.

F01_ long bench, **F01A_** short bench, and **F05_** stool/perchable.

Classic and contemporary detailing based on tradition park bench/street furniture elements.

Metal finishes_ Resene Blast Grey 2 paint finish

SF Street Furniture (Proprietary)_

Triple Bin F10_ Standard QT triple Rubbish/Recycling/Glass enclosure.

Bike Racks F11_ Standard stainless steel QT Sheffield Style.

Drinking Fountain F12_ Standard QT style.

Bollard_ Standard stainless steel QT style (TBC) with fixed and removable variations.

ST Street Trees_ Small/medium exotic street tree species that provide seasonal variation (light/shade) and colour. Compliment existing street tree species. Refer to C6.1 Historic Core palette.

L Lighting_ Replace existing dated/tired light poles with a more contemporary lantern fitting and pole. Retain character poles in Queenstown Mall. Utilise energy efficient and flexible/controllable LED technology.

L01_ Light Type 1 – Street 9.0m high steel pole w/ concrete piled footing. Street lighting mounted at 7.5m. Pedestrian lighting mounted at 4m.

L01A_ Light Type 2 – Pedestrian Area 7.0m high steel pole w/ concrete piled footing. Street lighting mounted at 6.0m. Pedestrian lighting mounted at 4m.

L10_ Catenary lighting to laneways on Ronstan wire system

LL_ Luminaires_ Street/Area Lights_ WE-EF ATC500 (or similar) or Iguzzini Woody suite with outreach and wall mount options **Catenary Lights_** Iguzzini I-Roll Pendant (or similar)_

S Signage_ Build on existing town centre wayfinding and interpretive signage.

S01A_ Pole/Finger Sign_ Bespoke steel element. 4m high steel pole w/ concrete piled footing. Steel direction arrows 700 x 150mm fixed to pole at 2.5 – 3.5m high.

S02A_ Signage Marker Bespoke corten steel element 2.5m high x 0.9m wide.

S03_ Signage Marker Bespoke steel element 1m high x 0.5m wide.

O Other_ Interpretive/Heritage Panel inlays, Art.

L01

S02A

P07

S01A

C3.1 Historic Core Suite Shared Space

T01A

F01A

F05

F01

L01

F11

K04

F05

P07

Working draft, issued for discussion only

QUEENSTOWN
TOWN CENTRE

S03

F11

P02

C3.1
Historic Core Suite
Conventional Street

L01

T01A

F01

K01

K02

P09



C3.1
Historic Core Suite



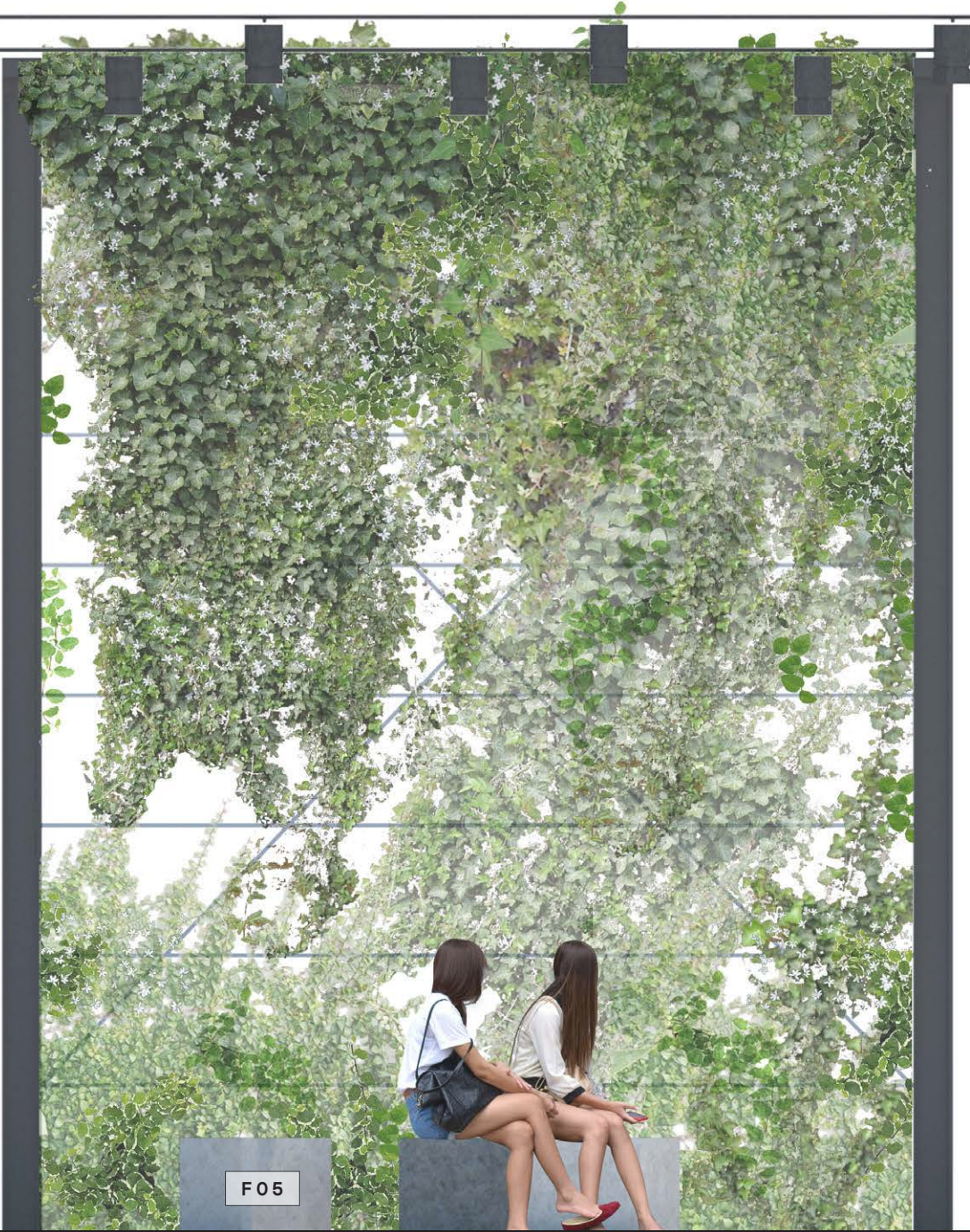
C3.1
Historic Core
Suite
Laneway




L10

V10

Green wall
Planting on stainless
steel wire trellis system




C3.1
Historic Core Suite



F01

Seat Type 1 – Standard


Timber bench with backrest. 4000mm l x 450mm w x 450mm h.



F01A

Seat Type 1A – Small

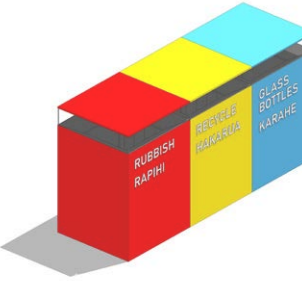
Timber bench with backrest. 1200mm l x 450mm w x 450mm h.



F05

Seat Type 5 – Stool


Bespoke seat – finish TBC. 450mm l x 450mm w x 450mm h.



F10

Triple Bin


Standard Queenstown Rubbish/Recycling/Glass Enclosure. Fits 3 x 240L Wheelie bin. Powder coated mild steel body and lid. Surface mounted, locking door.



F11

Bike rack

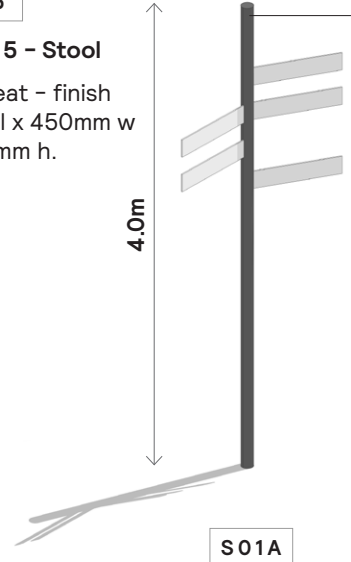
Type A Sheffield Cycle Rack, bead blasted stainless steel finish. Plant or surface mounted. Supplier – Street Furniture NZ



F12

Drinking Fountain


316 Stainless steel fabrication, Enware plumbing hardware. 250mm d x 100mm w x 800–1100mm h. Hairline Linear Linish finish. Surface or subsurface mounting. Supplier – Walkspace



S01A

Pole Sign – Historic Core


Bespoke steel element. 4m high steel pole w/ concrete piled footing. Steel direction arrows 700 x 150mm fixed to pole at 2.5 – 3.5m high.



S02A

Signage Marker


Bespoke steel element. 2500mm h x 900mm w. Laser Cut Text – Galvanised with select Resene Blast Grey paint finish.



S03

Signage Marker

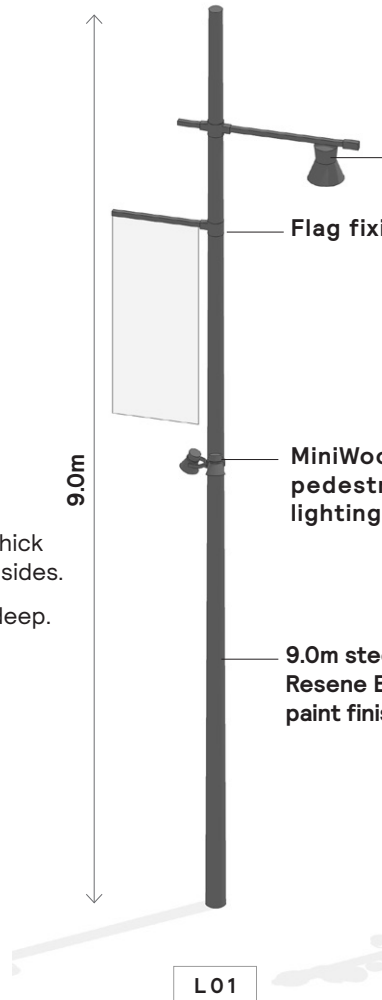
Bespoke steel element. 1000mm h x 450mm w. Laser Cut Text – Galvanised with select Resene Blast Grey paint finish.



P15

Heritage Mat

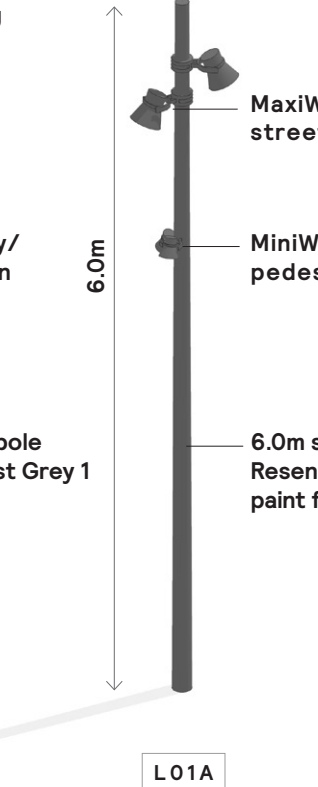
‘Black crystal granite’ 40mm thick flagstone with sawn finish to all sides. Select sandblasted text 3mm deep. Text and Content varies.



L01

Historic Core – Type 1


9.0m high steel pole w/ concrete piled footing. Street lighting mounted at 8m. Pedestrian lighting mounted at 4m. Luminaires to Lighting Designers specification



L01A

Historic Core – Type 2

6.0m high steel pole w/ concrete piled footing. Street lighting mounted at 5.5m. Pedestrian lighting mounted at 4m. Luminaires to Lighting Designers specification



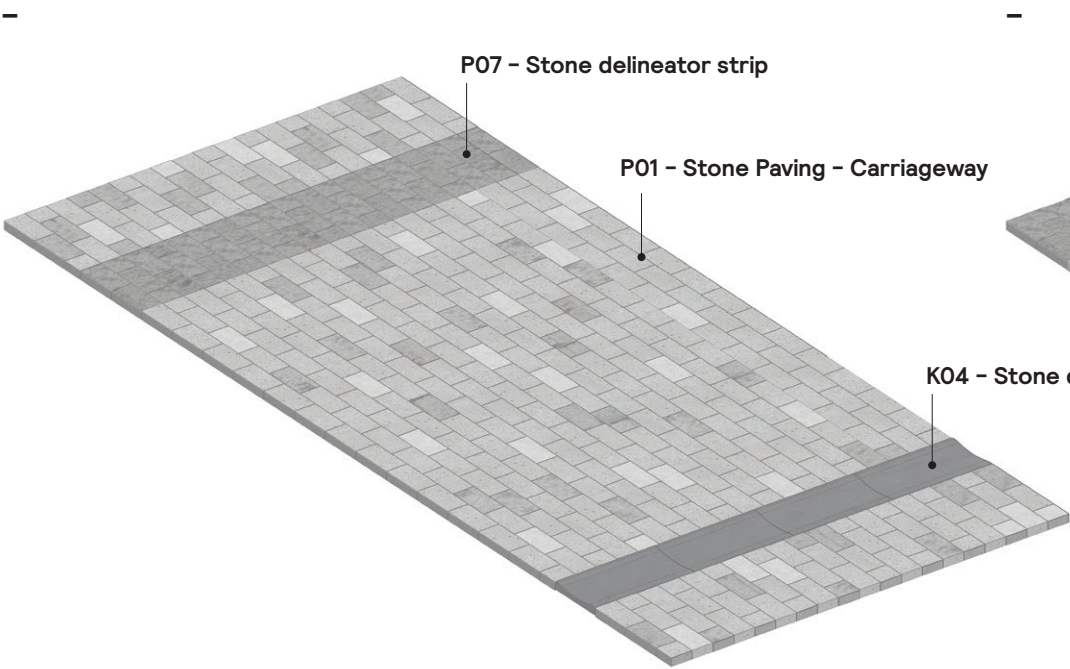
T01A

Street tree and tree grate

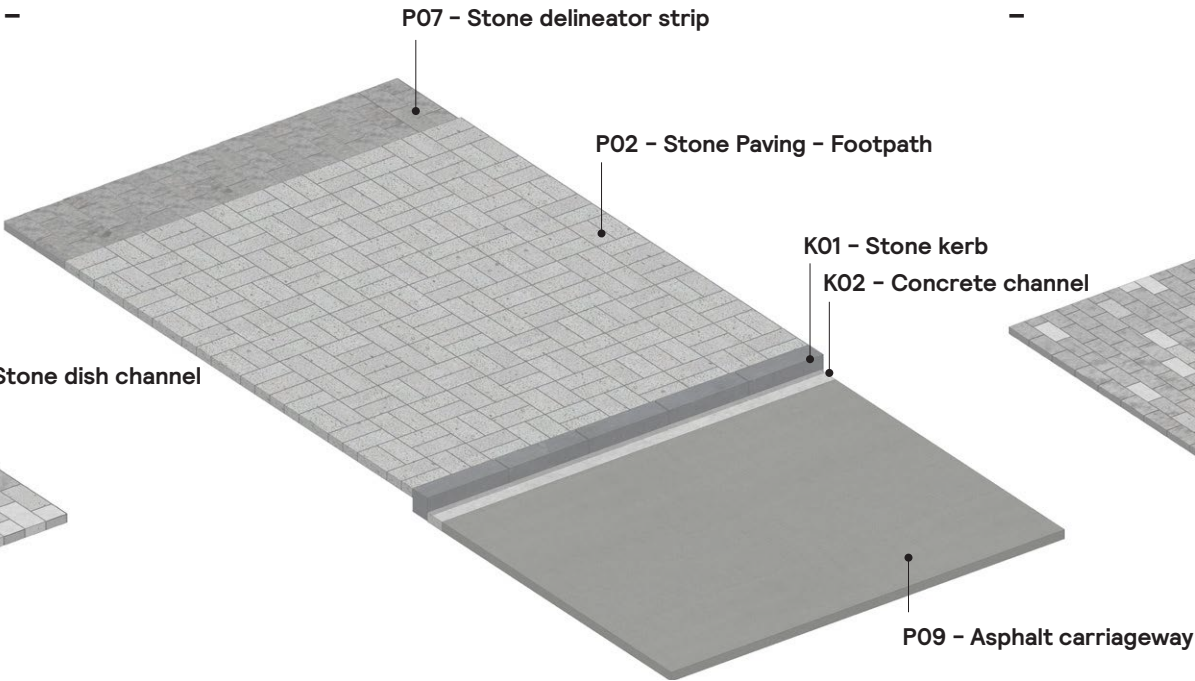
New street tree and tree pit. Black steel tree grate. Shot blast, cast aluminium with 304 S/S Paving Border. 1050mm w x 1050mm h x 35mm. Powder coat select Resene Blast Grey 1 paint finish. Refer to C6.1 Historic Core palette for tree species

C3.1 Historic Core Suite – Paving Finishes

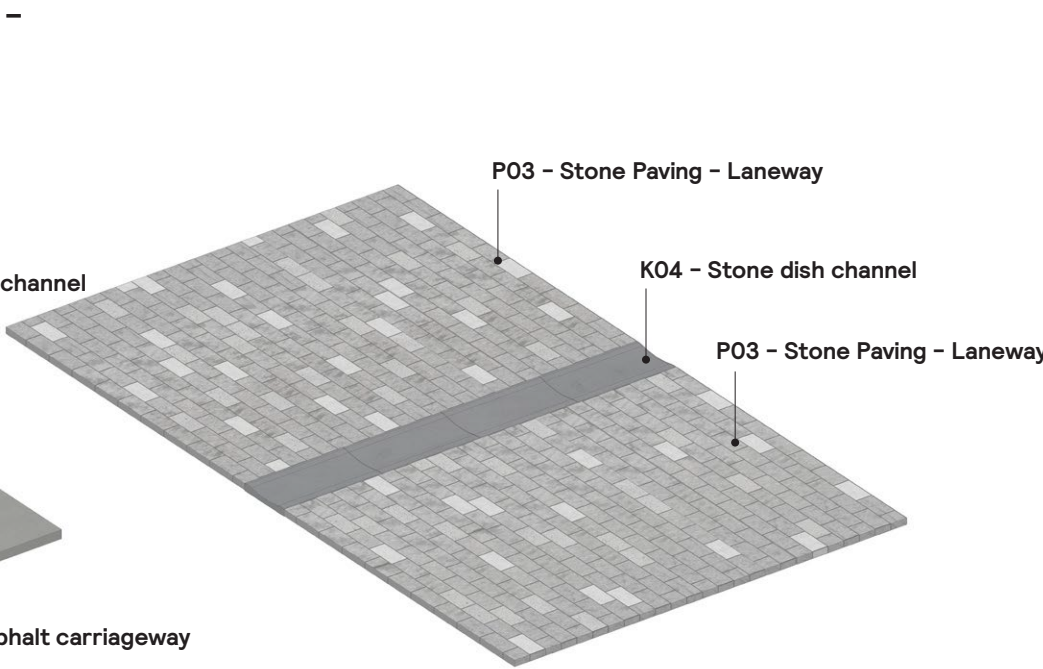
Shared surface



Conventional Street



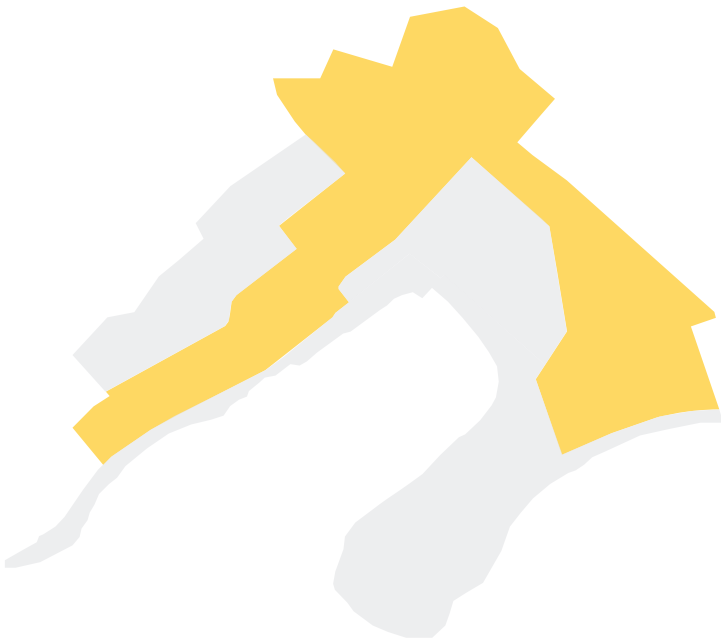
Laneway



KEY NOTES

| | |
|---------------|--|
| P01 – Paving | Stone paving carriageway. 150x300x80mm units |
| P02 – Paving | Stone paving footpath. 200x100x40mm units |
| P09 – Asphalt | Asphalt carriageway |
| P07 – Paving | Stone delineator strip. 300x150x80mm units |

| |
|--------------------------|
| K01 – Stone kerb |
| K02 – Concrete channel |
| K04 – Stone dish channel |



C3.2 Town Centre Suite

—

Design Intent_

The Town Centre Suite reinforces the town centre and urban character of Queenstown by supporting the most successful cohesive elements and furniture of the historic core – but with a more cost effective investment in the ground plane/paving. Reinforces the urban identity and geographical extent of the Town Centre Precinct. Provides simple timeless and robust look and feel. Differentiates the town centre from adjacent residential areas. Provides greater level of design freedom than Historic Core zone utilising Autumn pavers palette.

—

Design Elements_

P Paving_ Insitu concrete and/or 200 x 100mm concrete paving palette (autumn colours – red, orange and yellow/sand reinforces geographical extent of Town Centre Precinct. Rigid paving methodology enables trafficable shared space and pedestrian mall surfaces.

P08_ Concrete footpath, **P09_** Asphalt carriageway.

SF Street Furniture (Seating)_

Steel and Timber bespoke furniture suite with modular variants.

F02_ long bench, **F02A_** short bench, and **F05_** stool/perchable.

Classic and contemporary detailing based on tradition park bench/street furniture elements. **Metal finishes_** Resene Blast Grey 2 paint finish and / or corten steel.

SF Street Furniture (Proprietary)_

Triple Bin F10_ Standard QT triple Rubbish/Recycling/Glass enclosure.

Bike Racks F11_ Standard stainless steel QT Sheffield Style.

Drinking Fountain F12_ Standard QT style.

Bollard_ Standard stainless steel QT style (TBC) with fixed and removable variations.

ST Street Trees_ Small/medium exotic street tree species that provide seasonal variation (light/shade) and colour. Compliment existing street tree species. Refer to C6.2 Town Centre palette.

L Lighting_ replace existing dated/tired light poles with a more contemporary lantern fitting and pole. Utilise energy efficient and flexible/controllable LED technology.

L02_ Light Type 1 – Street 9.0m high steel pole w/ concrete piled footing. Street lighting mounted at 7.5m. Pedestrian lighting mounted at 4m.

L02A_ Light Type 2 – Pedestrian Area 7.0m high steel pole w/ concrete piled footing. Street lighting mounted at 6.0m. Pedestrian lighting mounted at 4m.

L10_ Catenary lighting to laneways on Ronstan wire system

LL_ Luminaires_ Street/Area Lights_ WE-EF ALP500 (or similar) or Iguzzini Woody suite with outreach and wall mount options **Catenary Lights_** Iguzzini I-Roll Pendant (or similar)_

S Signage_ Build on existing town centre wayfinding and interpretive signage.

S01B_ Pole/Finger Sign_ Bespoke steel element. 4m high steel pole w/ concrete piled footing. Steel direction arrows 700 x 150mm fixed to pole at 2.5 – 3.5m high.

S02B_ Signage Marker Bespoke corten steel element 2.5m high x 0.9m wide.

S03_ Signage Marker Bespoke steel element 1m high x 0.5m wide.

O Other_ Interpretive/Heritage Panel inlays, Art.

1



F 11

P08

K01

K02

P09

T01B

F02

L02

C3.2
Town Centre Suite



C3.2
Town Centre Suite



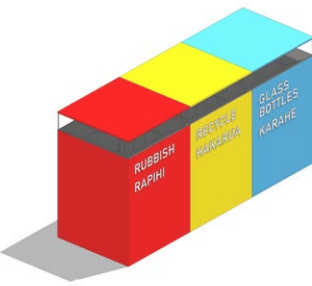
F 02

Seat Type 2 – Standard
Timber bench with backrest. 4000mm l x 450mm w x 450mm h.



F 02A

Seat Type 2A – Small
Timber bench with backrest. 1200mm l x 450mm w x 450mm h.



F 10

Triple Bin
Standard Queenstown Rubbish/Recycling/Glass Enclosure. Fits 3 x 240L Wheelie bin. Powder coated mild steel body and lid. Surface mounted, locking door.



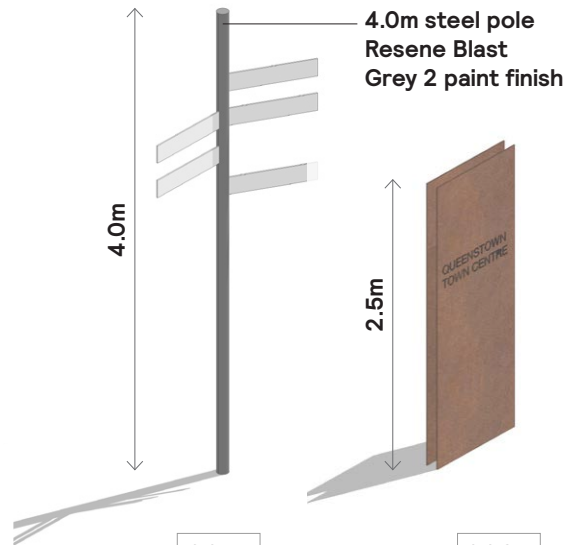
F 11

Bike rack
Type A Sheffield Cycle Rack, bead blasted stainless steel finish. Plant or surface mounted. Supplier – Street Furniture NZ



F 12

Drinking Fountain
316 Stainless steel fabrication, Enware plumbing hardware. 250mm d x 100mm w x 800–1100mm h. Surface or subsurface mounting. Supplier – Walkspace



S 01B

Pole Sign – Town Centre
Bespoke steel element. 4m high steel pole w/ concrete piled footing. Steel direction arrows 700 x 150mm fixed to pole at 2.5 – 3.5m high.

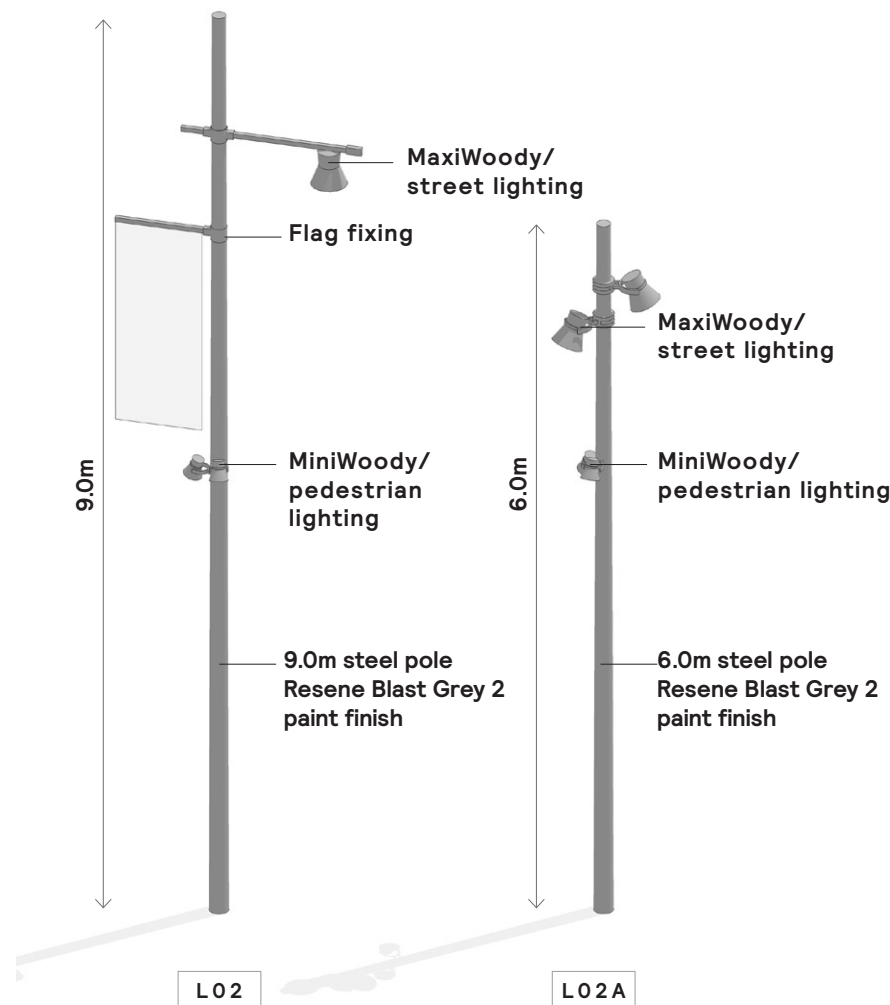
S 02B

Signage Marker
Bespoke corten steel element. 2500mm h x 900mm w. Laser Cut Text.



S 03

Signage Marker
Bespoke steel element. 1000mm h x 450mm w. Laser Cut Text – Galvanised with select Resene Blast Grey paint finish.



L 02

Town Centre – Type 1
9.0m high steel pole w/ concrete piled footing. Street lighting mounted at 8m. Pedestrian lighting mounted at 4m. Luminaires to Lighting Designers specification

L 02A

Town Centre – Type 2
6.0m high steel pole w/ concrete piled footing. Street lighting mounted at 5.5m. Pedestrian lighting mounted at 4m. Luminaires to Lighting Designers specification

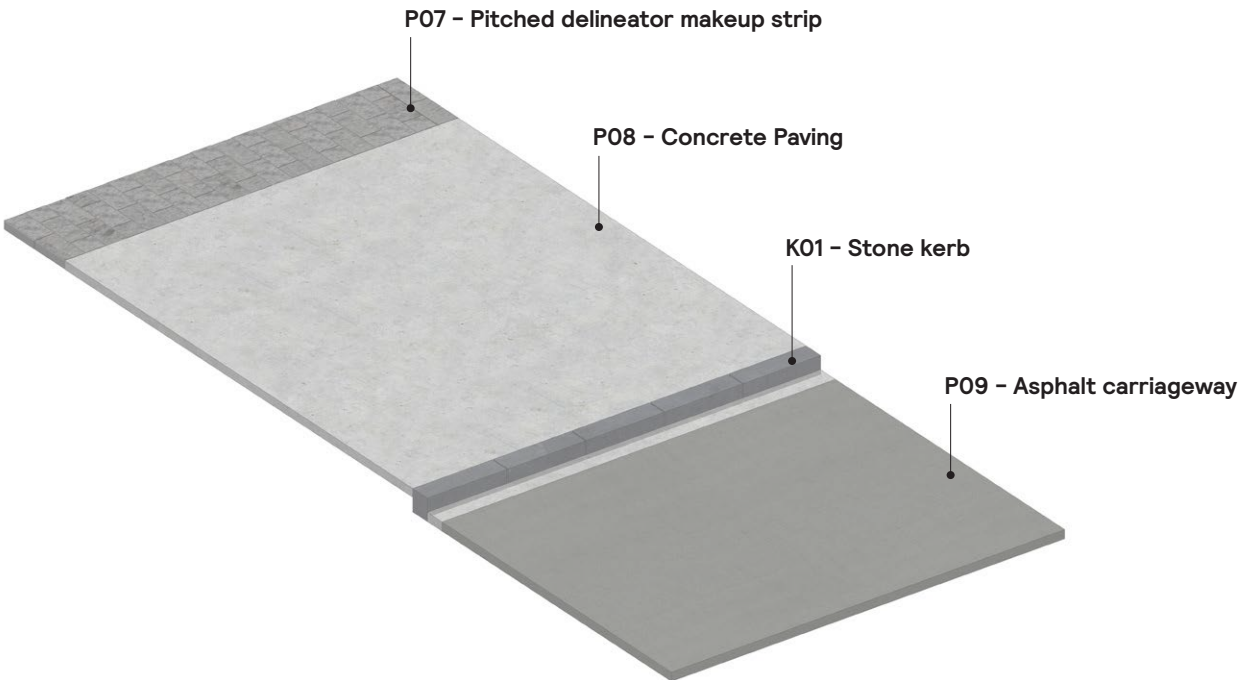


T 01B

Street tree and tree grate
New street tree and tree pit. Corten tree grate with 304 S/S Paving Border. 1050mm w x 1050mm h x 35mm. Refer to C6.2 Town Centre palette for tree species

C3.2 Town Centre Suite – Paving Finishes

-



KEY NOTES

| | | |
|----------------|---------------------------------|------------------|
| P08 – Concrete | Concrete pavement | K01 – Stone kerb |
| P09 – Asphalt | Asphalt carriageway | |
| P07 – Stone | Pitched delineator makeup strip | |



C3.3 Lakefront & Gardens Suite

—

Design Intent_

The Lakefront Suite combines the industrial/lakefront character of the existing working waterfront and wharves with the more laid back relaxed park like context of the Queenstown Gardens and Lake Esplanade. Establishes a cohesive waters edge identity that reinforces the history and primacy of the lakefront to Queenstown. Provides simple timeless and robust look and feel. Introduce more urban/maritime/industrial detailing to waterfront area that tells the story of Queenstown’s former working waterfront.

—

Design Elements_

P Paving_ 200 x 100mm concrete unit pavers (sandy colour as per recent upgrade) paving palette reinforces geographical extent of Historic Core and relationship with historical buildings. Flexible and/or rigid paving methodology enables trafficable shared space surfaces to Lake Esplanade. Hoggin and lawn surfaces reinforce lake edge character from more urban town centre precincts adjacent.

Paving Types P10_ Lakefront Paving, **P11_** Hoggin/DG, **P12_** Timber Deck and **V05** Lawn

SF Street Furniture (Seating)_ Steel and Timber bespoke furniture suite with modular variants.

F03_ long bench, **F03A_** short bench, **F06_** timber lounge (variations F06A, F06B, F06C) and **F07_** timber bench.

Classic and contemporary detailing based on tradition park bench/street furniture elements. **Metal finishes_** Resene Blast Grey 2 paint finish

SF Street Furniture (Proprietary)_

Triple Bin F10_ Standard QT triple Rubbish/Recycling/Glass enclosure.

Bike Racks F11_ Standard stainless steel QT Sheffield Style.

Drinking Fountain F12_ Standard QT style.

Bollard_ Standard stainless steel QT style (TBC) with fixed and removable variations.

ST Street Trees_ Small/medium exotic street tree species that provide seasonal variation (light/shade) and colour. Compliment existing street tree species. Refer to C6.3 Lakefront & Gardens palette.

L Lighting_ Replace existing dated/tired light poles with a more contemporary lantern fitting and pole. Utilise energy efficient and flexible/controllable LED technology.

L03_ Light Type 1 – Street 9.0m high steel/timber pole w/ concrete piled footing. Street lighting mounted at 7.5m. Pedestrian lighting mounted at 4m – to match existing western lakefront pole/luminaires.

L03A_ Light Type 2 – Pedestrian Area As above but 7.0m high steel/timber pole w/ concrete piled footing. Street lighting mounted at 6.0m. Pedestrian lighting mounted at 4m.

L05_ Low level feature lighting to Steamer Wharf environs (TBC). **L06_** In-ground up-lighting of selected feature/significant trees around the lake edge WE-EF ETC-100 (or similar)

LL_ Luminaires_ Street/Area Lights_ L1/L22_ WE-EF AP (or similar) or Iguzzini Woody suite with outreach and wall mount options **L3_** WE-EF STL100 (or similar) **L4_** WE-EF ETC-100 (or similar)

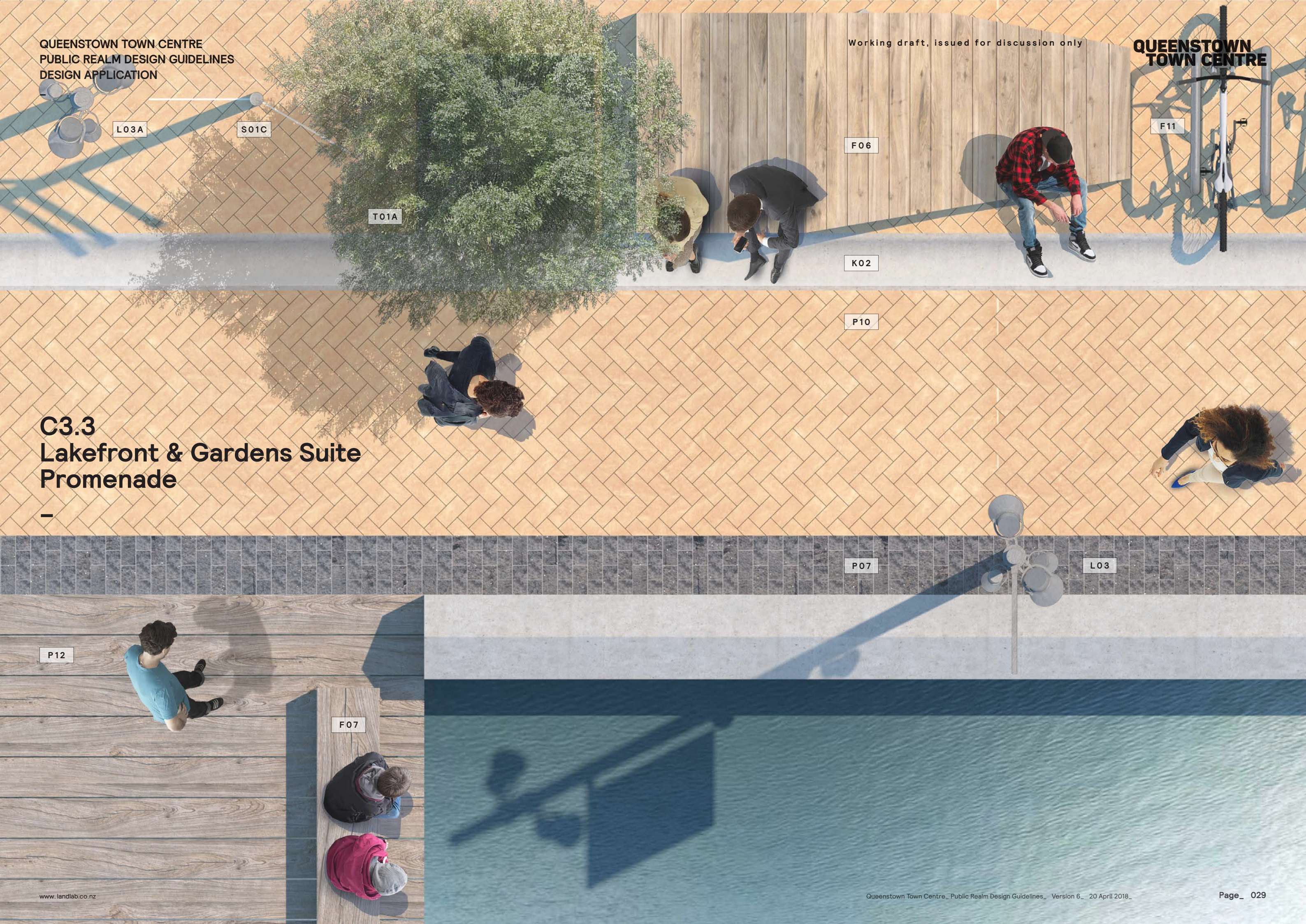
S Signage_ Build on existing town centre wayfinding and interpretive signage.

S1_ Pole/Finger Sign

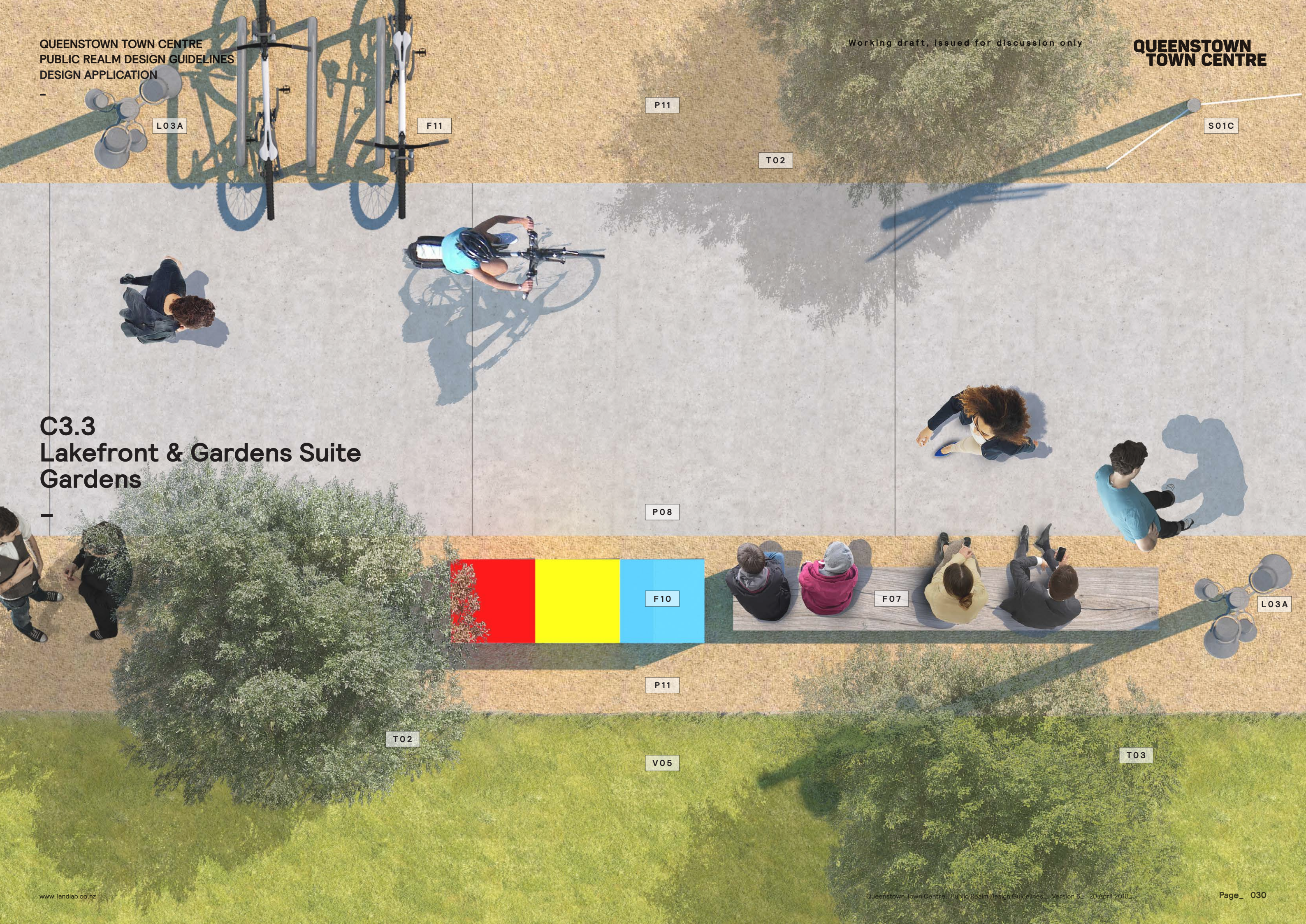
Bespoke steel element. 4m high steel pole w/ concrete piled footing. Steel direction arrows 700 x 150mm fixed to pole at 2.5 – 3.5m high.

S2_ Sign Plinth Standard QLDC timber/graphics wayfinding signage element

O Other_ Interpretive/Heritage Panel inlays, Art.



C3.3 Lakefront & Gardens Suite Promenade



C3.3 Lakefront & Gardens Suite Gardens

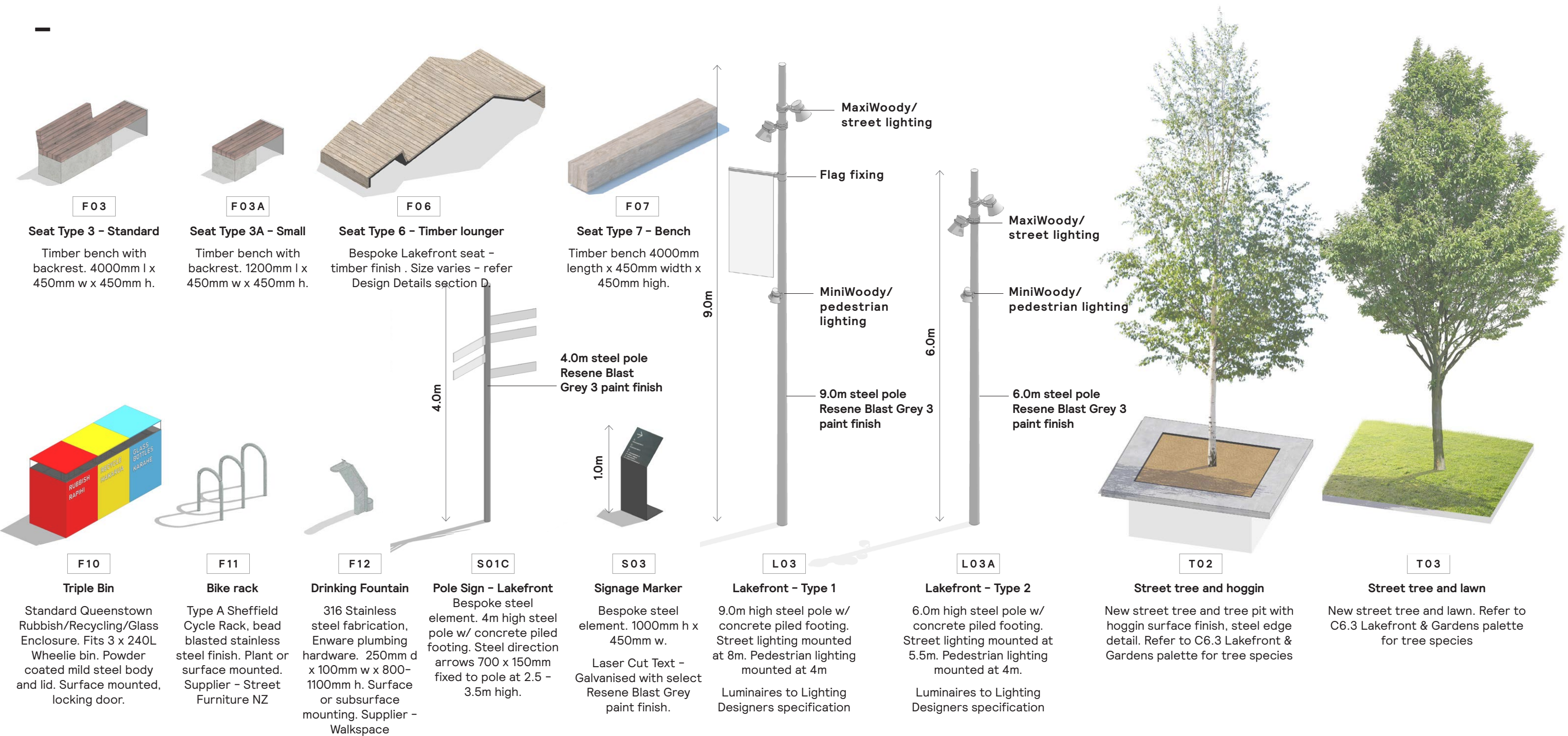
C3.3
Lakefront & Gardens Suite
Promenade



C3.3
Lakefront & Gardens Suite
Gardens

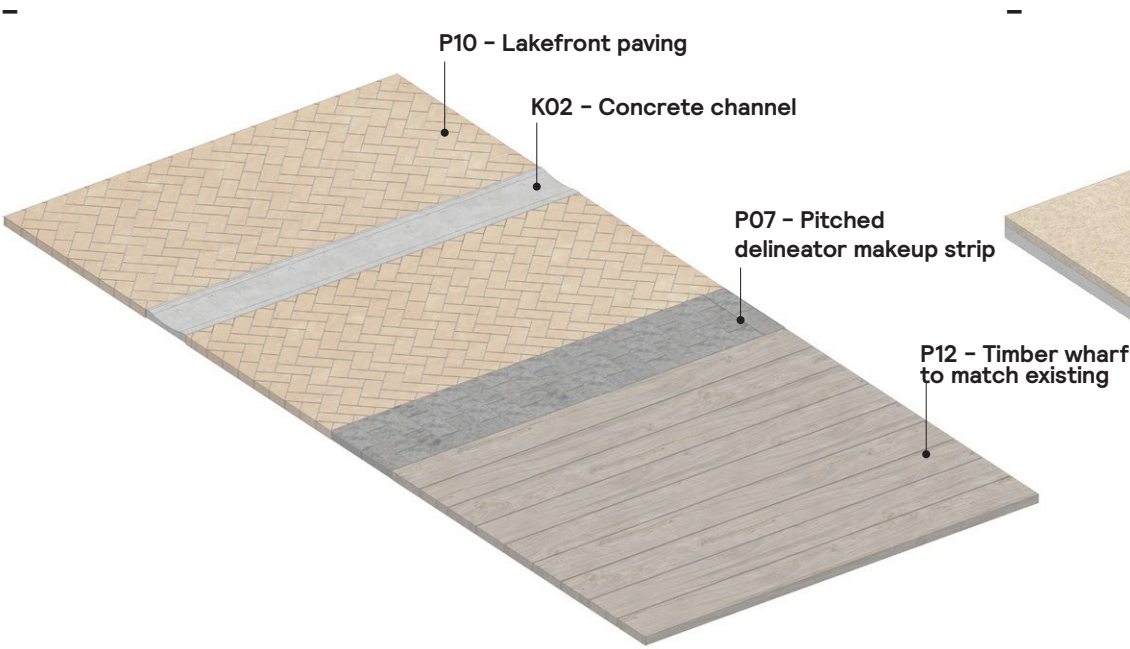


C3.3 Lakefront & Gardens Suite

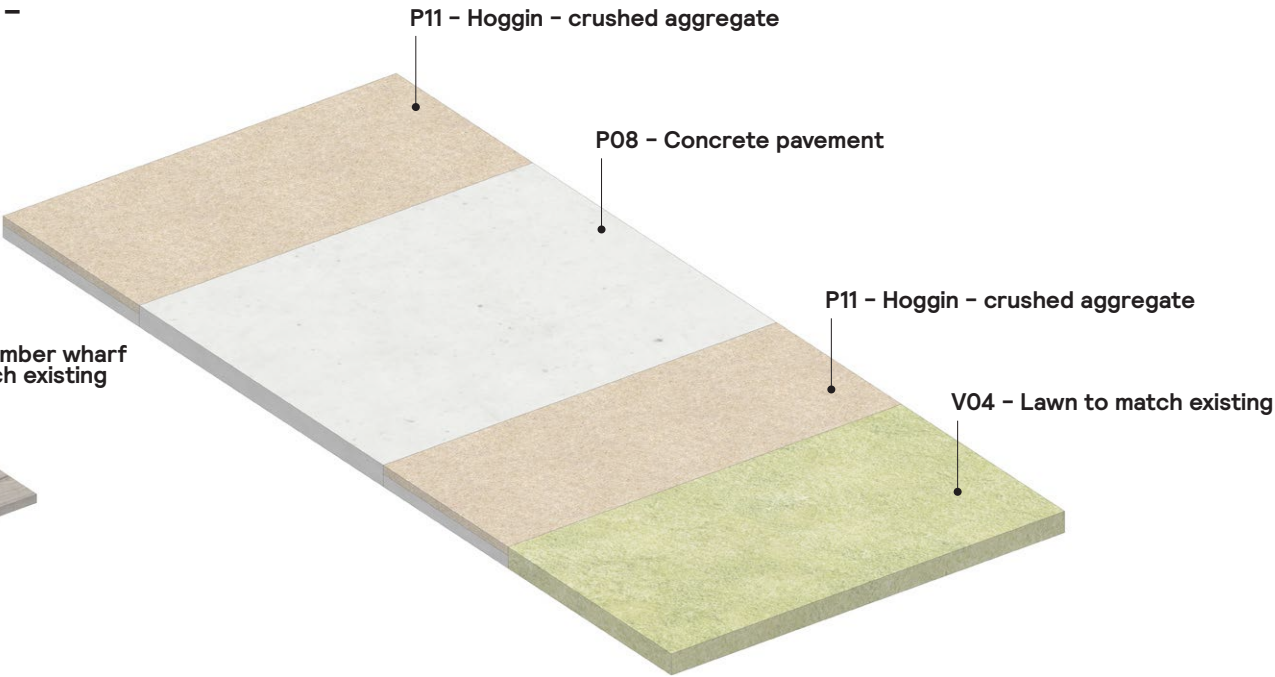


C3.3 Lakefront & Gardens Suite – Paving Finishes

Lakefront Promenade



Lakefront Gardens



P11 – Hoggin
Crushed aggregate surface

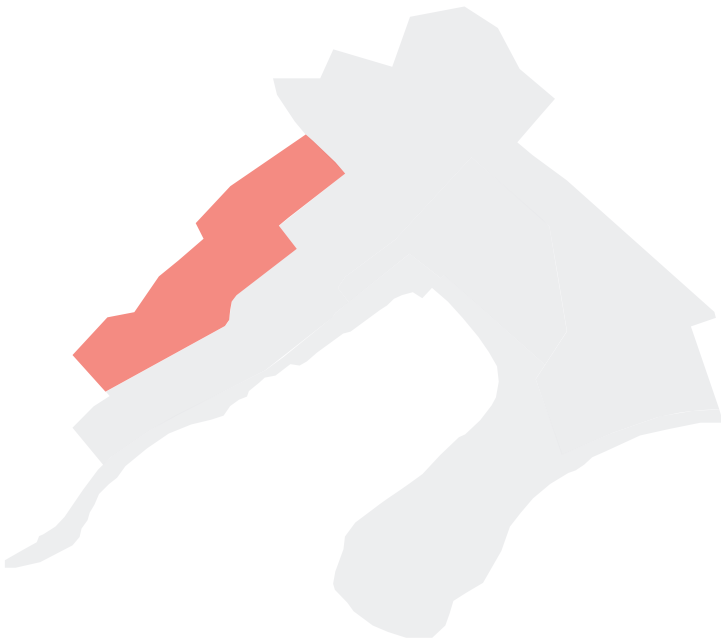


V05 – Lawn
Existing lakefront lawn

KEY NOTES

| | |
|------------------------|--|
| P08 – Concrete | Concrete pavement |
| P07 – Stone | Pitched delineator makeup strip |
| P10 – Lakefront paving | Concrete unit paver – sandy colour to match existing |

| | |
|--------------|--------------------------------|
| P11 – Hoggin | Crushed aggregate surface |
| P12 – Timber | Timber wharf to match existing |
| V05 – Lawn | Lawn to match existing |



C3.4 Lakeview Suite

—

Design Intent_

The Lakeview Suite develops a new character for the precinct, drawing on references from the existing town centre but amplifying some details. The aim is to provide a cohesive and robust look and feel which differentiates Lakeview from adjacent town centre palette, providing a greater level of design freedom.

—

Design Elements_

P Paving_

Insitu concrete and/or 200 x 100mm concrete paving palette. Rigid paving methodology enables trafficable shared space and pedestrian mall surfaces.

P04_ Shared Surface, **P05_** Conventional Street, **P06_** Laneway.

SF Street Furniture (Seating)_

Steel and Timber bespoke furniture suite with modular variants.

F04_ long bench, **F04A_** short bench, and **F05_** stool/perchable.

Classic and contemporary detailing based on tradition park bench/street furniture elements.

Metal finishes_ Resene Blast Grey 2 paint finish

SF Street Furniture (Proprietary)_

Triple Bin F10_ Standard QT triple Rubbish/Recycling/Glass enclosure.

Bike Racks F11_ Standard stainless steel QT Sheffield Style.

Drinking Fountain F12_ Standard QT style.

Bollard_ Standard stainless steel QT style (TBC) with fixed and removable variations.

ST Street Trees_

Small/medium exotic street tree species that provide seasonal variation (light/shade) and colour. Compliment existing street tree species. Refer to C6.4 Lakeview palette.

L Lighting_

Utilise energy efficient and flexible/controllable LED technology.

L04_ Light Type 1 – Street 9.0m high steel pole w/ concrete piled footing. Street lighting mounted at 7.5m. Pedestrian lighting mounted at 4m.

L04A_ Light Type 2 – Pedestrian Area 6.0m high steel pole w/ concrete piled footing. Street lighting mounted at 6.0m. Pedestrian lighting mounted at 4m.

L10_ Catenary lighting to laneways on Ronstan wire system.

LL_ Luminaires_ Street/Area Lights_

WE-EF ALP500 (or similar) or Iguzzini Woody suite with outreach and wall mount options **Catenary Lights_** Iguzzini I-Roll Pendant (or similar)_

S Signage_

Build on existing town centre wayfinding and interpretive signage.

S01B_ Pole/Finger Sign_ Bespoke steel element. 4m high steel pole w/ concrete piled footing. Steel direction arrows 700 x 150mm fixed to pole at 2.5 – 3.5m high.

S03_ Signage Marker Bespoke steel element 1m high x 0.9m wide.

O Other_ Interpretive/Heritage Panel inlays, Art.

C3.4
Lakeview Suite
Shared Surface



C3.4 Lakeview Suite Conventional Street



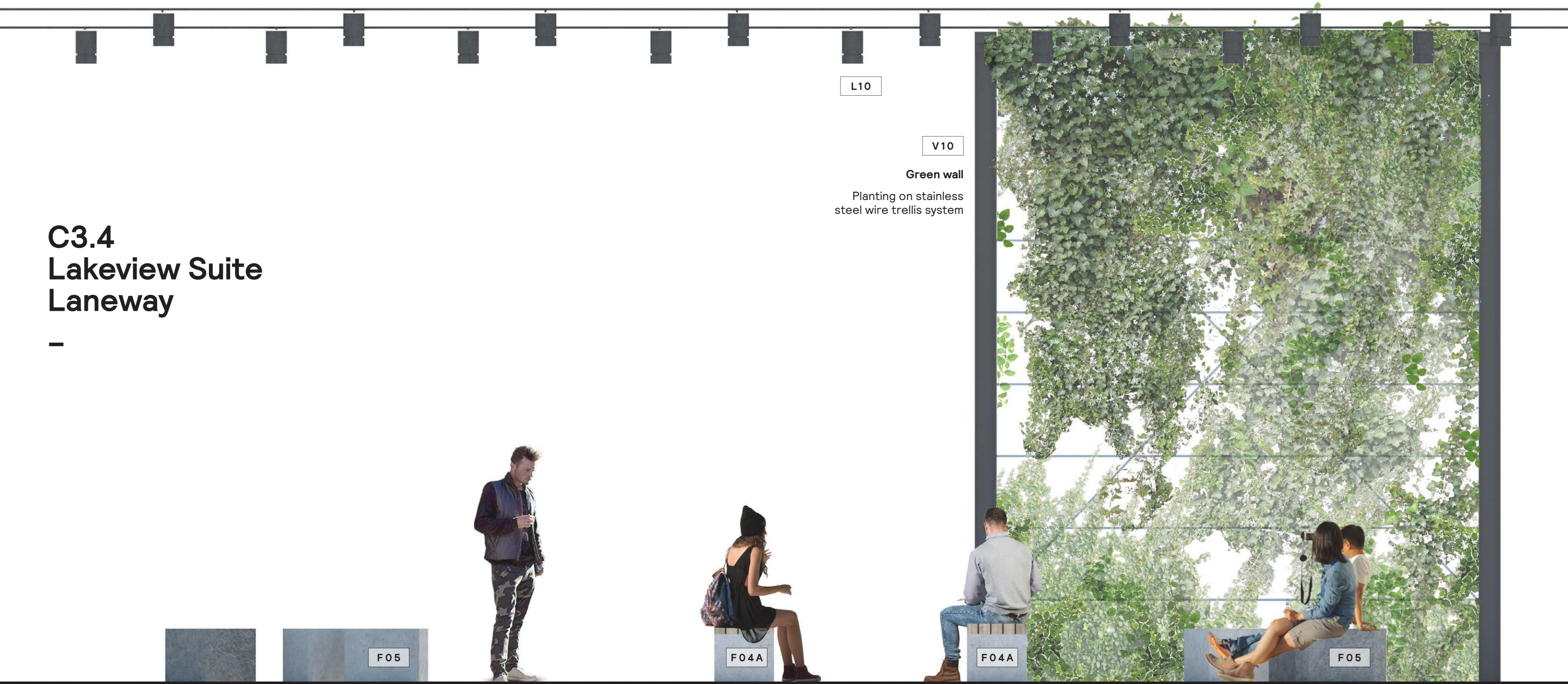


C3.4
Lakeview Suite
Laneway

C3.4
Lakeview Suite



C3.4
Lakeview Suite
Laneway



C3.4
Lakeview Suite



F04

Seat Type 4 - Standard

Timber bench with backrest. 4000mm l x 450mm w x 450mm h.



F04A

Seat Type 4A - Small

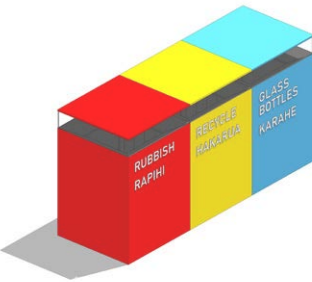
Timber bench with backrest. 1200mm l x 450mm w x 450mm h.



F05

Seat Type 5 - Stool

Bespoke seat - finish TBC. 450mm l x 450mm w x 450mm h.



F10

Triple Bin

Standard Queenstown Rubbish/Recycling/Glass Enclosure. Fits 3 x 240L Wheelie bin. Powder coated mild steel body and lid. Surface mounted, locking door.



F11

Bike rack

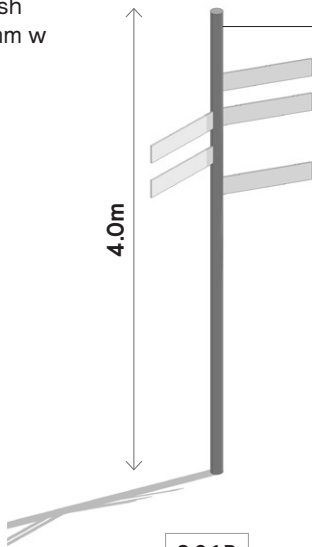
Type A Sheffield Cycle Rack, bead blasted stainless steel finish. Plant or surface mounted. Supplier - Street Furniture NZ



F12

Drinking Fountain

316 Stainless steel fabrication, Enware plumbing hardware. 250mm d x 100mm w x 800-1100mm h. Surface or subsurface mounting. Supplier - Walkspace



S01B

Pole Sign - Town Centre

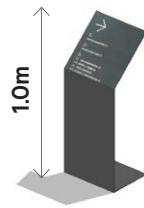
Bespoke steel element. 4m high steel pole w/ concrete piled footing. Steel direction arrows 700 x 150mm fixed to pole at 2.5 - 3.5m high.



S02A

Signage Marker

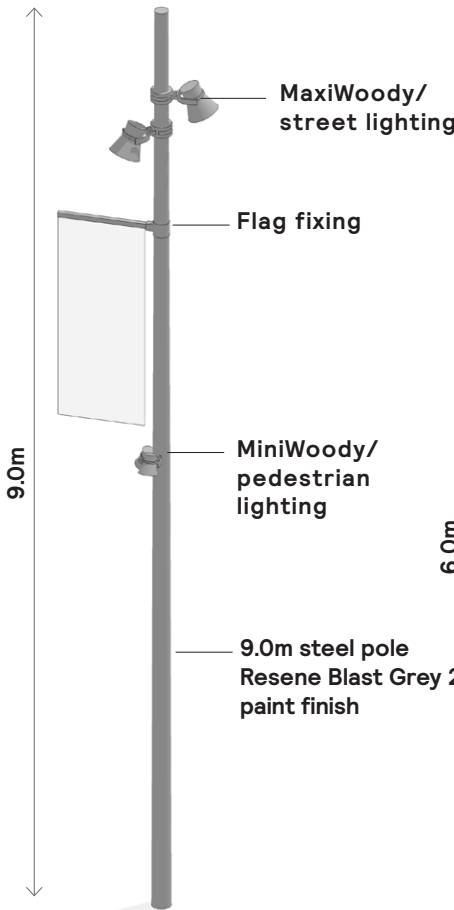
Bespoke steel element. 2500mm h x 900mm w. Laser Cut Text - Galvanised with select Resene Blast Grey paint finish.



S03

Signage Marker

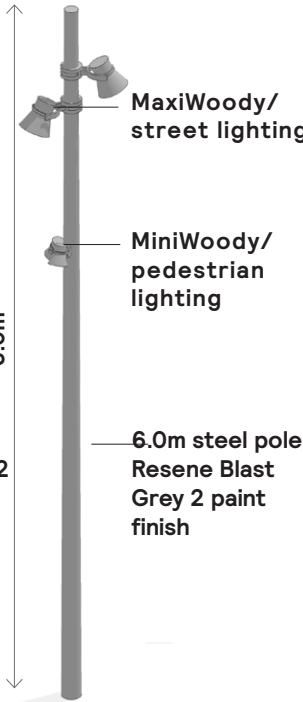
Bespoke steel element. 1000mm h x 450mm w. Laser Cut Text - Galvanised with select Resene Blast Grey paint finish.



L04

Lakeview - Type 1

8.0m high steel pole w/ concrete piled footing. Street lighting mounted at 7m. Pedestrian lighting mounted at 4m. Luminaires to Lighting Designers specification



L04A

Lakeview - Type 2

6.0m high steel pole w/ concrete piled footing. Street lighting mounted at 5.5m. Pedestrian lighting mounted at 4m. Luminaires to Lighting Designers specification



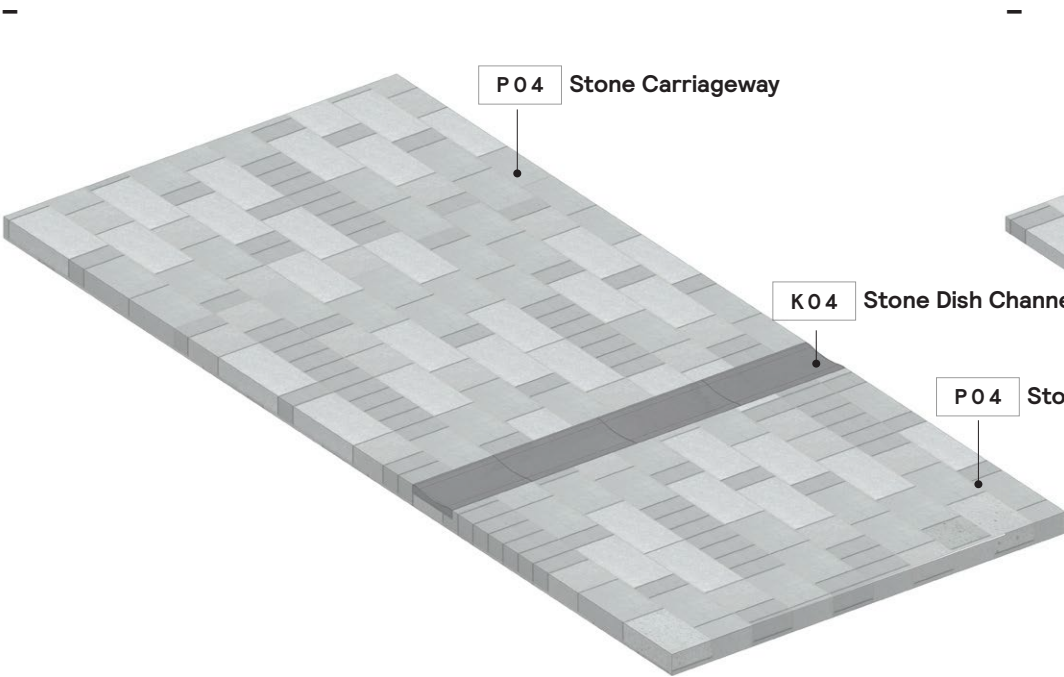
T01A

Street tree and tree grate

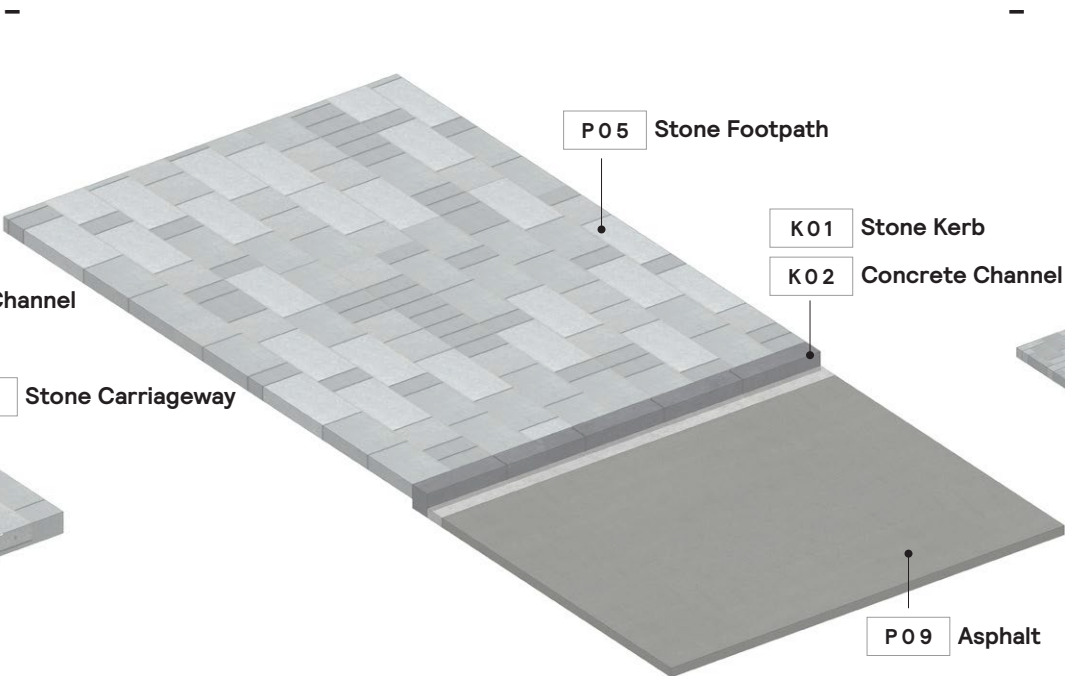
New street tree and tree pit. Black steel tree grate. Shot blast, cast aluminium with 304 S/S Paving Border. 1050mm w x 1050mm h x 35mm. Powder coat select Resene Blast Grey 2 paint finish. Refer to C6.4 Lakeview palette for tree species

C3.4 Lakeview Suite – Paving Finishes

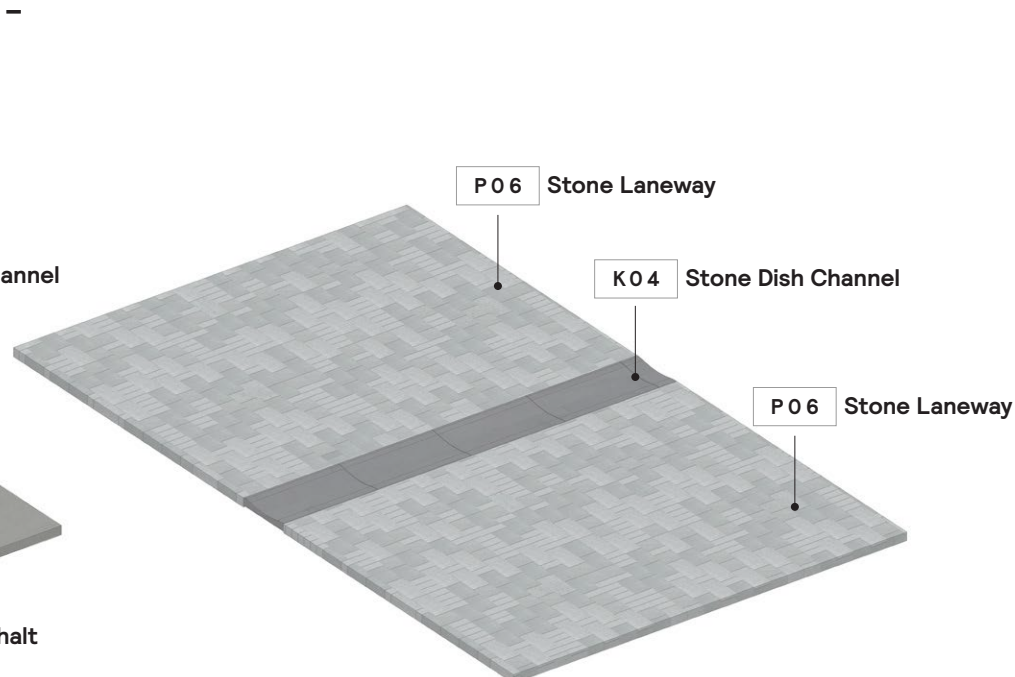
Shared surface



Conventional street



Laneway



KEY NOTES

- P04 – Paving Stone pavers. Variesx300x80mm units
- P05 – Paving Stone pavers. Variesx300x45mm units
- P06 – Paving Stone paving carriageway. Variesx200x80mm units
- P09 – Asphalt Asphalt carriageway

- K01 – Stone kerb
- K02 – Concrete channel
- K04 – Stone dish channel

C4 Street Hierarchy Strategy

Shared Space Streets support flexible use and efficient sharing of valuable space by pedestrians, cyclists and vehicles.

Pedestrian Malls enable the creation of key destinations that prioritise place over movement functions.

Optimal streetscape upgrades enable re-allocation of space to accommodate additional pedestrian flows, cycle paths and space for outdoor dining/occupation to a high level of specification.

Enhanced streetscape upgrades enable re-allocation of space to accommodate additional pedestrian flows and cycle paths to a conventional level of specification.

Laneway upgrades provide for intimate and urban experiences whilst also supporting access and servicing functions.

Traffic and pedestrian priority streets (Shotover / Stanley Streets and Town Centre Arterials) provide priority for the town centres key pedestrian, tourist and transport functions.

- KEY
- SHARED SPACE
 - PEDESTRIAN MALL
 - SHOTOVER / STANLEY ST UPGRADES
 - STREET UPGRADE A - OPTIMAL
 - STREET UPGRADE B - ENHANCED
 - LANEWAY
 - LAKE ESPLANADE
 - TOWN CENTRE ARTERIAL

ONE MILE
ROUNDBABOUT

1:2500 @ A1
1:5000 @ A3

LAKE WAKATIPU

LAKEFRONT

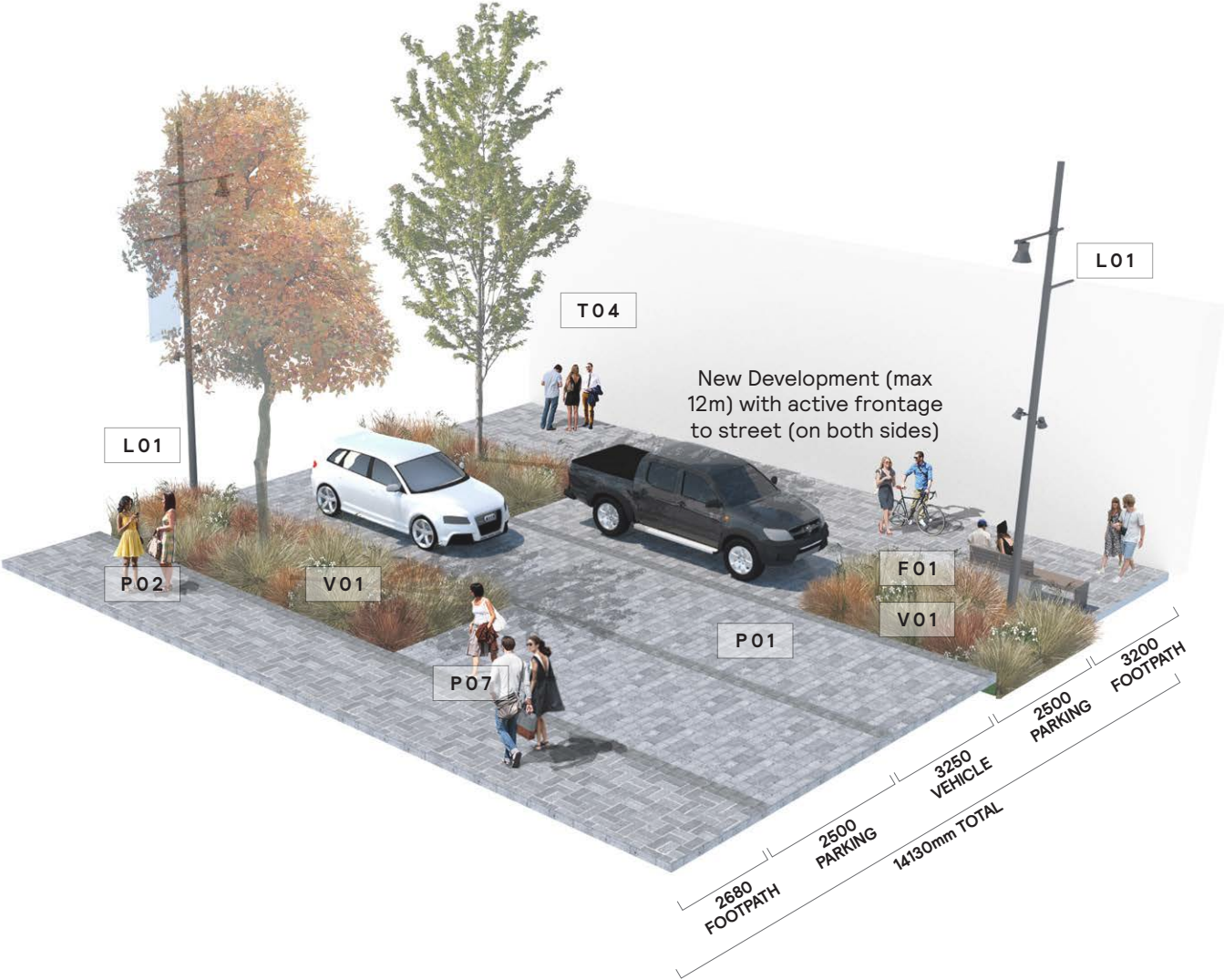
QUEENSTOWN
GARDENS

C5 Street Cross Sections

-



Location Plan



C5.1 Athol Street

STREET UPGRADE A – OPTIMAL

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Athol Street is to be upgraded to a shared space pedestrian priority street connecting Shotover Street (west) to Ballarat Street (east)_

Design Parameters and Technical Specification_

DP1_ Footpath widths of **2.68m** (min.) on the south side and a **3.2m** (min) on the north side of the street.

DP2_ A one way street environment with carriageway widths of **3.25m** (min.)

DP3_ Indented parking bays **6.0m** (long) and **2.5m** (wide) provided on each side of the street

Public Realm Design Intent

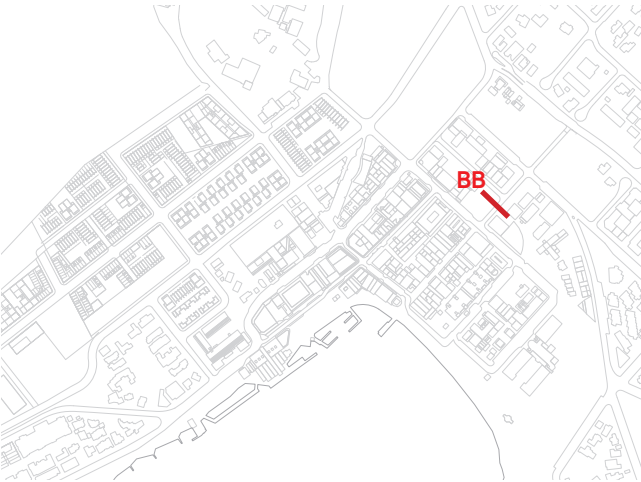
PR1_ A flush single surface shared space environment in accordance with best practice design principles – P01 Stone carriageway and P02 Stone footpath

PR2_ Flush stone kerbs P07

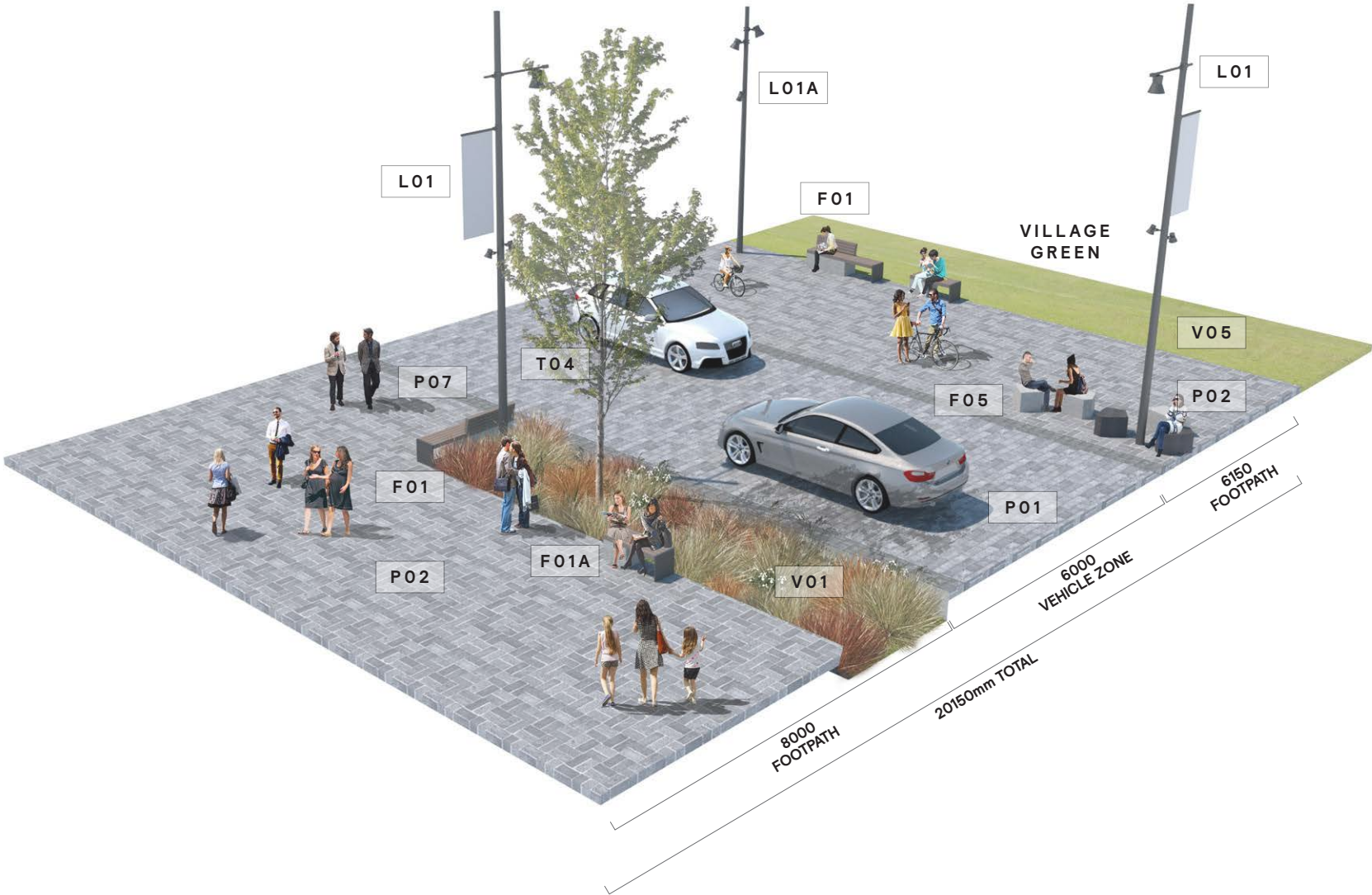
PR3_ Historic Core Street Lighting L01 and L01A

PR4_ Provide Historic Core Street furniture F01, F01A and F05

PR5_ Plant new street trees at regular intervals on both sides of the road – T01 in tree grates and T04 within planting zones V01



Location Plan



C5.2 Ballarat Street

SHARED SPACE UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Ballarat Street is to be upgraded to a shared space pedestrian priority street connecting Queenstown Mall (south) to the new Community Heart Precinct (north)_

Design Parameters and Technical Specification_

DP1_ Footpath zone of **6.15m** to be provided adjacent to Village Green and **8m** provided on the east side of the street

DP2_ A shared space two-way street environment with carriageway widths of **3.0m** (min.)

DP3_ No parking provided.

Public Realm Design Intent

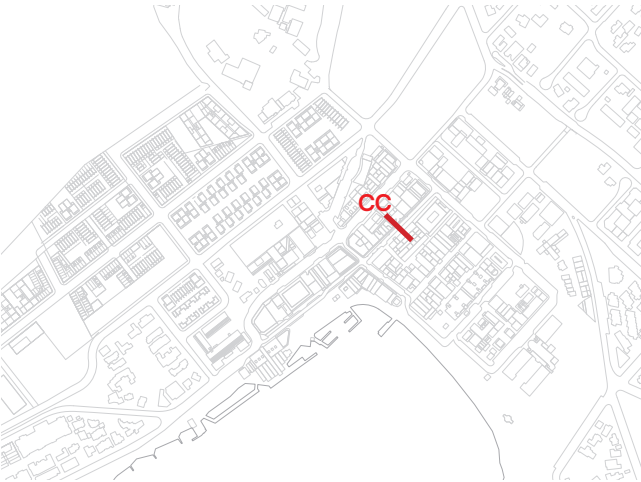
PR1_ A flush single surface shared space environment in accordance with best practice design principles – P01 Stone carriageway and P02 Stone footpath

PR2_ Flush stone kerbs P07

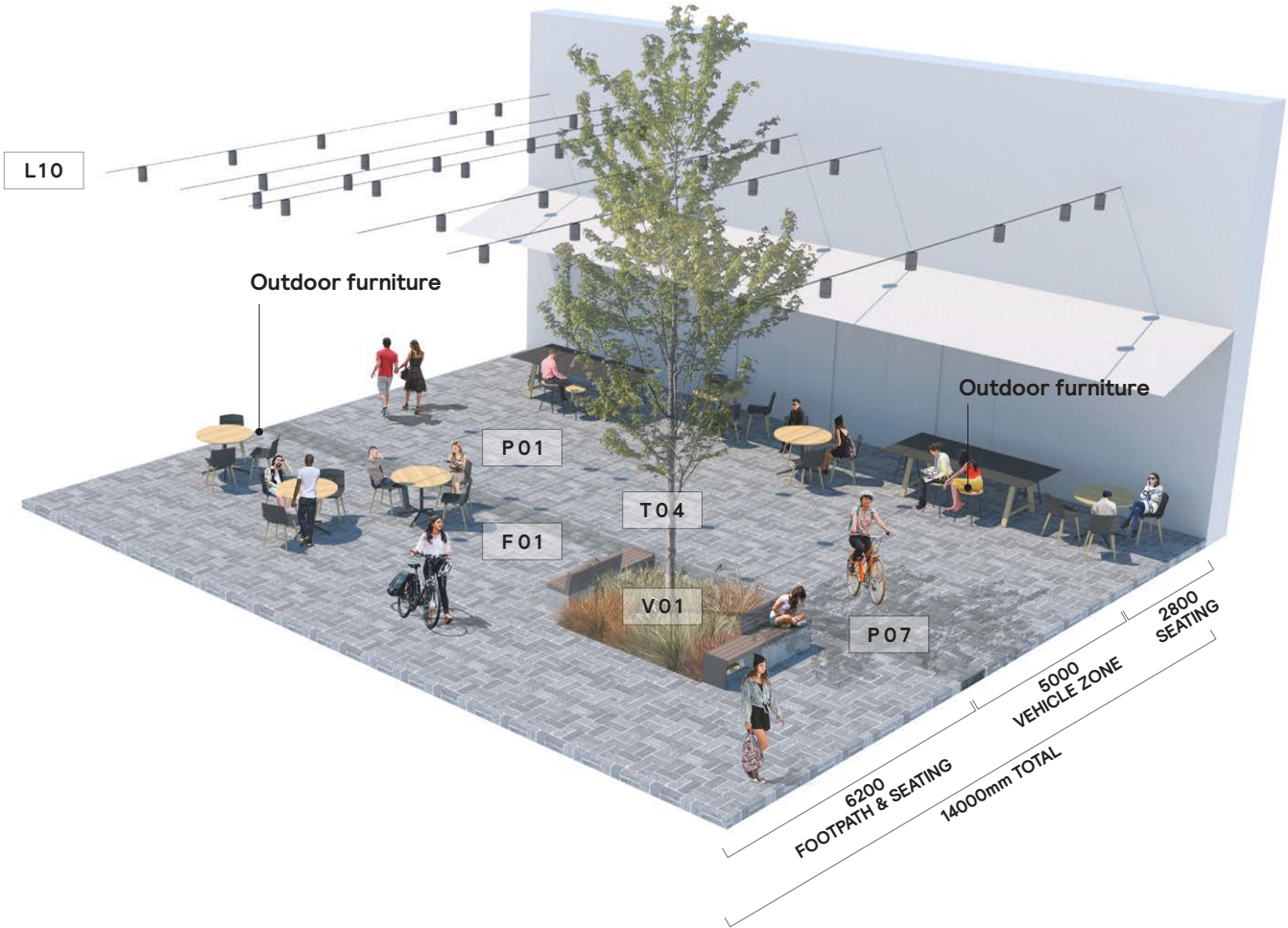
PR3_ Historic Core Street Lighting L01 and L01A

PR4_ Provide Historic Core Street furniture F01, F01A and F05

PR5_ Plant new street trees – T01 in tree grates and T04 within planting zones V01



Location Plan



C5.3 Beach Street North

PEDESTRIAN MALL UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Beach Street (north of Rees Street) is to be upgraded to a shared space / pedestrian priority street, providing a connection between the Lakefront and the proposed transport interchange on Stanley Street. The eastern side of street has more seating as it is north-west facing_

Design Parameters and Technical Specification_

- DP1_ Shared space pedestrian zone 14m total including outdoor dining
- DP2_ Clear zone 5m maintained for loading vehicles and walking traffic
- DP3_ No parking provided
- DP4_ Tactile delineation band between footpath and vehicle zone

Public Realm Design Intent

- PR1_ A flush single surface shared space environment in accordance with best practice design principles – P01 Stone Paving
- PR2_ Flush stone tactile delineation band P07
- PR3_ Historic Core Street Lighting L01, L01A and Catenary Lighting L10
- PR4_ Provide Historic Core Street furniture F01, F01A and F02
- PR5_ Plant new street trees within seating zone – T01 in tree grates and T04 within planting zones V01

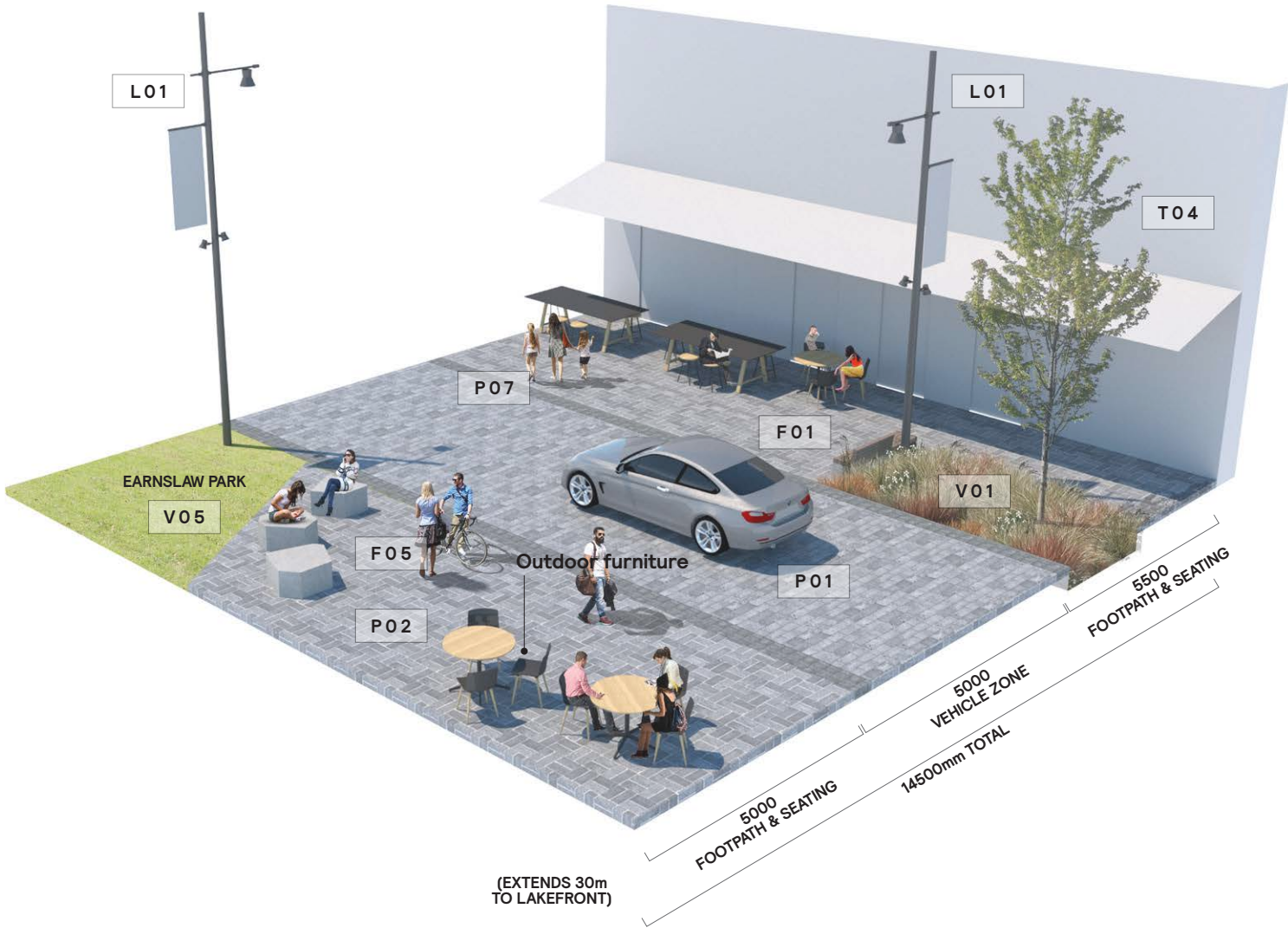


Location Plan

C5.4 Beach Street South

SHARED SPACE UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.



Design vision_

Beach Street (south of Rees Street) is to be upgraded to a shared space / pedestrian priority street. The eastern edge of the street opens up to Earnslaw Park. Beach Street functions as a key town centre connection and retail destination_

Design Parameters and Technical Specification_

- DP1_** Shared space pedestrian zone 14.5m total including outdoor dining
- DP2_** Clear zone maintained for loading vehicles and walking traffic
- DP3_** No parking provided
- DP4_** Indented loading bays 6m (long) and 2.25m (wide) retained where they are currently located

Public Realm Design Intent

- PR1_** A flush single surface shared space environment in accordance with best practice design principles – P01 Stone carriageway and P02 Stone footpath
- PR2_** Flush stone tactile delineation band P07
- PR3_** Historic Core Street Lighting L01 and L01A
- PR4_** Provide Historic Core Street furniture F01, F01A and F05
- PR5_** Plant new street trees within seating zone – T01 in tree grates and T04 within planting zones V01

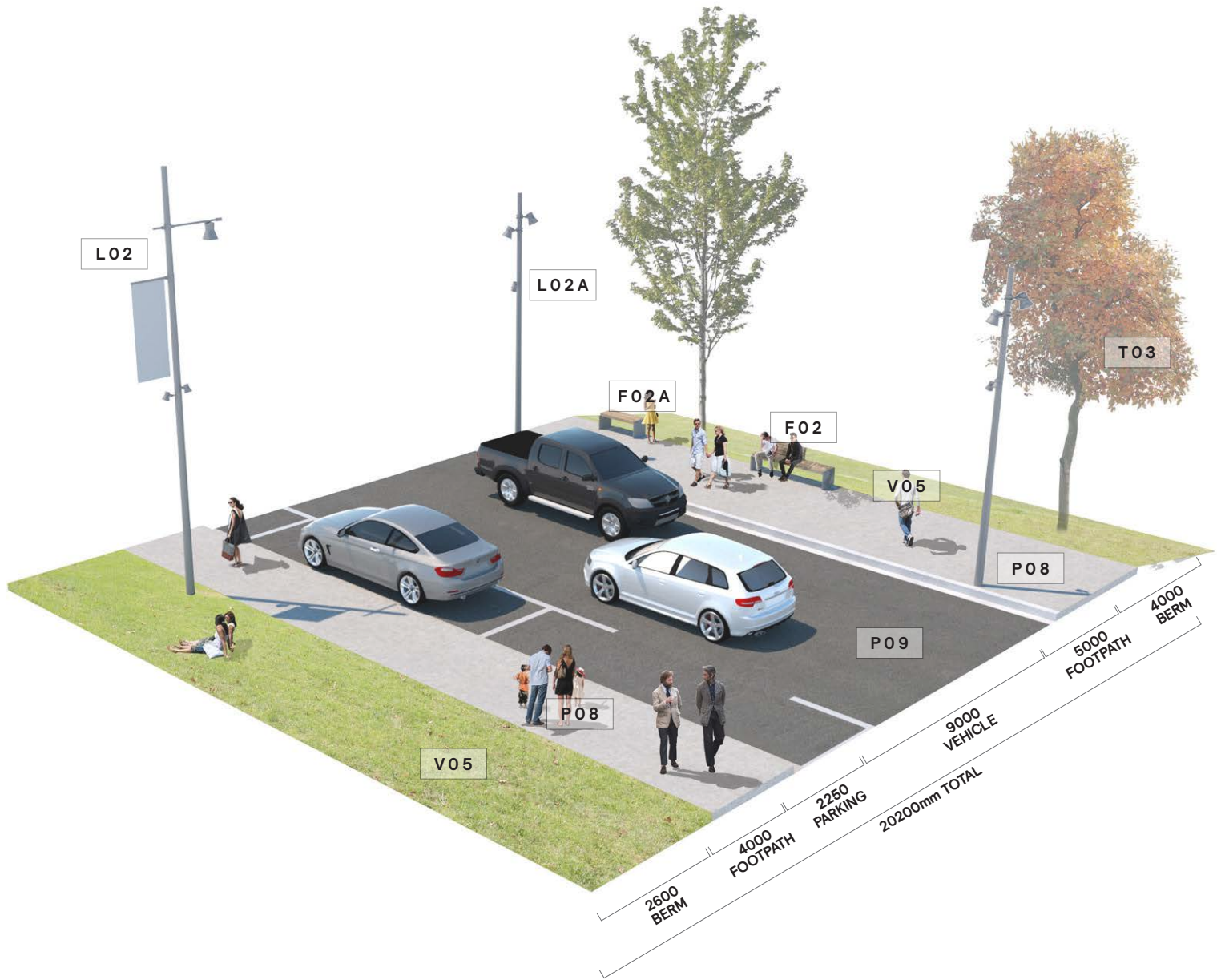


Location Plan

C5.5 Brecon Street

STREET UPGRADE B – ENHANCED

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.



Design vision_

Brecon Street is to be upgraded to provide a shared path connection between the town centre and the gondola alongside a typical street layout_

Design Parameters and Technical Specification_

DP1_ Footpath widths of 4.0m (min.) to be provided on south side of the street

DP2_ Brecon Street shared path of 5.0m to be provided on the north side of the street

DP3_ Indented parking bays 6.0m (long) and 2.25m (wide) provided on south side of the street

Public Realm Design Intent

PR1_ A typical town centre street cross section with parallel parking on west side and shared path on north side – P09 Asphalt carriageway and P08 Concrete paving

PR2_ Stone kerbs K01 and Concrete channel K02

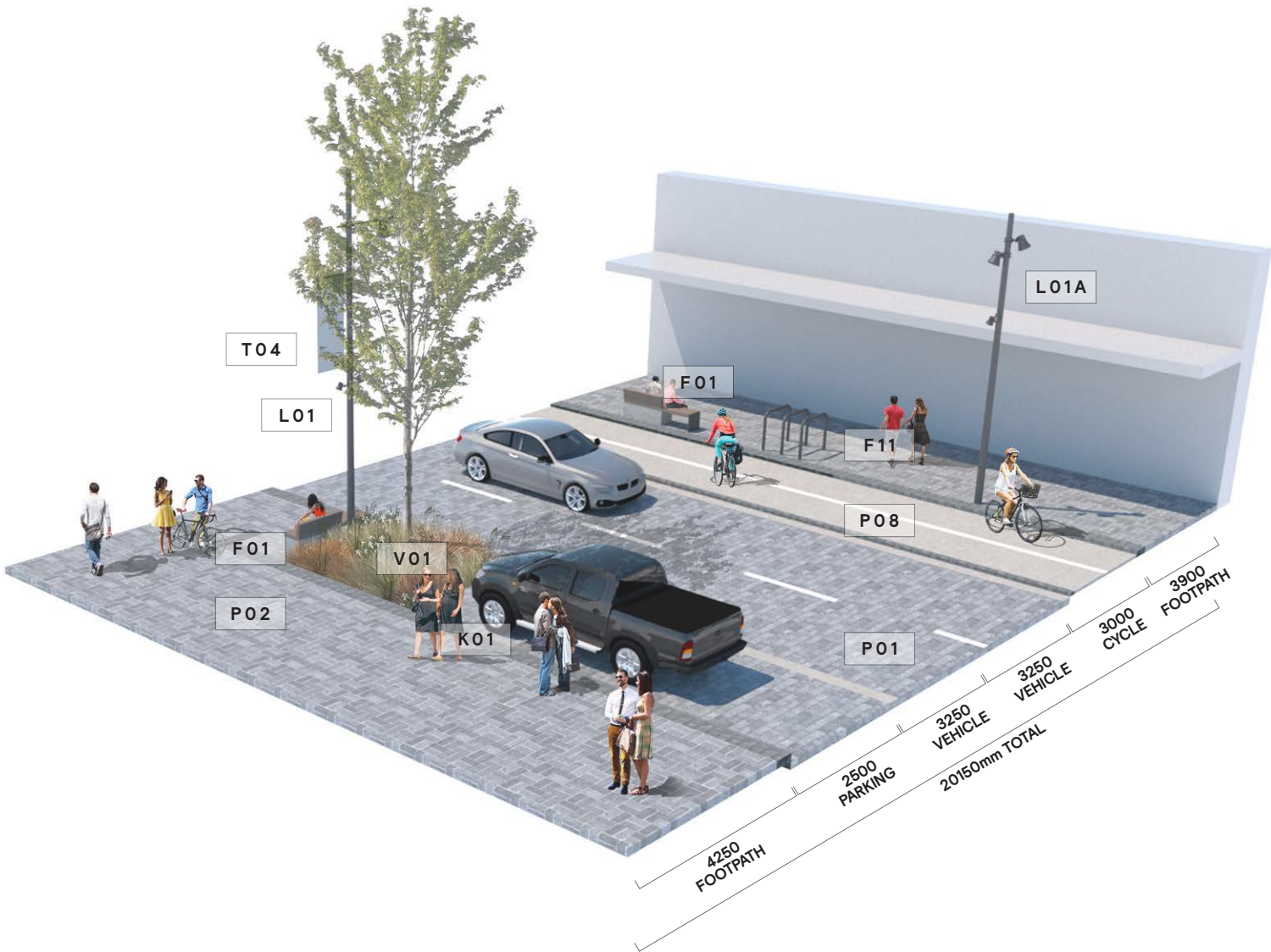
PR3_ Town Centre lighting L02 and L02A

PR4_ Provide furniture F02 and F02A

PR5_ Plant new street trees at regular intervals on both sides of the road – T03 in lawn areas V05



Location Plan



C5.6 Camp Street

STREET UPGRADE A – OPTIMAL

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Camp Street is to be upgraded to an enhanced standard street with two-way traffic, a bi-directional cycleway, parking and footpath_

Design Parameters and Technical Specification_

DP1_ Footpath widths of **3.9m** (min.) to be provided on both sides of the street

DP2_ A conventional two-way street environment with carriageway widths of **3.25m** (min.)

DP3_ Indented parking bays **6.0m** (long) and **2.5m** (wide) provided on south side of the street

DP4_ A bi-directional cycle lane **3.0m** wide on the north side of the street

Public Realm Design Intent

PR1_ A Historic Core cross section with parallel parking on south side and bi-directional cycleway on north side – P01 Stone Paving carriageway, P02 Stone Paving footpath and P08 Concrete cycleway

PR2_ Stone kerbs K01 and Concrete channel K02

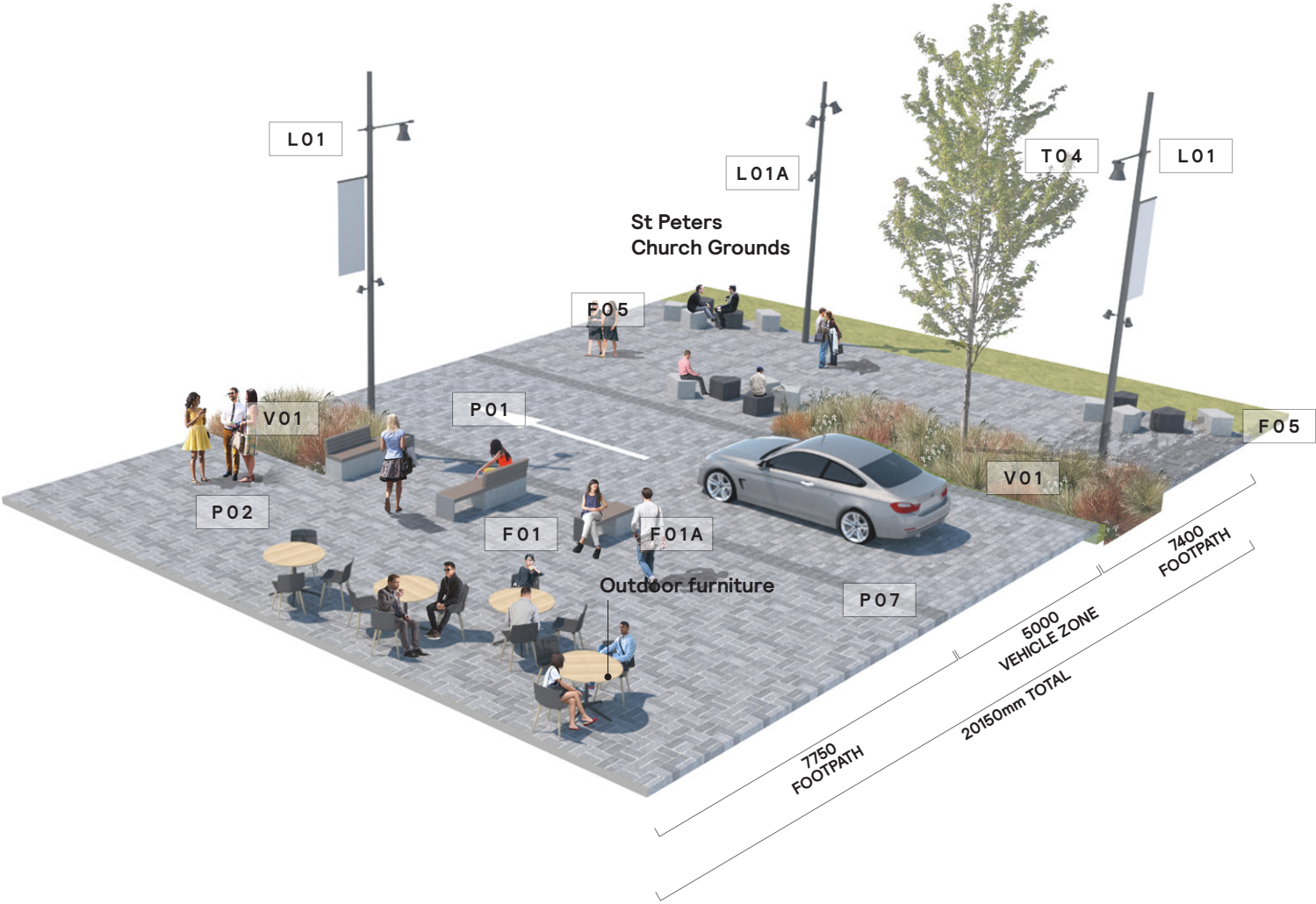
PR3_ Historic Core lighting L01 and L01A

PR4_ Provide furniture F01, F01A and F02

PR5_ Plant new street trees at regular intervals on both sides of the road – T01 in tree grates and T04 within planting zones V01



Location Plan



C5.7 Church Street North

SHARED SPACE UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Church Street North (adjacent to St Peter's Church) is to be upgraded to a shared space, maintaining one-way traffic and providing an improved pedestrian experience_

Design Parameters and Technical Specification_

DP1_ Footpath widths of 7.5m+ to be provided on both sides of the street.

DP2_ A one-way street environment with carriageway width of 5m.

Public Realm Design Intent

PR1_ A Historic Core cross shared space section – P01 Stone carriageway, P02 Stone footpath and P07 Stone Delineator Strip

PR2_ Historic Core lighting L01 and L01A

PR3_ Provide furniture F01, F01A and F05

PR4_ Plant new street trees at regular intervals on both sides of the road, T01 in tree grates and T04 within planting zones V01

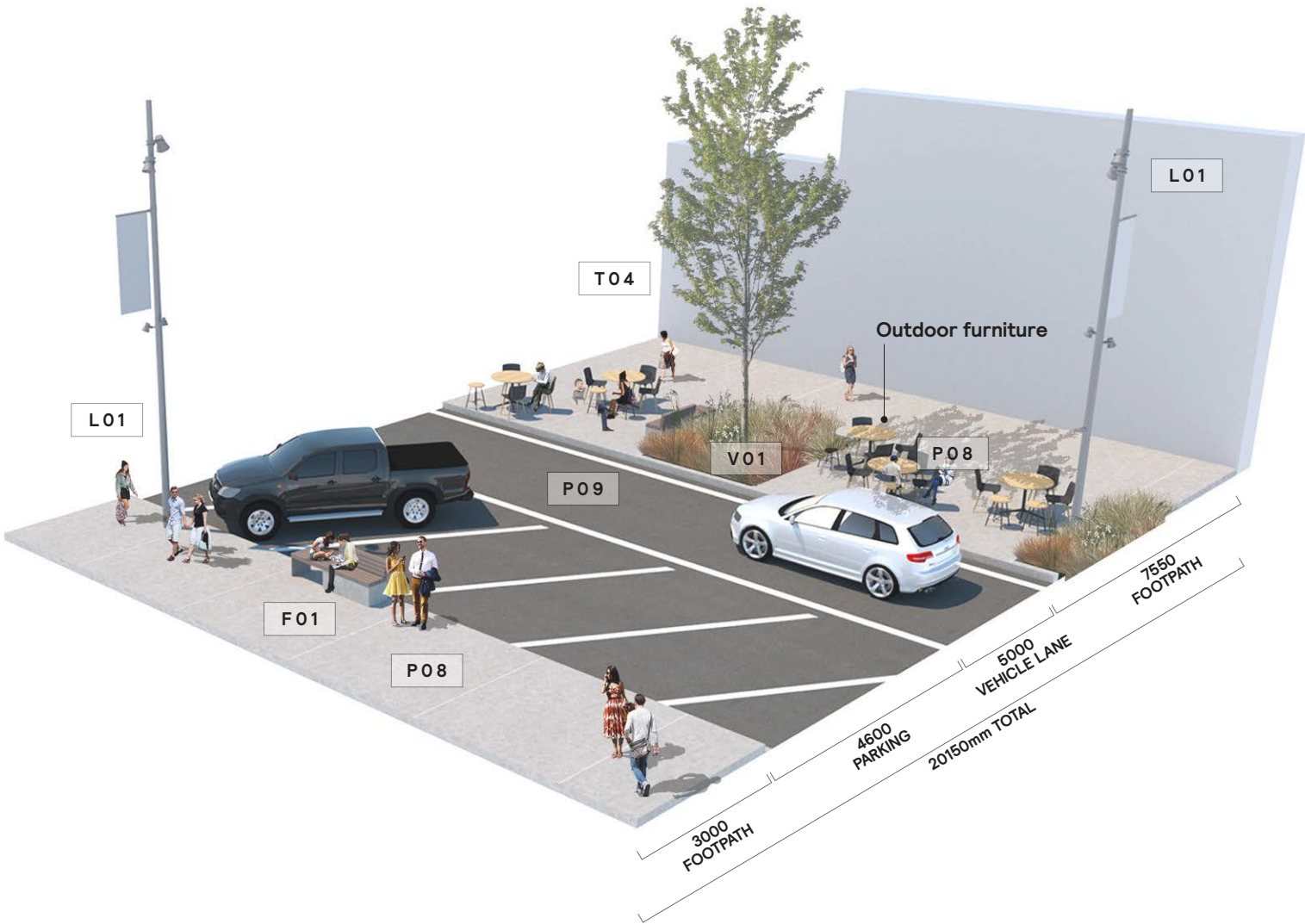


Location Plan

C5.8 Church Street South

STREET UPGRADE A – OPTIMAL

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.



Design vision_

Church Street South (south of St Peters Church) is to be upgraded to an enhanced street cross section maintaining one-way traffic, angled parking and an increased eastern footpath zone_

Design Parameters and Technical Specification_

DP1_ Footpath widths of **3.0m** (min.) to be provided on both sides of the street

DP2_ A one-way street environment with carriageway width of **5.0m** (min.)

DP3_ Angled parking bays **4.6m** (long) and **2.25m** (wide) provided on west side of the street

Public Realm Design Intent

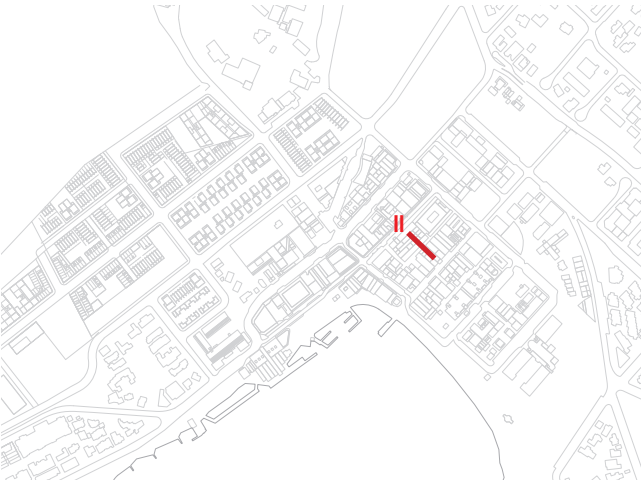
PR1_ A Historic Core cross section with parallel parking on west side and increased footpath zone on east – P09 Asphalt carriageway and P08 Concrete paving

PR2_ Stone kerbs K01 and Concrete channel K02

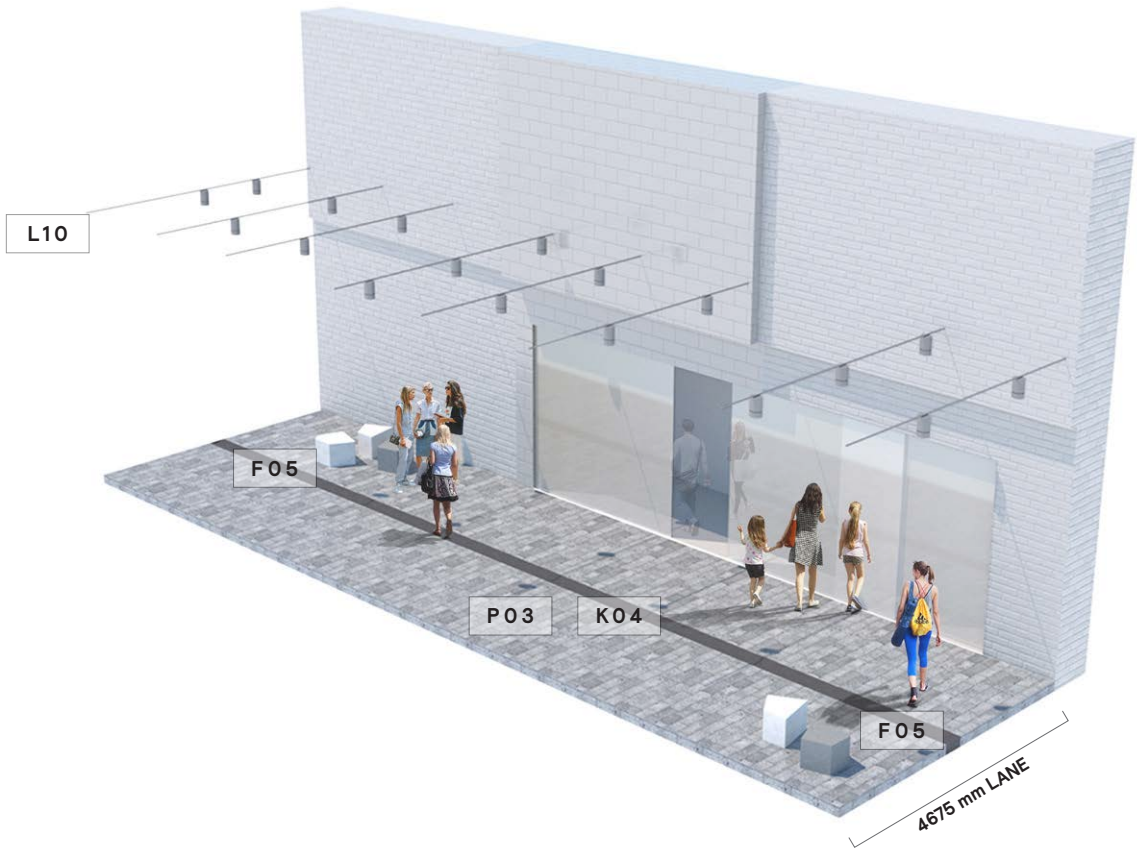
PR3_ Historic Core lighting L01 and L01A

PR4_ Provide furniture F01, F01A and F02

PR5_ Plant new street trees at regular intervals along east side of the street – T01 in tree grates and T04 within planting zones V01



Location Plan



C5.9 Cow Lane

LANEWAY UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Cow Lane is to be upgraded to a shared laneway connecting Camp Street through to Beach Street_

Design Parameters and Technical Specification_

DP1_ A shared laneway of 4.675m

DP2_ No parking provided

Public Realm Design Intent

PR1_ A Historic Core Laneway typology – P03 Stone Carriageway

PR2_ Stone dish channel K04

PR3_ Catenary lighting L10

PR4_ Provide furniture concrete stools F05

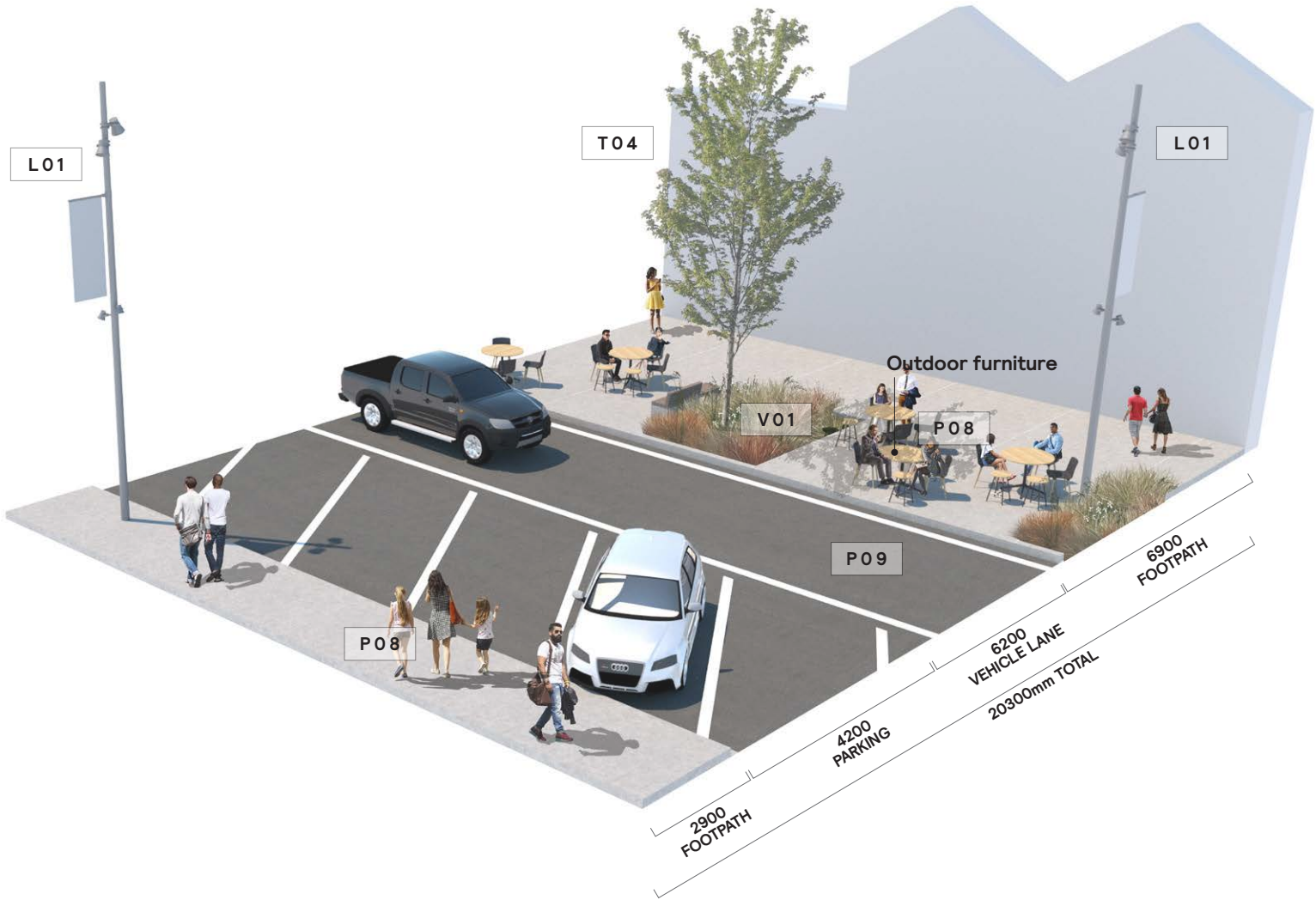


Location Plan

C5.10 Earl Street

STREET UPGRADE A – OPTIMAL

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.



Design vision_

Earl Street is to be upgraded to an enhanced street cross section maintaining one-way traffic, angled parking and an increased eastern footpath zone_

Design Parameters and Technical Specification_

DP1_ Footpath widths of **2.9m** (min.) to be provided on the west side of the street

DP2_ A one-way street environment with carriageway widths of **6.2m** (min.)

DP3_ Angled parking bays **4.2m** (long) and **2.25m** (wide) provided on the west side of the street

DP4_ Increased footpath and planting zone **6.9m** on the east side of the street

Public Realm Design Intent

PR1_ A Historic Core cross section with parallel parking on west side and increased footpath zone on east – P09 Asphalt carriageway and P08 Concrete paving

PR2_ Stone kerbs K01 and Concrete channel K02

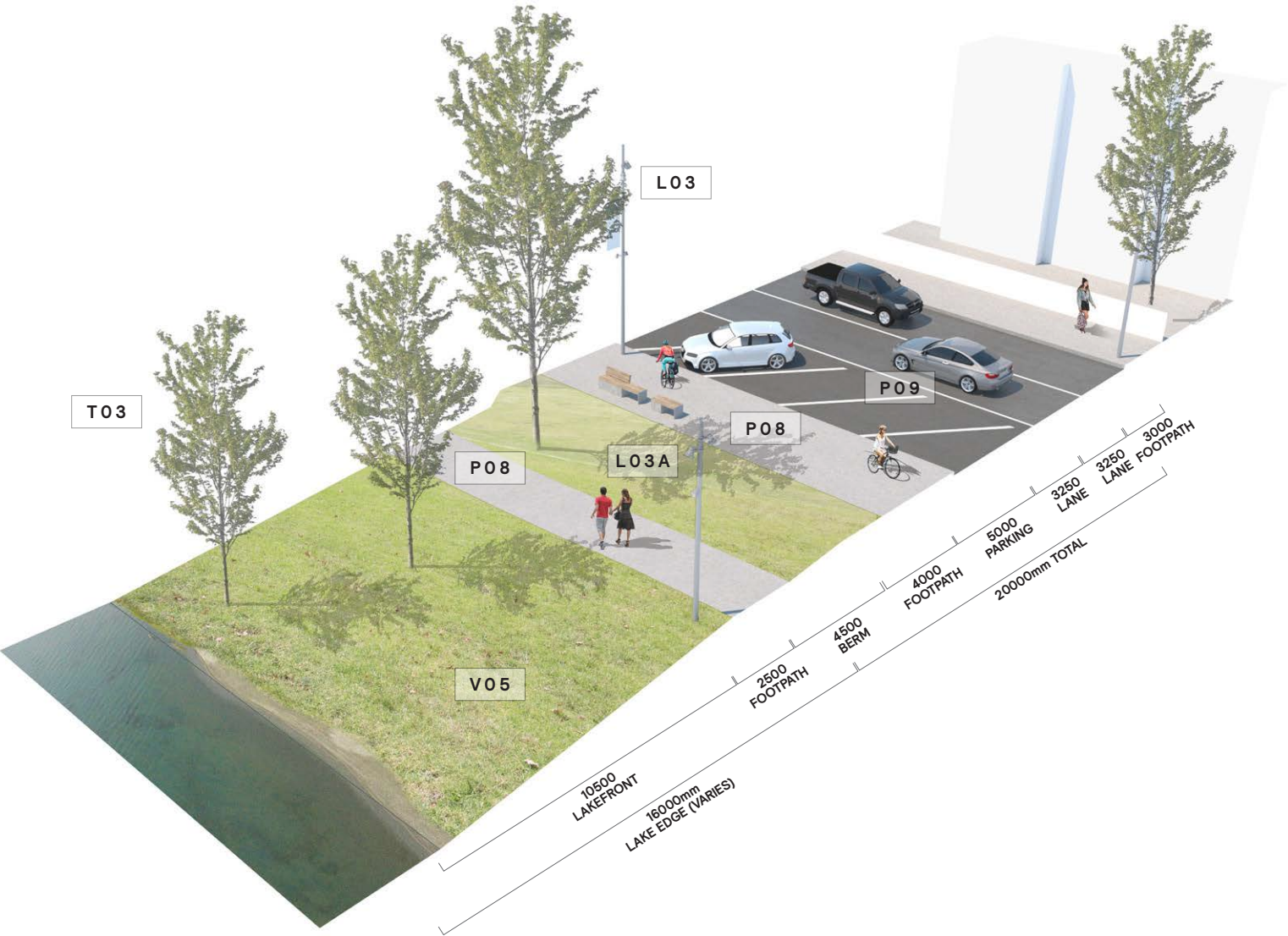
PR3_ Historic Core lighting L01 and L01A

PR4_ Provide furniture F01, F01A and F02

PR5_ Plant new street trees at regular intervals along east side of the street – T01 in tree grates and T04 within planting zones V01



Location Plan



C5.11 Lake Esplanade

LAKE ESPLANADE UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Lake Esplanade is to be upgraded to an enhanced street cross section including two-way traffic, angled lakefront parking and footpaths on both sides_

Design Parameters and Technical Specification_

DP1_ Footpath widths of 3.0m (min.) to be provided on both sides of the street

DP2_ A conventional two-way street environment with carriageway widths of 3.25m (min.)

DP3_ Angled parking bays 5.0m (long) and 2.25m (wide) provided on lakefront side of the street

Public Realm Design Intent

PR1_ A town centre street cross section with parallel parking on west side and shared path on north side – P09 Asphalt carriageway and P08 Concrete paving

PR2_ Stone kerbs K01 and Concrete channel K02

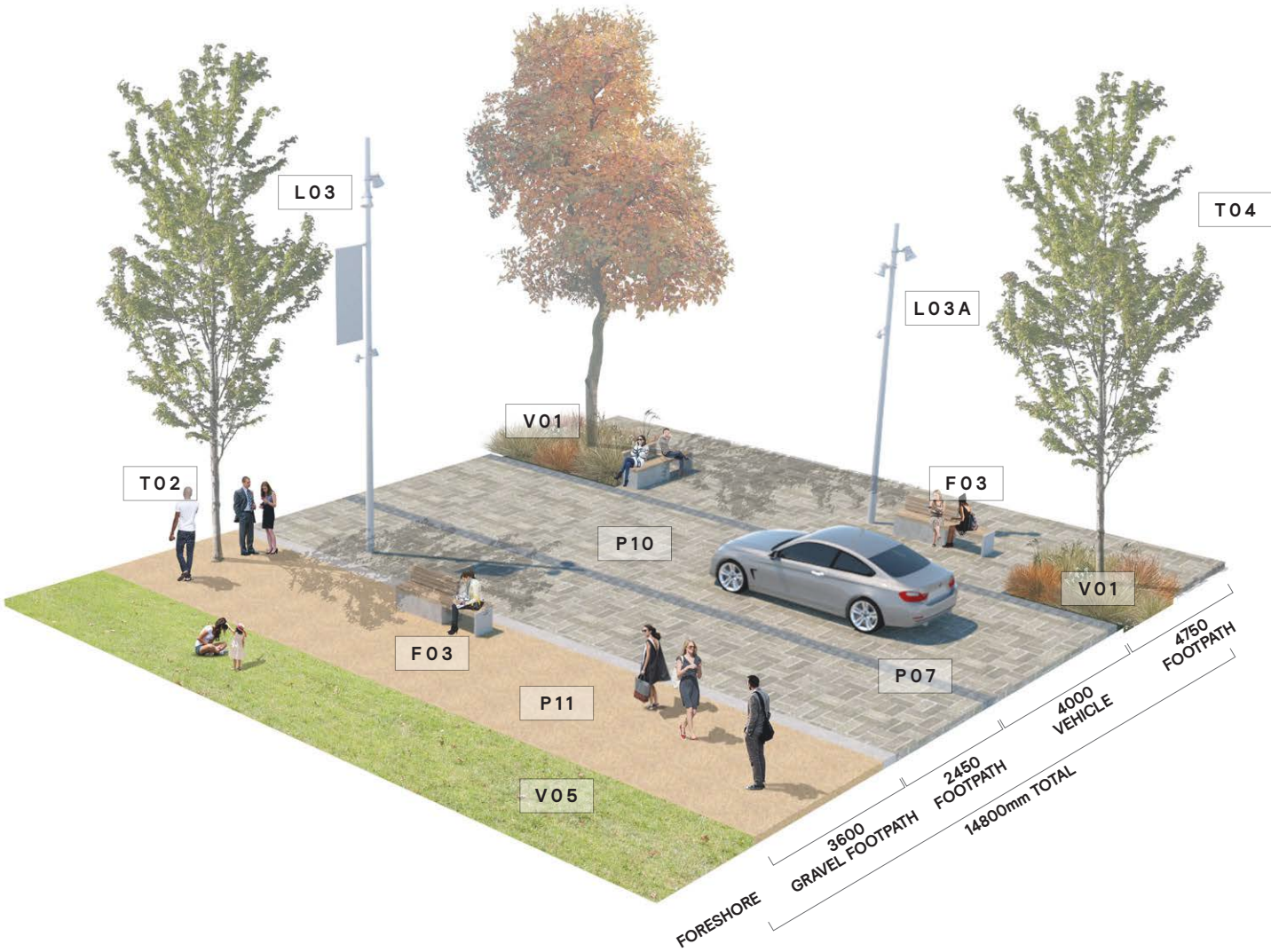
PR3_ Lakefront lighting L03 and L03A

PR4_ Provide Lakefront furniture F03 and F03A

PR4_ Plant new trees within Lakefront area, T03 in lawn V05.



Location Plan



C5.12 Marine Parade East

SHARED SPACE UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

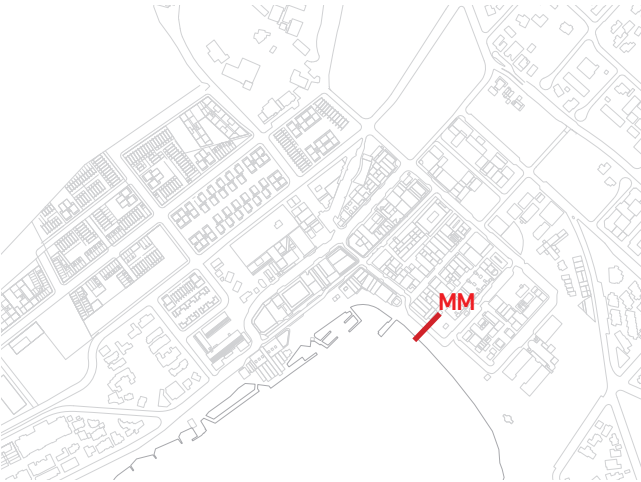
Marine Parade east of Church Street is to be upgraded to a shared space pedestrian priority street along the lakefront_

Design Parameters and Technical Specification_

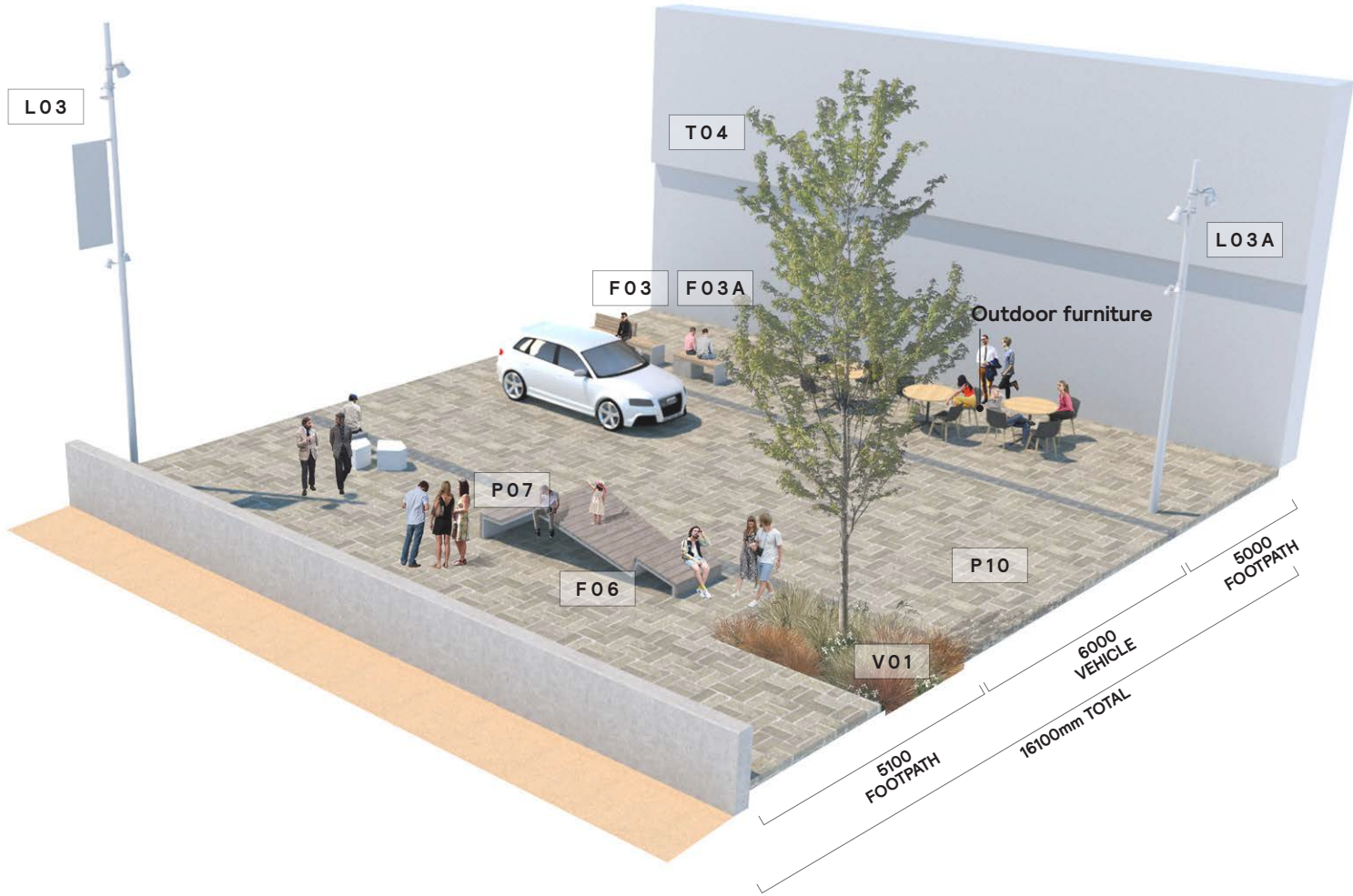
- DP1_** Footpath widths of **5.0m** (min.) to be provided on both sides of the street
- DP2_** A shared two-way street environment with carriageway widths of **3.0m** (min.)
- DP3_** No parking provided

Public Realm Design Intent

- PR1_** A Lakefront Promenade cross section with existing paving – Lakefront Paving P10 and Stone Delineator Strip P07
- PR2_** Lakefront lighting L03 and L03A
- PR3_** Provide Lakefront furniture F03, F03A and F07
- PR4_** Plant new street trees at regular intervals on both sides of the road, T02 in hoggin P11, T03 in lawn V05, and T04 within planting zones V01



Location Plan



C5.13 Marine Parade West

SHARED SPACE UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

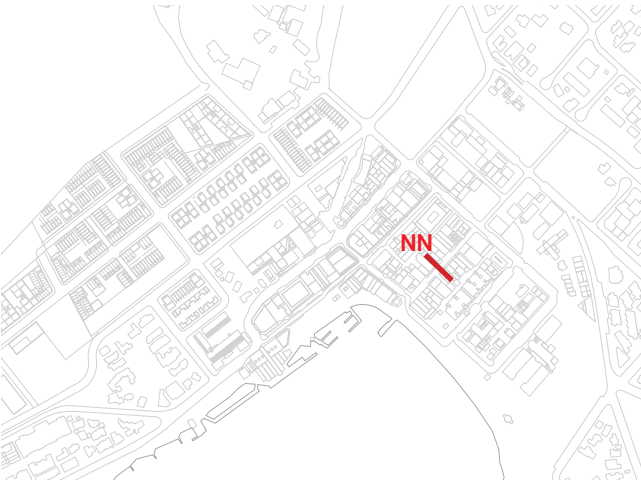
Marine Parade west of Church Street is be be upgraded to a shared space pedestrian priority street along the lakefront_

Design Parameters and Technical Specification_

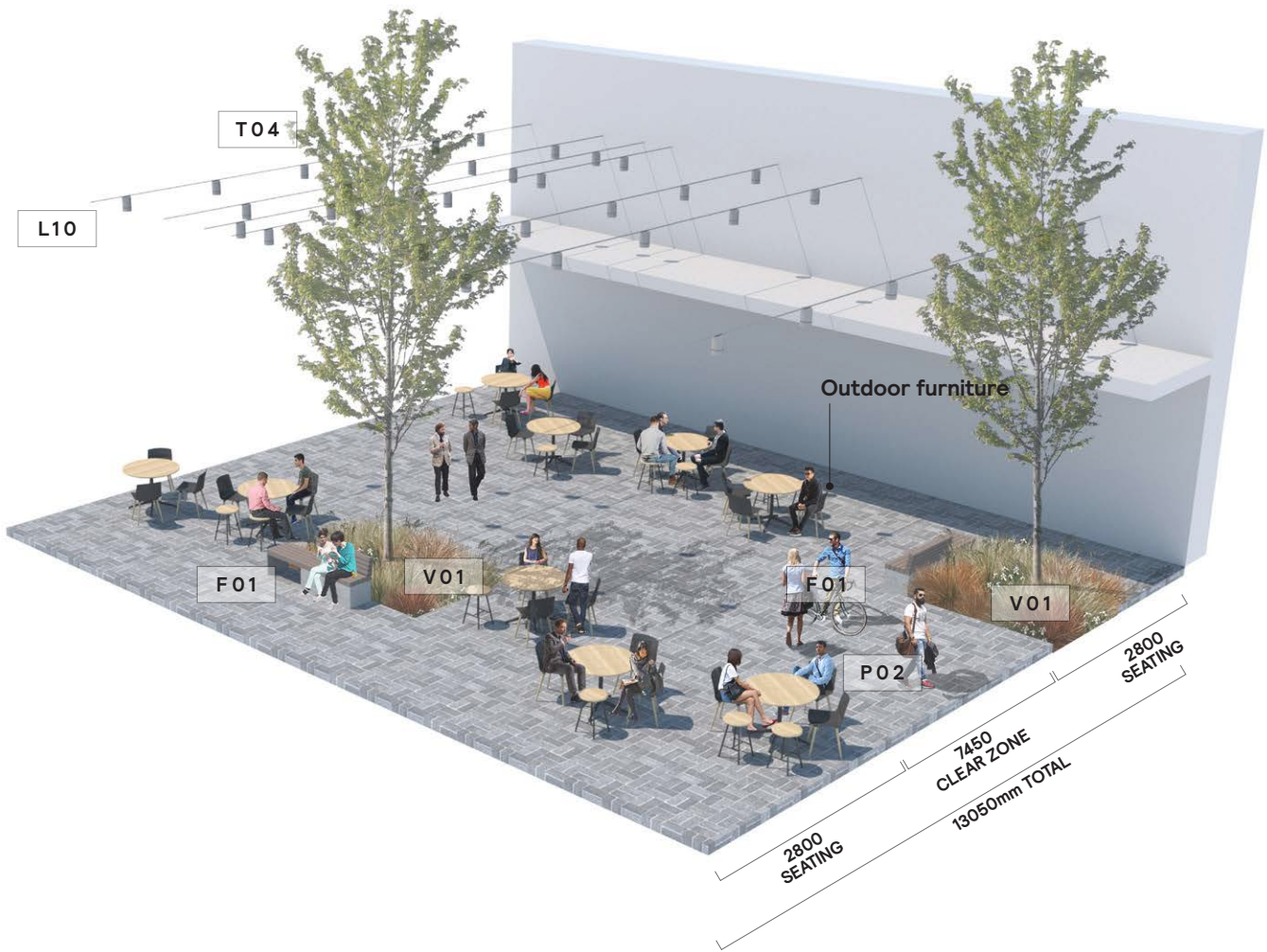
- DP1_** Footpath widths of **5.0m** (min.) to be provided on both sides of the street
- DP2_** A shared two-way street environment with carriageway widths of **3.0m** (min.)
- DP3_** No parking provided

Public Realm Design Intent

- PR1_** A Lakefront Promenade cross section with existing paving – Lakefront Paving P10 and Stone Delineator Strip P07
- PR2_** Lakefront lighting L03 and L03A
- PR3_** Provide Lakefront furniture F03, F03A, F06 and F07
- PR4_** Plant new street trees T01 in tree grates and T04 within planting zones V01



Location Plan



C5.14 Queenstown Mall

PEDESTRIAN MALL UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

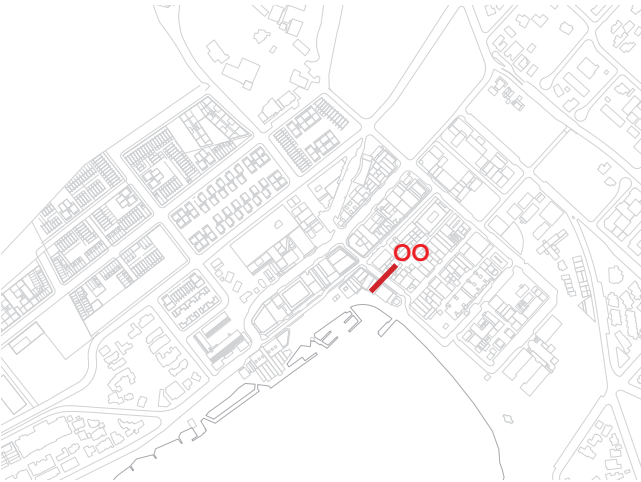
Queenstown Mall is be be upgraded in line with other Historic Core improvements, maintaining the pedestrian connections to the Lakefront (south) to Camp Street (north)_

Design Parameters and Technical Specification_

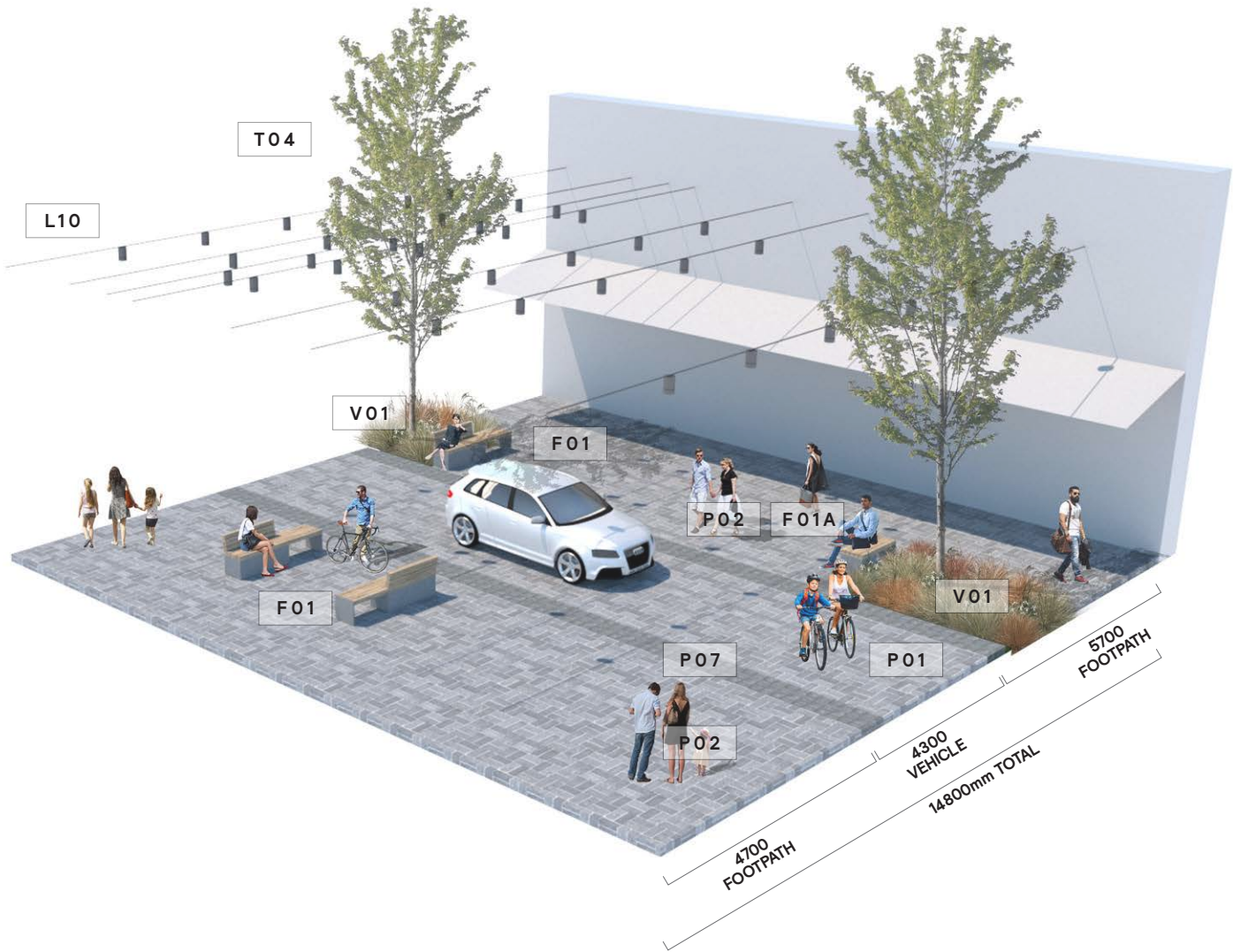
- DP1_ Pedestrian mall 13.0m wide, including area for outdoor seating.
- DP2_ A 7.45m clear zone maintained for loading vehicles and walking access.
- DP3_ No parking provided

Public Realm Design Intent_

- PR1_ A flush single surface shared space environment in accordance with best practice design principles – P02Stone Paving
- PR2_ Catenary Lighting L10
- PR3_ Provide Historic Core Street furniture F01, F01A and F05
- PR4_ Plant new street trees – T01 in tree grates and T04 within planting zones V01



Location Plan



C5.15 Rees Street

SHARED SPACE UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Rees Street is to be upgraded to a shared space pedestrian priority street connecting Marine Parade to Shotover Street_

Design Parameters and Technical Specification_

DP1_ Footpath widths of 4.7m (min.) to be provided on both sides of the street

DP2_ A one-way street environment with carriageway widths of 4.3m (min.)

DP3_ No parking provided

Public Realm Design Intent

PR1_ A flush single surface shared space environment in accordance with best practice design principles – P01 Stone carriageway and P02 Stone footpath

PR2_ Flush stone tactile delineation band P07

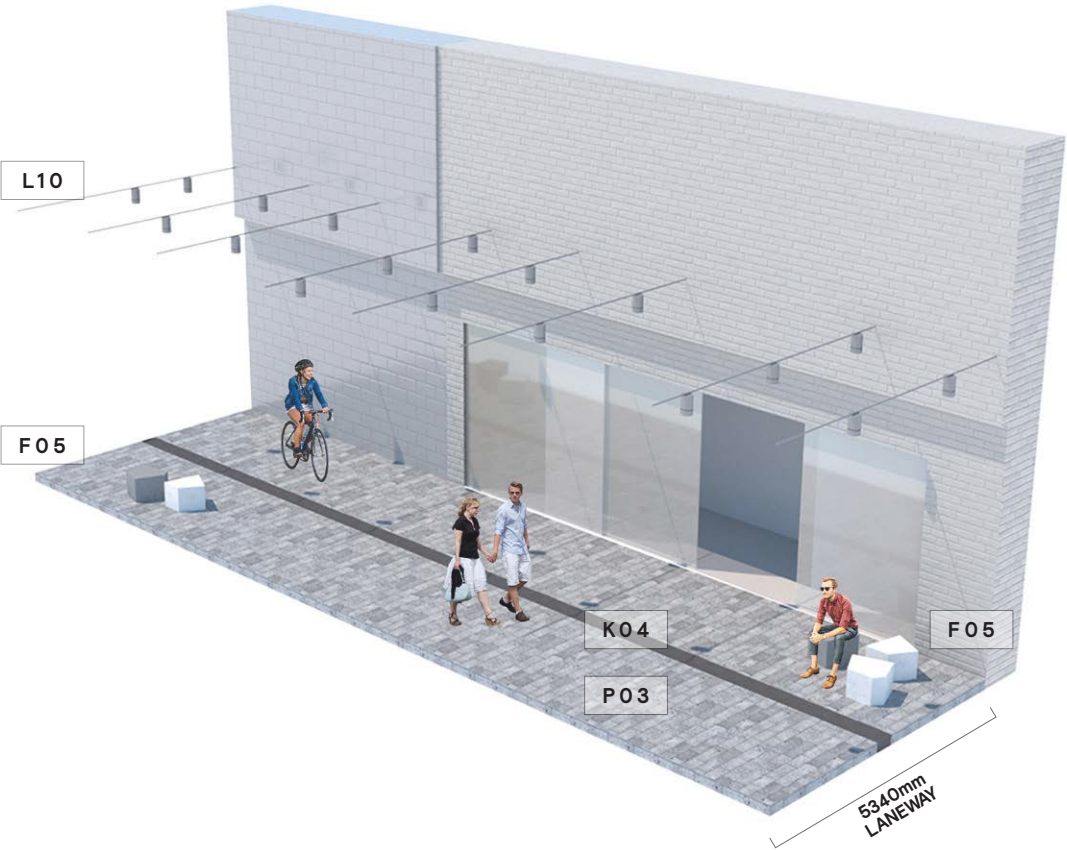
PR3_ Historic Core Street Lighting L01, L01A and Catenary Lighting L10

PR4_ Provide Historic Core Street furniture F01, F01A and F05

PR5_ Plant new street trees T04 within planting zone V01



Location Plan



C5.16 Searle Lane

LANEWAY UPGRADE

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Searle Lane is to be upgraded to a shared laneway connecting Camp Street through to Queenstown Mall and Church Street_

Design Parameters and Technical Specification_

DP1_ A shared laneway 5.34m wide

DP2_ No parking provided

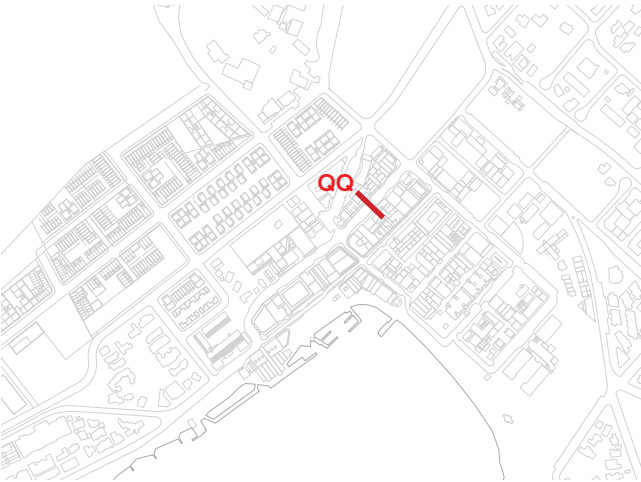
Public Realm Design Intent

PR1_ A Historic Core Laneway typology – P03 Stone Carriageway

PR2_ Stone dish channel K04

PR3_ Catenary lighting L10

PR4_ Provide furniture concrete stools F05

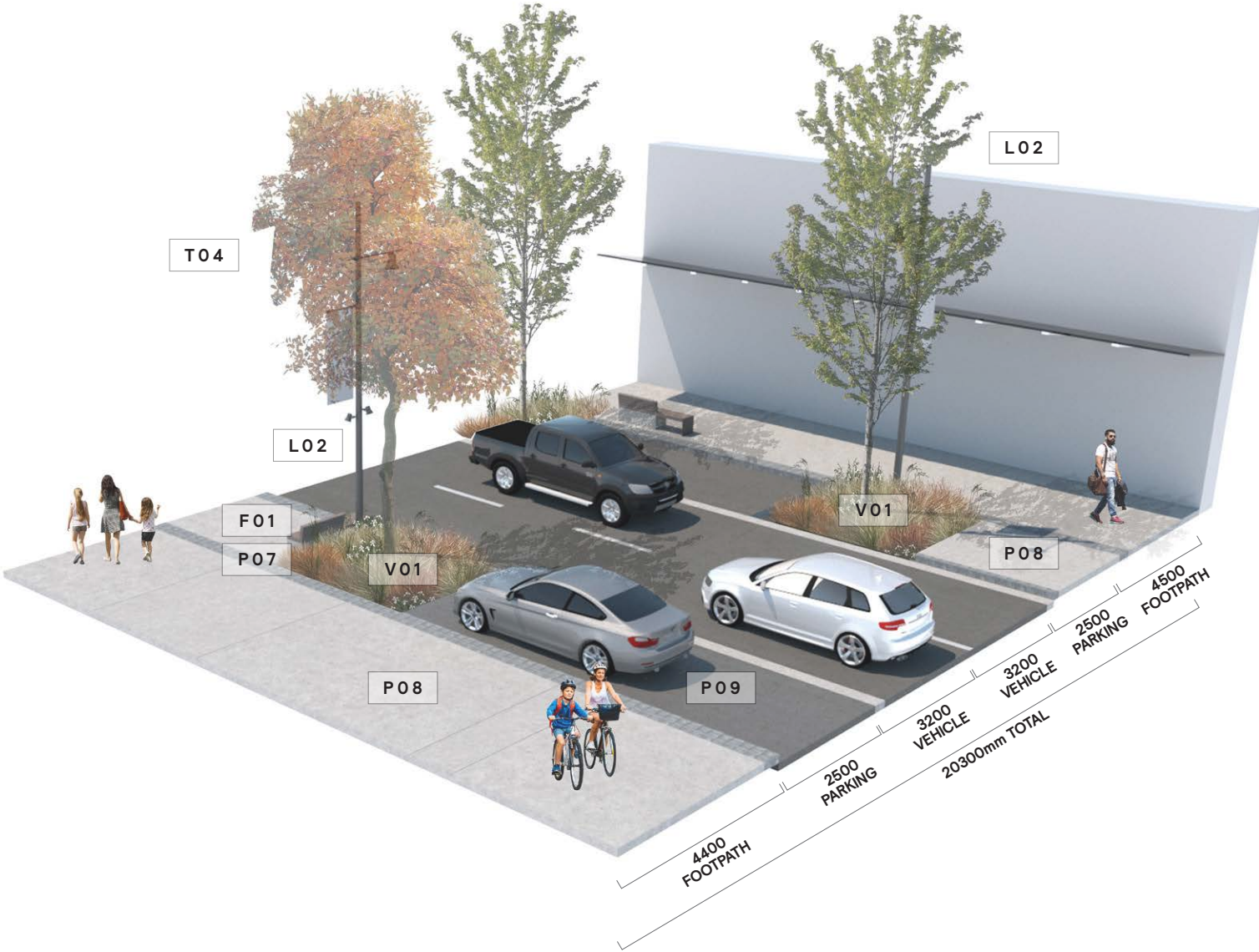


Location Plan

C5.17 Shotover Street

SHOTOVER / STANLEY STREET UPGRADES

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.



Design vision_

Shotover Street is to be upgraded to an enhanced street cross section providing tourist operator loading, two-way traffic, indented parking, planting and generous footpaths_

Design Parameters and Technical Specification_

DP1_ Footpath widths of **4.0m** (min.) to be provided on both sides of the street

DP2_ A conventional two-way street environment with carriageway widths of **3.2m** (min.)

DP3_ Indented parking bays **6.0m** (long) and **2.5m** (wide) provided on each side of the street, including loading bays for tourist operations

Public Realm Design Intent

PR1_ A town centre street cross section with parallel parking on west side and shared path on north side – P09 Asphalt carriageway and P08 Concrete paving

PR2_ Stone kerbs K01 and Concrete channel K02

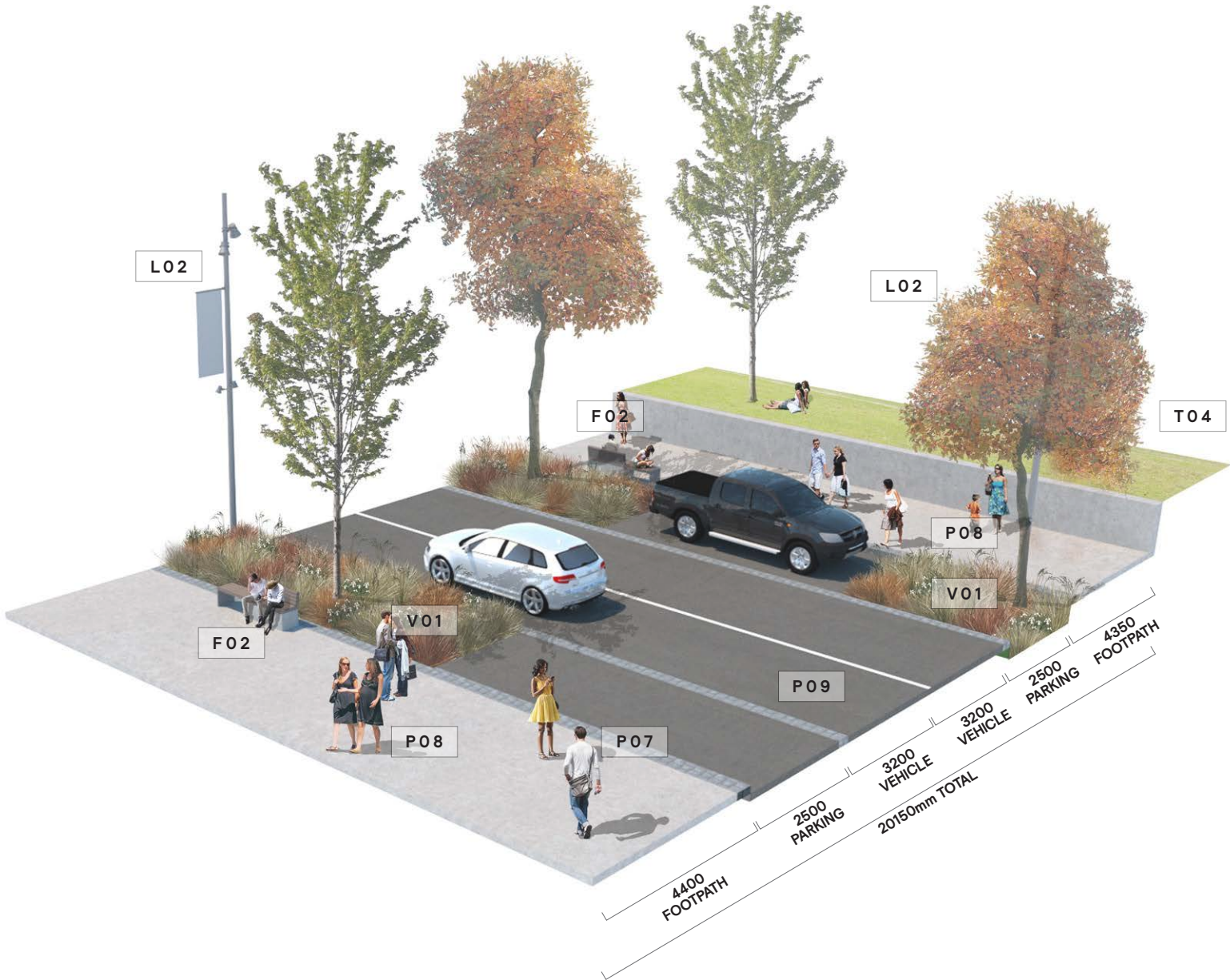
PR3_ Town Centre lighting L02 and L02A

PR4_ Provide furniture F01, F01A and F02

PR5_ Plant new street trees T04 within planting zones V01



Location Plan



C5.18 Stanley Street East

SHOTOVER / STANLEY STREET UPGRADES

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Stanley Street East of Ballarat Street is to be upgraded to an enhanced street cross section providing capacity for public transport route, indented parking, planting and footpaths_

Design Parameters and Technical Specification_

- DP1_** Footpath widths of **4.35m** (min.) to be provided on both sides of the street
- DP2_** A conventional two-way street environment with carriageway widths of **3.2m** (min.)
- DP3_** Indented parking bays **6.0m** (long) and **2.5m** (wide) provided on each side of the street

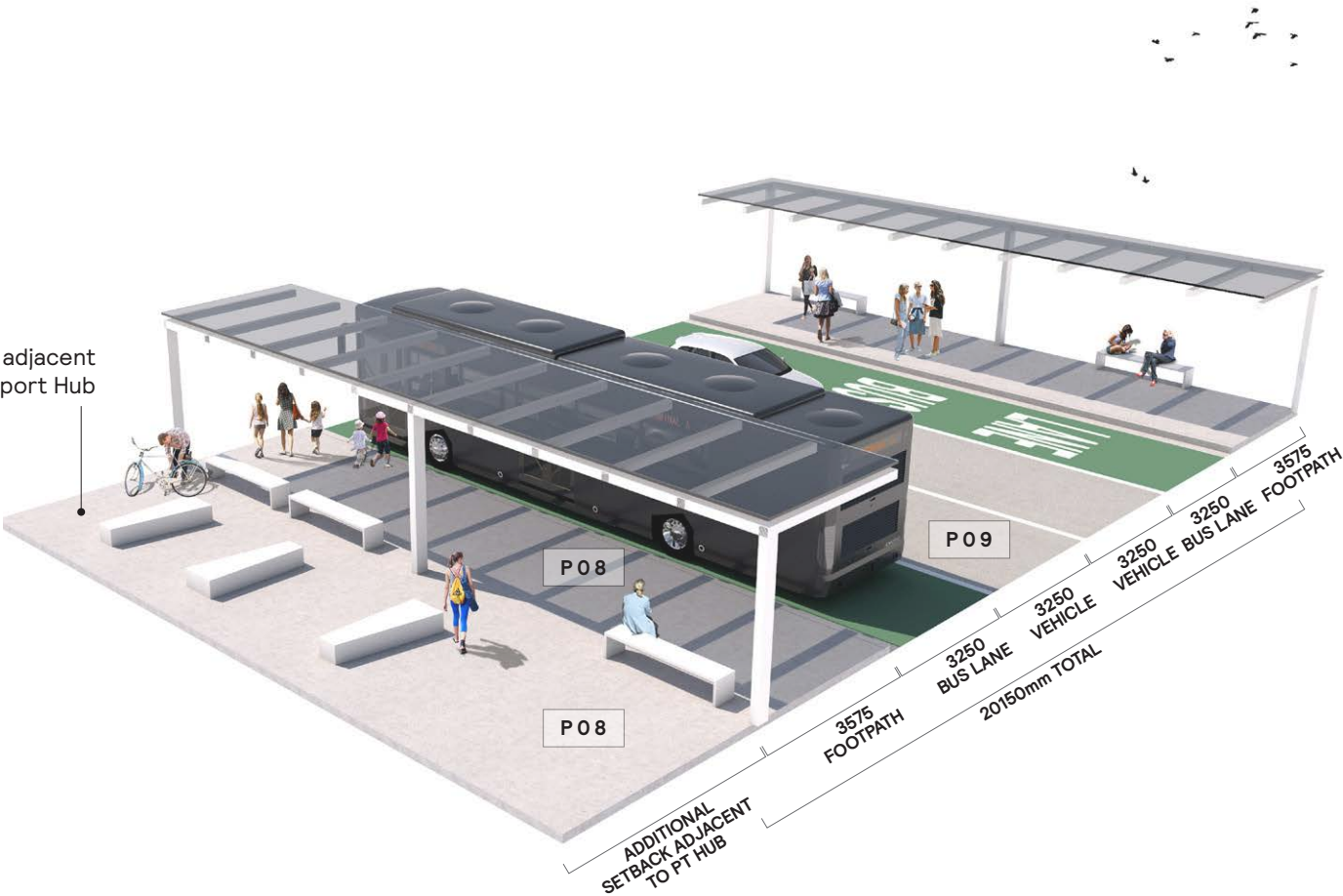
Public Realm Design Intent

- PR1_** A town centre street cross section with parallel parking on west side and shared path on north side – P09 Asphalt carriageway and P08 Concrete paving
- PR2_** Stone kerbs K01 and Concrete channel K02
- PR3_** Town Centre lighting L02 and L02A
- PR4_** Provide furniture F02, F02A and F05
- PR5_** Plant new street trees T04 within planting zones V01



Location Plan

Consider additional setback adjacent to new Public Transport Hub



C5.19 Stanley Street West

SHOTOVER / STANLEY STREET UPGRADES

Cross sections are typical of the overall dimensions of the street shown - yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Stanley Street West of Ballarat Street in to be upgraded to provide a public transport interchange, dedicated bus lanes and an enhanced street cross section_

Design Parameters and Technical Specification_

DP1_ Footpath widths of **3.75m** (min.) to be provided on both sides of the street

DP2_ A conventional two-way street environment with carriageway widths of **3.25m** (min.)

DP3_ Bus lanes **3.25m** (wide) provided on each side of the street

DP4_ No parking provided

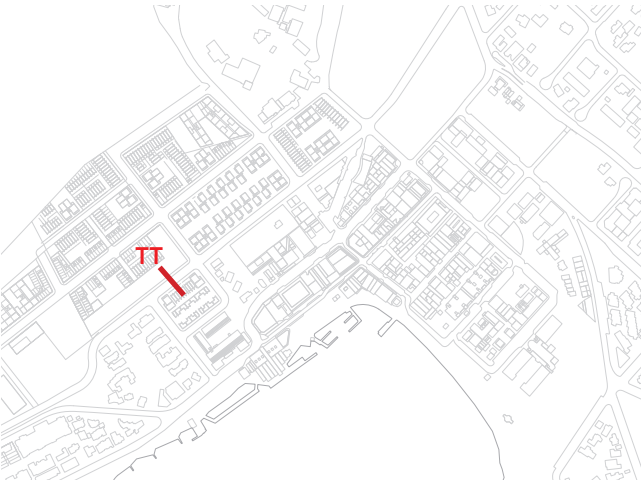
Public Realm Design Intent

PR1_ A town centre street cross section with parallel parking on west side and shared path on north side - P09 Asphalt carriageway and P08 Concrete paving

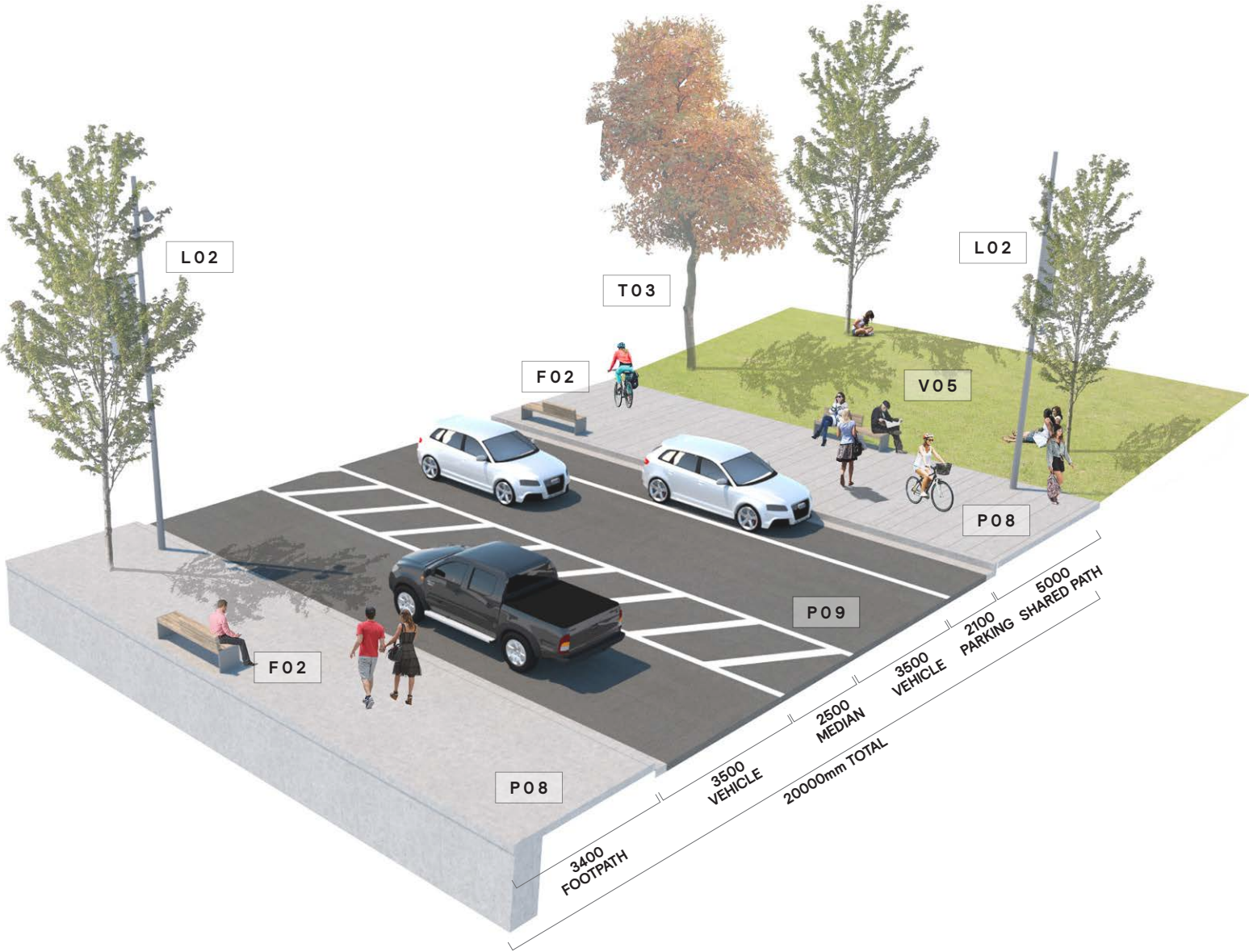
PR2_ Stone kerbs K01 and Concrete channel K02

PR3_ Town Centre lighting L02 and L02A

PR4_ Provide furniture F02, F02A and F05



Location Plan



C5.20 Thompson & Man Streets

TOWN CENTRE ARTERIAL

Cross sections are typical of the overall dimensions of the street shown – yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

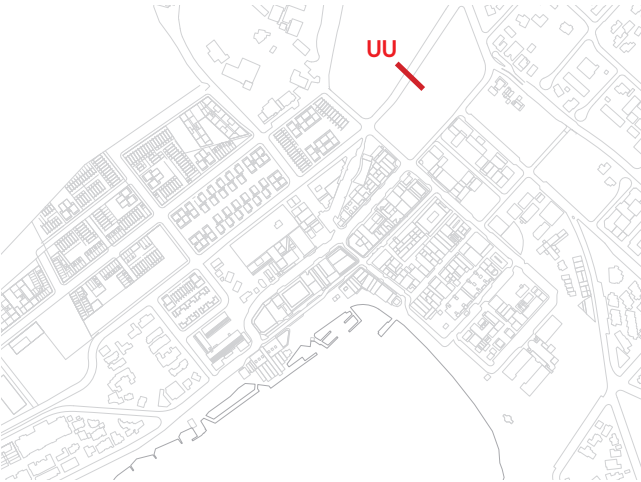
Thompson and Man Streets provide part of the Town Centre Arterials connection for State Highway 6A through Queenstown to Frankton and Glenorchy_

Design Parameters and Technical Specification_

- DP1_ Footpath widths of **3.4m** (min.) to be provided on south side of the street
- DP2_ A two-way street environment with carriageway widths of **3.5m** (min.) and a **2.5m** median
- DP3_ Parallel parking **2.1m** (wide) provided on the north side of the street
- DP4_ A shared path **5.0m** wide provided on the north side of the street

Public Realm Design Intent

- PR1_ A town centre arterials cross section with P09 Asphalt carriageway and P08 Concrete paving
- PR2_ Stone kerbs K01 and Concrete channel K02
- PR3_ Town Centre lighting L02 and L02A
- PR4_ Provide furniture F02 and F02A
- PR5_ Plant new street trees at regular intervals on both sides of the road T01 and T03



Location Plan

C5.21 Memorial Street

TOWN CENTRE ARTERIAL

Design vision_

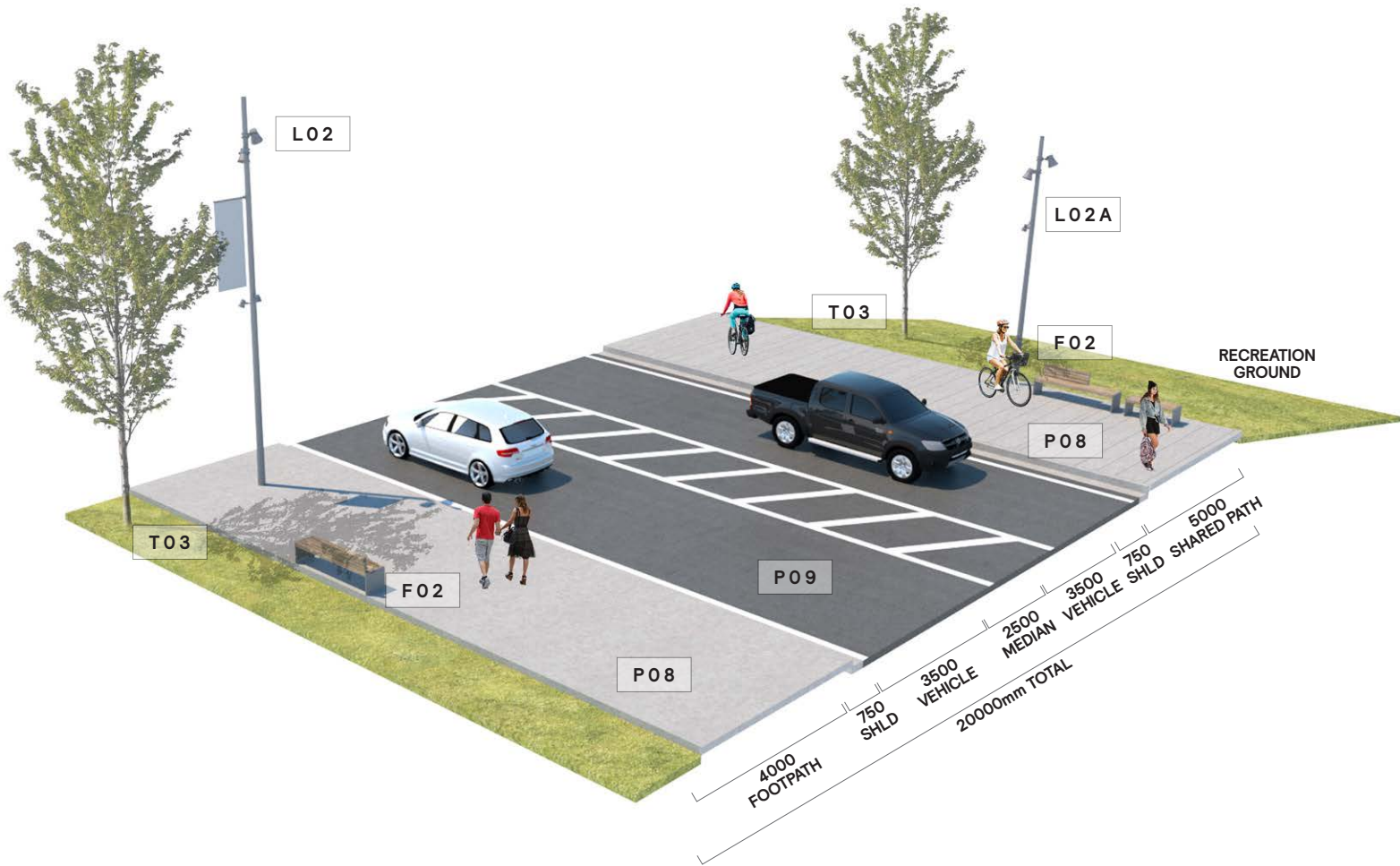
Memorial Street provides part of the Town Centre Arterials connection for State Highway 6A through Queenstown to Frankton and Glenorchy_

Design Parameters and Technical Specification_

- DP1_ Footpath widths of **4.0m** (min.) to be provided on the south side of the street
- DP2_ A two-way street environment with carriageway widths of **3.5m** (min.)
- DP3_ Traffic Median **2.5m** (wide) provided
- DP4_ A shared path **5.0m** provided on the north side of the street

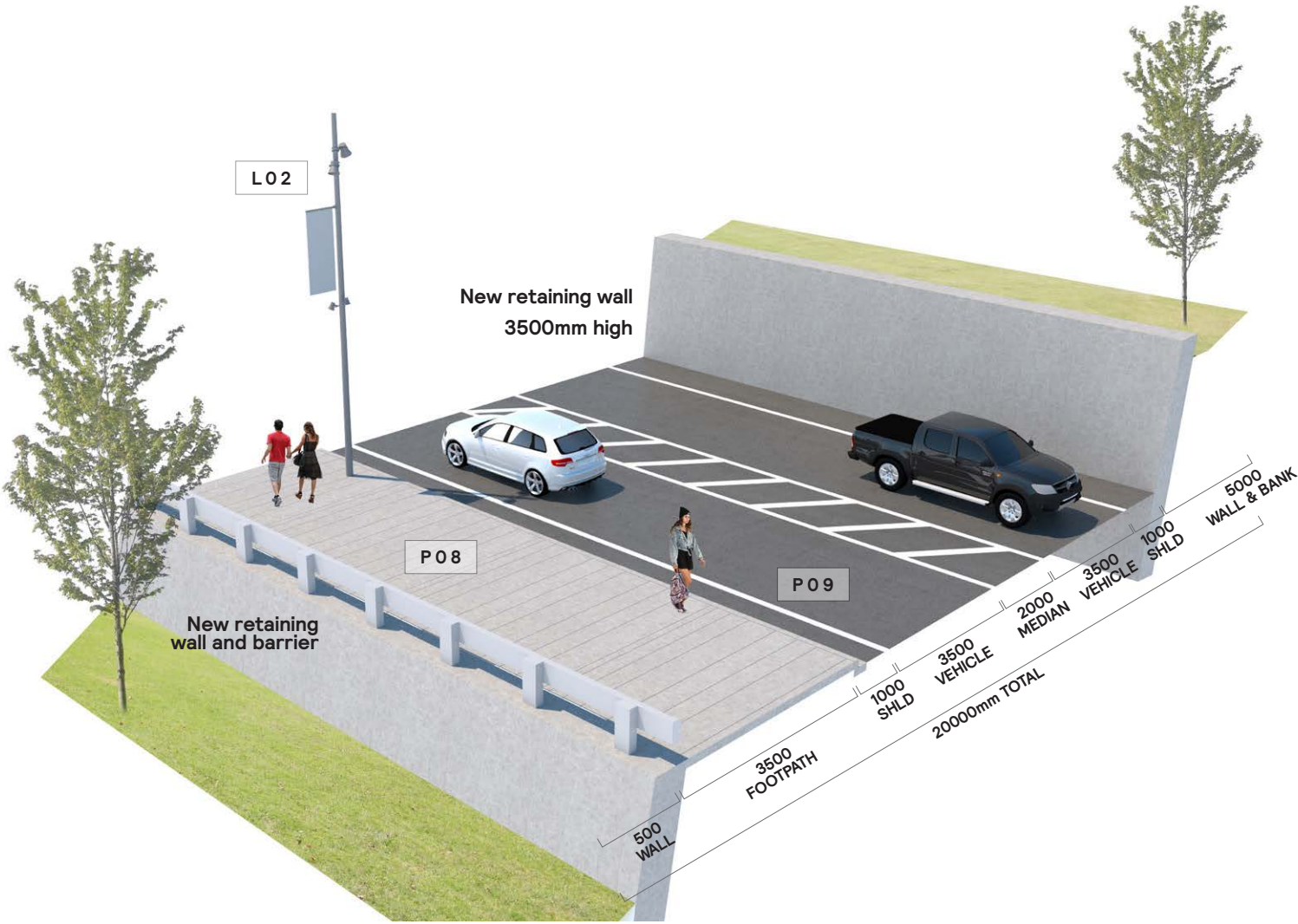
Public Realm Design Intent

- PR1_** A town centre arterials cross section with P09 Asphalt carriageway and P08 Concrete paving
- PR2_** Stone kerbs K01 and Concrete channel K02
- PR3_** Town Centre lighting L02 and L02a
- PR4_** Provide furniture F02 and F02A
- PR5_** Plant new street trees at regular intervals on both sides of the road T03





Location Plan



C5.22 Melbourne & Henry Streets

TOWN CENTRE ARTERIAL

Cross sections are typical of the overall dimensions of the street shown - yet the dimensions do vary. Cross sections are located on the Location Plan above.

Design vision_

Melbourne and Henry Streets are connected through a new link, providing part of the Town Centre Arterials connection for State Highway 6A through Queenstown to Frankton and Glenorchy_

Design Parameters and Technical Specification_

DP1_ Footpath widths of 3.5m (min.) to be provided on south side of the street

DP2_ A two-way street environment with carriageway widths of 3.5m (min.) and a 2.0m median and 1.0m shoulders provided

DP3_ No parking provided

Public Realm Design Intent

PR1_ A town centre arterials cross section with P09 Asphalt carriageway and P08 Concrete paving

PR2_ Stone kerbs K01 and Concrete channel K02

PR3_ Town Centre lighting L02 and L02A

C6 Tree Strategy

This Tree Strategy provides guidance for future tree planting within Queenstown Town Centre. This is tree planting in both streets and public spaces.

As outlined in Section C2: Character Zones, there are four distinct precincts within the Queenstown Town Centre. The Tree Strategy outlines the existing planted character of these precincts and is refined into a palette.

The aim of this strategy is to reinforce the existing character tree planting character of Queenstown. Species have been chosen for suitability in the local climate, ease of maintenance and proven performance.

This strategy provides guidance in terms of tree character. Other species may be considered if they complement the existing character and fulfil maintenance / performance objectives of the QLDC Parks team.

- KEY
- HISTORIC CORE STREET TREES
 - HISTORIC CORE PUBLIC SPACES
 - TOWN CENTRE STREET TREES
 - COMMUNITY HEART PRECINCT
 - RECREATION GROUND / MEMORIAL PARK
 - LAKEFRONT PROMENADE
 - LAKEFRONT RESERVE
 - QUEENSTOWN GARDENS
 - LAKEVIEW STREET TREES
 - LAKEVIEW PLAZA
 - JAMES CLOUSTON RESERVE

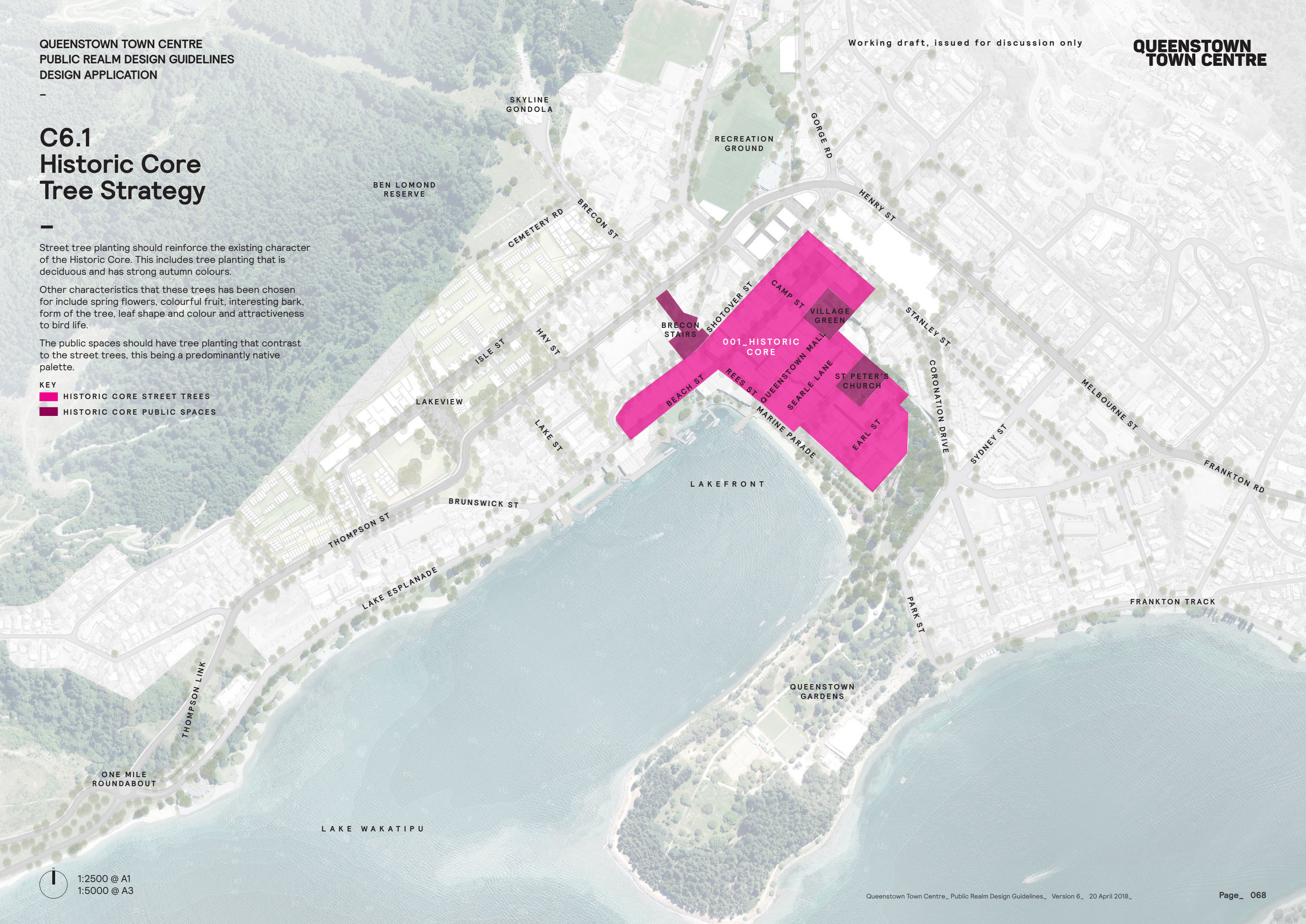
C6.1 Historic Core Tree Strategy

Street tree planting should reinforce the existing character of the Historic Core. This includes tree planting that is deciduous and has strong autumn colours.

Other characteristics that these trees has been chosen for include spring flowers, colourful fruit, interesting bark, form of the tree, leaf shape and colour and attractiveness to bird life.

The public spaces should have tree planting that contrast to the street trees, this being a predominantly native palette.

- KEY
- HISTORIC CORE STREET TREES
 - HISTORIC CORE PUBLIC SPACES



C6.1 Historic Core – Trees_

This strategy provides guidance in terms of tree character. Other species may be considered if they complement the existing character and fulfil maintenance / performance objectives.

EXISTING PALETTE – SELECTION



Acer species – Street Tree



Acer species – Street Tree



Fraxinus species – Mall Tree



Beluta species – Street Tree



Natives – Public space
Pseudopanax species



Large specimen tree – Public space



Natives – Public space
Cordyline australis

STREET TREES PALETTE – AUTUMN COLOUR



Acer species – Street Tree



Betula species – Birch



Liquidambar species – Street Tree



Liriodendron species – Street Tree



Nyssa species – Street Tree



Prunus species – Street Tree



Zelkova species – Street Tree

STREET TREES PALETTE – AUTUMN COLOUR



Beech / Nothofagus species



Carpinus species – Hornbeam



Beech / Nothofagus species



Kowhai – Sophora microphylla



Manuka – Leptospermum scoparium



Ti Kouka / Cabbage Tree
– Cordyline australis



Pseudopanax species

PUBLIC SPACE PALETTE – NATIVES

C6.2 Town Centre Tree Strategy

Street tree planting should reinforce the existing character of the Town Centre – exotic deciduous tree planting with strong autumn colours.

Other characteristics that these trees has been chosen for include spring flowers, colourful fruit, interesting bark, form of the tree, leaf shape and colour and attractiveness to bird life.

The Community Heart Precinct should have a refined selection of species, appropriate for the highly urban pedestrian spaces.

The Recreation Ground palette should reflect the existing planting, with Acers and Beeches as required.

KEY

- TOWN CENTRE STREET TREES
- COMMUNITY HEART PRECINCT
- RECREATION GROUND / MEMORIAL PARK



1:2500 @ A1
1:5000 @ A3

C6.2 Town Centre – Trees_

This strategy provides guidance in terms of tree character. Other species may be considered if they complement the existing character and fulfil maintenance / performance objectives.

EXISTING PALETTE – SECTION



Quercus species – Street Tree



Betula species – Street Tree



Acer species – Recreation Ground



Populus species – Recreation Ground



Willow – Recreation Ground



Nothofagus species – Beech
Recreation Ground

STREET TREES PALETTE – AUTUMN COLOUR



Acer species – Maple



Betula species – Birch



Quercus species – Oak



Beech / Nothofagus species



Liquidambar species – Street Tree



Liriodendron species – Street Tree



Nyssa species – Street Tree

PUBLIC SPACES PALETTE – NATIVE



Prunus species – Street Tree



Zelkova species – Street Tree



Carpinus species – Hornbeam



Beech / Nothofagus species



Ti Kouka / Cabbage Tree
– Cordyline australis

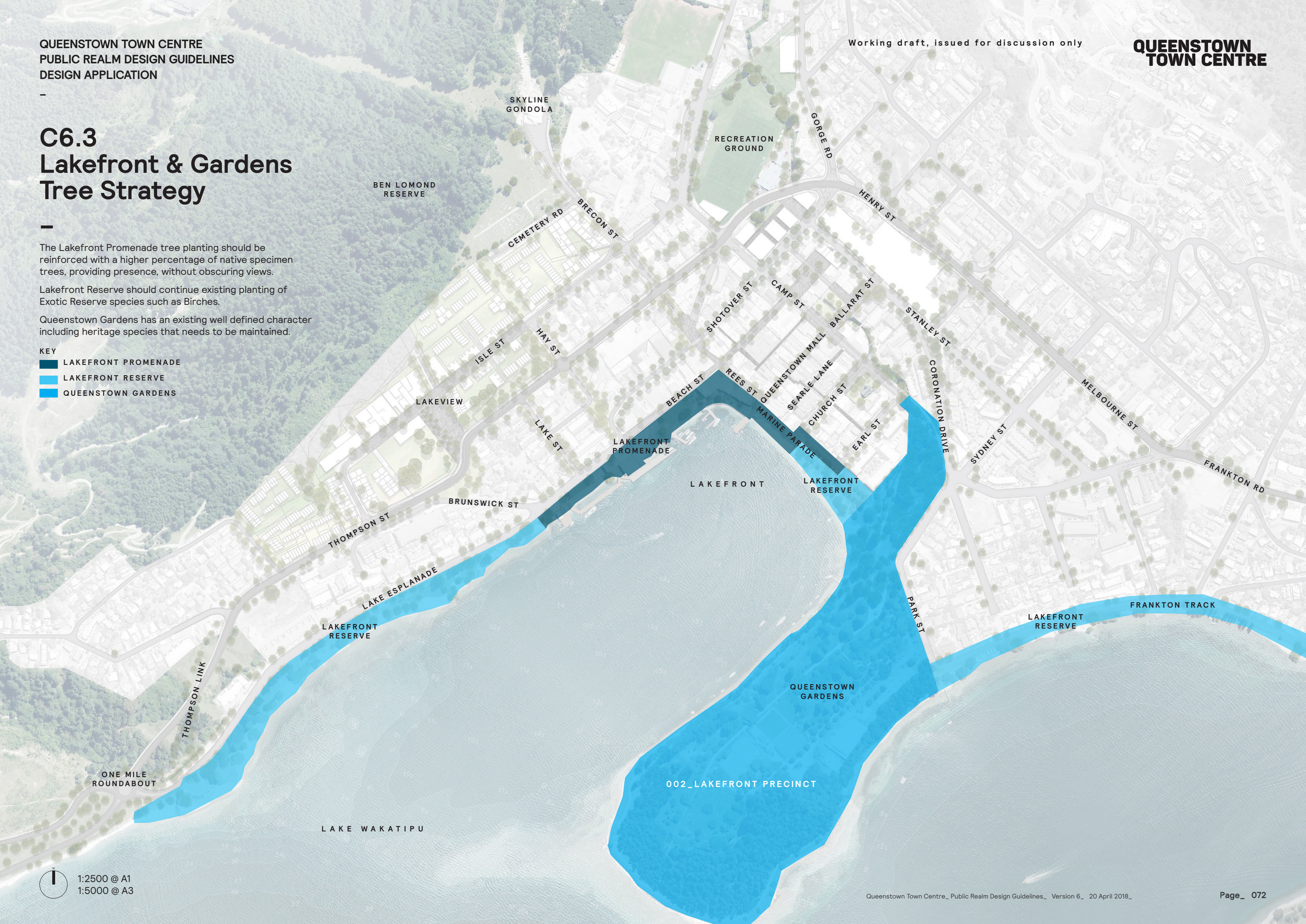
C6.3 Lakefront & Gardens Tree Strategy

The Lakefront Promenade tree planting should be reinforced with a higher percentage of native specimen trees, providing presence, without obscuring views.

Lakefront Reserve should continue existing planting of Exotic Reserve species such as Birches.

Queenstown Gardens has an existing well defined character including heritage species that needs to be maintained.

- KEY
- LAKEFRONT PROMENADE
 - LAKEFRONT RESERVE
 - QUEENSTOWN GARDENS



C6.3 Lakefront & Gardens – Trees_

This strategy provides guidance in terms of tree character. Other species may be considered if they complement the existing character and fulfil maintenance / performance objectives.

EXISTING PALETTE – SELECTION



Photinia species – Public space



Cordyline australis – Public Space



Ulmus species – Public Space



Salix species – Public Space



Betula species – Lakefront Reserve



Poplar species – Lakefront Reserve

EXOTIC PALETTE – AUTUMN COLOUR



Betula species – Birch



Ulmus species – Elm



Liquidambar species – Street Tree



Zelkova species – Street Tree

NATIVE TREE PALETTE



Ti Kouka / Cabbage Tree
– Cordyline australis



Pseudopanax species

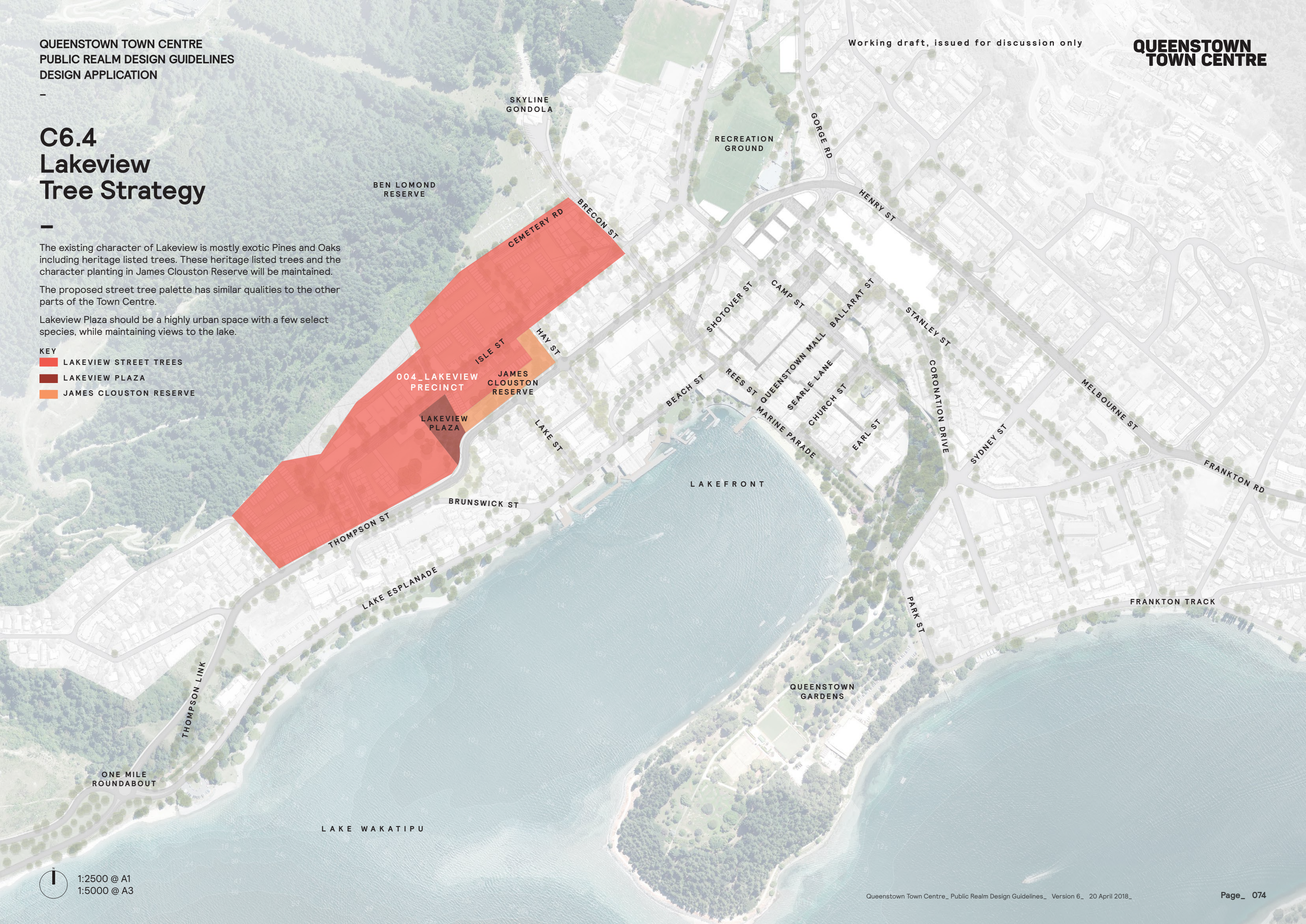
C6.4 Lakeview Tree Strategy

The existing character of Lakeview is mostly exotic Pines and Oaks including heritage listed trees. These heritage listed trees and the character planting in James Clouston Reserve will be maintained.

The proposed street tree palette has similar qualities to the other parts of the Town Centre.

Lakeview Plaza should be a highly urban space with a few select species, while maintaining views to the lake.

- KEY
- LAKEVIEW STREET TREES
 - LAKEVIEW PLAZA
 - JAMES CLOUSTON RESERVE



C6.4 Lakeview – Trees_

This strategy provides guidance in terms of tree character. Other species may be considered if they complement the existing character and fulfil maintenance / performance objectives.

EXISTING PALETTE – SELECTION



Quercus species – Lakeview



Pinus species – Reserve

STREET TREE PALETTE – AUTUMN COLOUR



Acer species – Street Tree



Liquidambar species – Street Tree



Liriodendron species – Street Tree



Nyssa species – Street Tree



Quercus species – Oak



Zelkova species – Street Tree

PUBLIC SPACE PALETTE – NATIVES



Beech / Nothofagus species



Ti Kouka / Cabbage Tree
– Cordyline australis



Pseudopanax species

C7

Built Form Strategies

—

Queenstown’s unique character is the result of many factors including its location, engagement with nature, and the history of its occupation.

Existing built form and landscape elements have an aesthetic that is worthy of retention. New development should respect and develop that existing aesthetic rather than replace it. It is intended that Queenstown will continue to have a unique character that does not exist elsewhere.

Existing aesthetic characteristics to be retained and/or referred to in the future plan include:

- Relatively few building materials and colours;
- Simple and unadorned structures, rather than those with complex detailing;
- No-nonsense – pragmatic, functional and robust buildings and structures;
- Calm and informal rather than hectic and overly planned design;
- Engagement with both the lakefront and alpine landscape;
- Historic structures and evidence of weathering;

Variety and diversity of individual buildings and open space is to be achieved through:

- The idiosyncrasies of individual sites;
- Their programme and individual requirements;
- The application of a restricted material and colour palette by a variety of architects and designers, articulated in different ways.

C7 Built Form Strategies

KEY

- LAKEVIEW PRECINCT SITES
- HISTORIC CORE PRECINCT SITES
- TOWN CENTRE PRECINCT SITES
- LAKEFRONT PRECINCT SITES
- COMMUNITY HEART PRECINCT SITES
- GATEWAY SITES
- STRATEGIC SITES

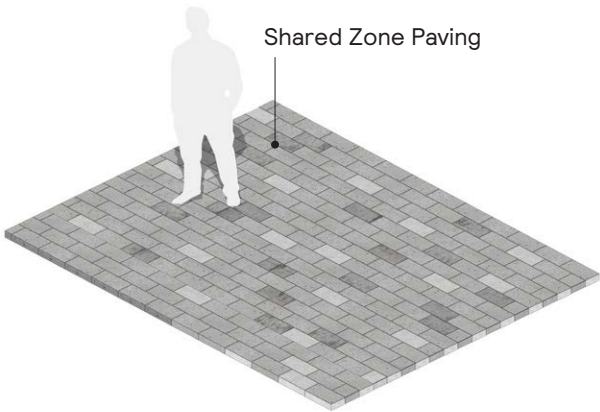


Working draft, issued for discussion only

Part D Design Details

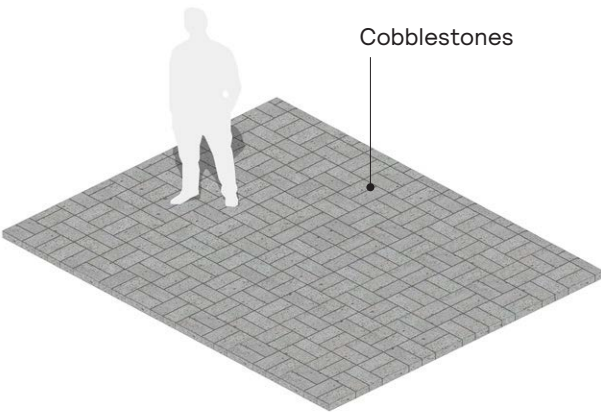
D1 Paving Finishes

—



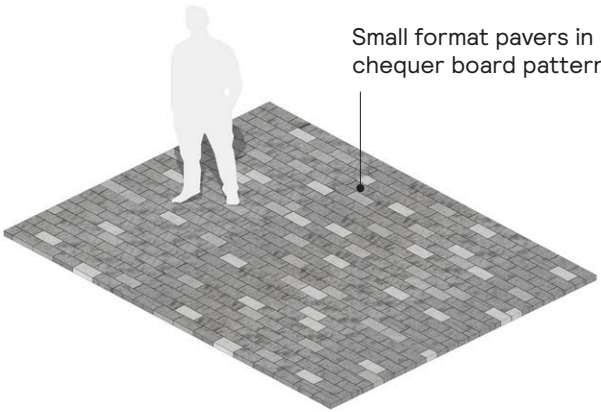
P01 Stone Paving – Carriageway

Historic Core Carriageway Paving
300 x 150 x 80mm Stone pavers. Light, mid and dark finish (Rigid Base)
100mm min. Reinforced Concrete Slab on Compacted Base Course & Subgrade
30mm Steintec Tuffbed Bedding Mortar – Steintec Tuffgrout Jointing Mortar



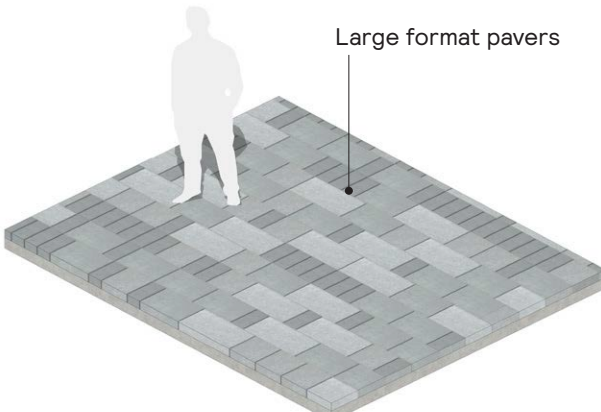
P02 Stone Paving – Footpath

Historic Core Footpath Paver
200 x 100 x 45mm cobblestones (Rigid Base)
100mm min. Reinforced Concrete Slab on Compacted Base Course & Subgrade
30mm Steintec Tuffbed Bedding Mortar – Steintec Tuffgrout Jointing Mortar



P03 Stone Paving – Laneway

Historic Core Laneway Paving
200 x 100 x 75mm pavers. (Rigid Base)
100mm min. Reinforced Concrete Slab on Compacted Base Course & Subgrade
30mm Steintec Tuffbed Bedding Mortar – Steintec Tuffgrout Jointing Mortar

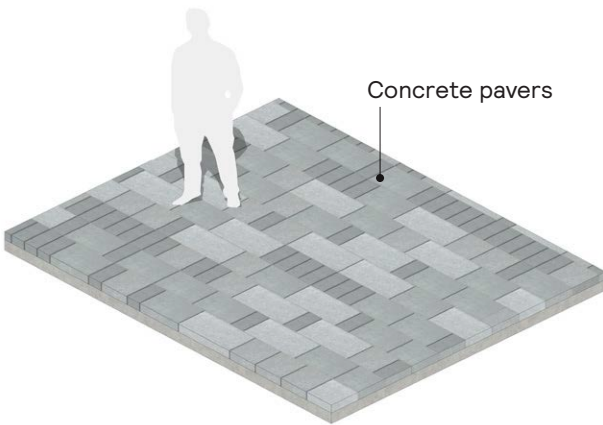


P04 Lakeview Paving – Shared Surface

Lakeview Carriageway Paving
150 x 300 x 75mm Stone pavers
300 x 300 x 75mm Stone pavers
600 x 300 x 75mm Stone pavers
100mm min. Reinforced Concrete Slab on Compacted Base Course & Subgrade
30mm Steintec Tuffbed Bedding Mortar – Steintec Tuffgrout Jointing Mortar

D1 Paving Finishes

—

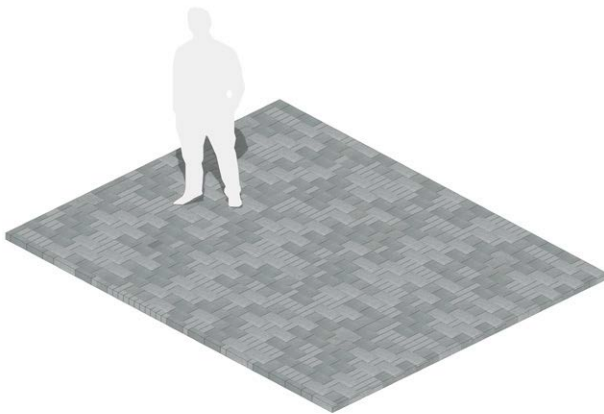


P05 Lakeview Paving – Footpath

150 x 300 x 45mm Stone pavers
300 x 300 x 45mm Stone pavers
600 x 300 x 45mm Stone pavers

100mm min. Reinforced Concrete Slab
on Compacted Base Course & Subgrade

30mm Steintec Tuffbed Bedding Mortar
– Steintec Tuffgrout Jointing Mortar

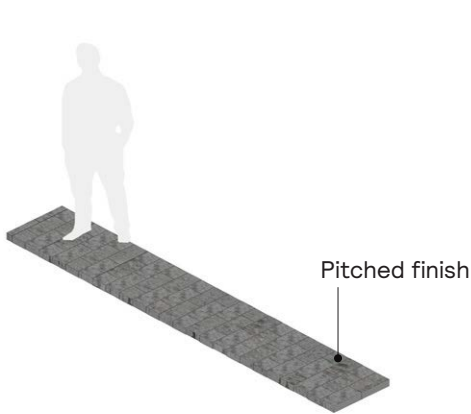


P06 Lakeview Paving – Laneway

100 x 200 x 75mm Stone pavers
200 x 200 x 75mm Stone pavers
400 x 200 x 75mm Stone pavers

100mm min. Reinforced Concrete Slab on Compacted
Base Course & Subgrade

30mm Steintec Tuffbed Bedding Mortar – Steintec
Tuffgrout Jointing Mortar



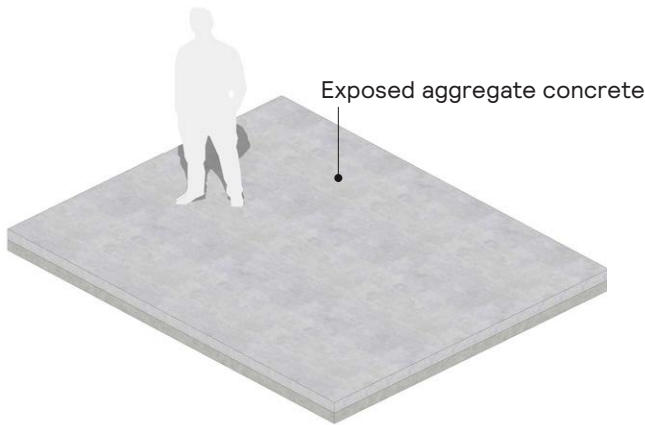
P07 Stone Delineator Strip

150 x 300 x 75mm Dark Stone Pavers in 600mm
wide band.

+– 5mm Pitched finish.

100mm min. Reinforced Concrete Slab on
Compacted Base Course & Subgrade

30mm Steintec Tuffbed Bedding Mortar – Steintec
Tuffgrout Jointing Mortar

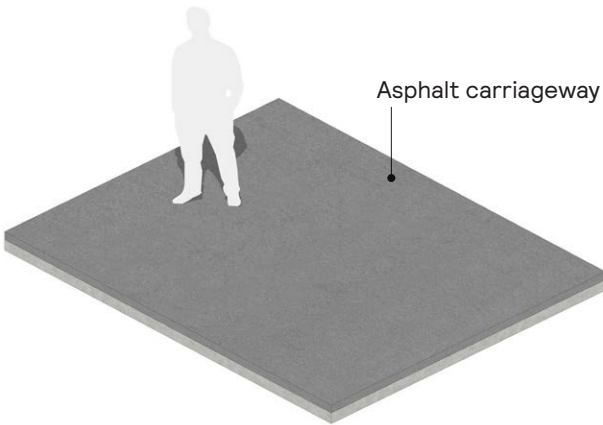


P08 Concrete

100mm min. thickness reinforced insitu exposed
aggregate concrete with black oxide additive for tonal
variation

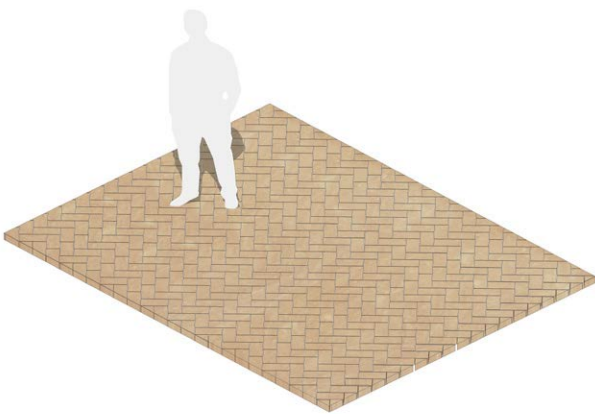
D1 Paving Finishes

—



P09 Asphalt

Asphalt carriageway to (QLDC) Standards



P10 Lakefront Paving

200 x 100 x 45mm Concrete unit. Sandy colour to match existing (Rigid Base).
100mm min. Reinforced Concrete Slab on Compacted Base Course & Subgrade
30mm Steintec Tuffbed Bedding Mortar – Steintec Tuffgrout Jointing Mortar



P11 Hoggin

75mm Thick layer of compacted bound aggregate paving



P12 Timber Deck

Sustainably sourced hardwood timber to match existing. Anti-slip treatment.

D1 Paving Finishes

—



P15 Heritage Mats

‘Black crystal granite’ 40mm thick
flagstone with sawn finish to all sides.
Select sandblasted text 3mm deep. Text
and Content varies. Text to be provided
by QLDC Heritage

D1 Paving Finishes

—

Light grey stone module_

Granite 342 ‘Light Grey’ (or similar approved) saw cut with brushed flame finished wearing surface. Arris to exposed leading edges. (Finish subject to slip testing)

Mid grey stone module_

Granite 654 ‘Mid Grey’ (or similar approved) saw cut with brushed flamed finished wearing surface. Arris to exposed leading edges. (Finish subject to slip testing)

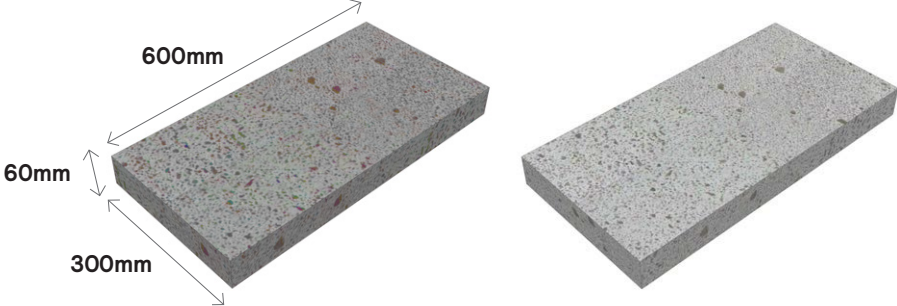
Dark grey stone module_

Type B ‘Dark Grey’ Basalt (or similar approved) saw cut with brushed flamed finished wearing surface. Arris to exposed leading edges. (Finish subject to slip testing)

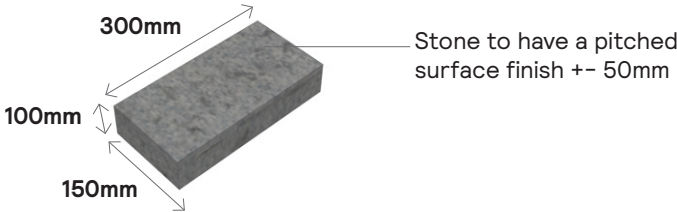
P01 – Stone Paving – shared surface



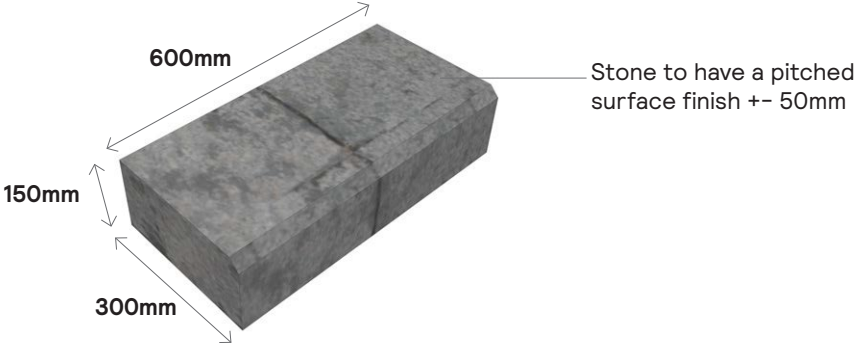
P02 – Stone Paving – footpath



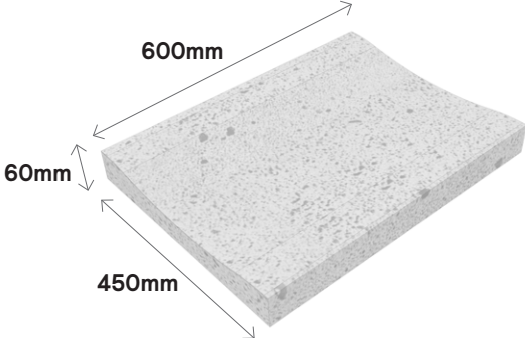
P07 – Stone delineator strip



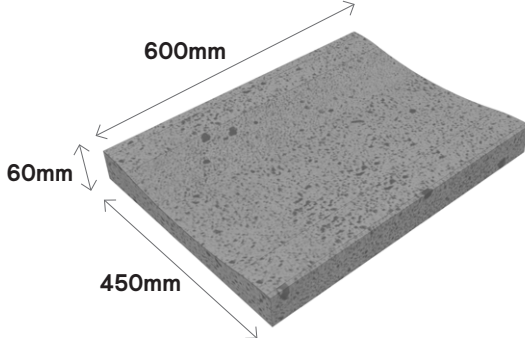
K01 – Stone kerb



K03 – Concrete Dish Channel



K04 – Stone Dish Channel



—



D2 Street Furniture Seating – Benches

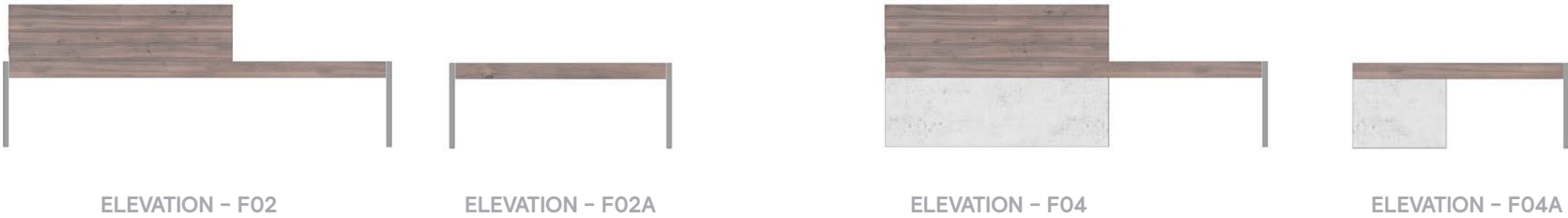
—



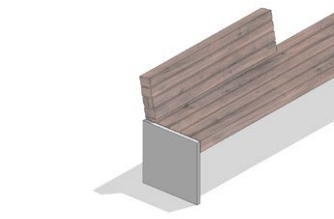
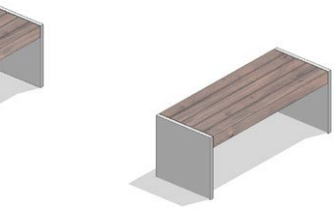
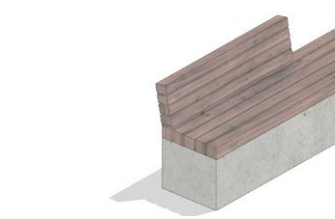
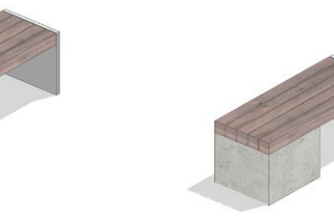

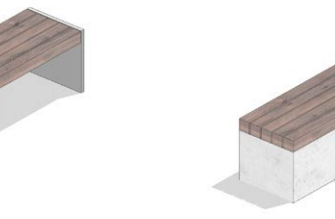
Outline Specification _

Select Grade Hardwood Timber Slats with Natural oil Finish. Solid dark stone block, honed finish with graffiti guard.

Select Metal Frame – Select Grade Hardwood Timber Slats with Natural oil Finish. Surface or Sub-surface mounted.

Precast reinforced concrete, light sandblast finish with concrete sealer / graffiti guard. Surface or subsurface mounted (Concrete base only on F01/A, F03/A, F04/A).



| | | | | | | | |
|--|---|--|---|---|---|---|---|
|  |  |  |  |  |  |  |  |
| F01 | F01A | F02 | F02A | F03 | F03A | F04 | F04A |
| Seat Type 1 – Historic Core | Seat Type 1A – Historic Core | Seat Type 2 – Town Centre | Seat Type 2A – Town Centre | Seat Type 3 – Lakefront | Seat Type 3A – Lakefront | Seat Type 4 – Lakeview | Seat Type 4A – Lakeview |
| Timber bench with backrest. 4000mm length x 450mm width x 450mm high. | Timber bench with backrest. 1200mm l x 450mm w x 450mm h. | Timber bench with backrest. 4000mm length x 450mm width x 450mm high. | Timber bench with backrest. 1200mm l x 450mm w x 450mm h. | Timber bench with backrest. 4000mm length x 450mm width x 450mm high. | Timber bench with backrest. 1200mm l x 450mm w x 450mm h. | Timber bench with backrest. 4000mm length x 450mm width x 450mm high. | Timber bench with backrest. 1200mm l x 450mm w x 450mm h. |

D2
Street Furniture
Seating Arrangement



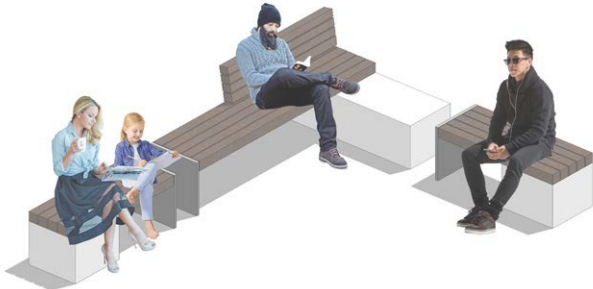
Bench Pair
2 x F01A Bench



Seat and Bench
F01 Seat and F01A Bench



Small 'L'
F01 Seat and F01A Bench



Large 'L'
F01 Seat and 2 x F01A Bench



'U'
F01 Seat and 2 x F01A Bench

D2
Street Furniture
Seating – Stools

—

F05

Seat Type 5 – Stools

Small concrete stools.
400mm d x 400mm h x 400mm w.

Precast reinforced concrete with varying
black oxide additive. Light sandblast finish
with select concrete sealer / graffiti
guard. Surface or sub-surface mounted.



5 x F05 UNITS



3 x F05 UNITS



2 x F05 UNITS

PLAN



ELEVATION



D2
Street Furniture
Lakefront Seating
—

F 06 A



Seat Type 6A – Timber lounger Small

Timber lakefront lounger
1500mm w x 1500mm l x 450–950mm h.

Select Grade Hardwood Timber Slats with
Natural oil Finish.

Select Metal Frame – Select Grade
Hardwood Timber Slats with Natural oil
Finish. Surface or Sub-surface mounted.

F 06 B



Seat Type 6B – Timber lounger Medium

Timber lakefront lounger
1500mm w x 4000mm l x 450–950mm h.

Select Grade Hardwood Timber Slats with
Natural oil Finish.

Select Metal Frame – Select Grade
Hardwood Timber Slats with Natural oil
Finish. Surface or Sub-surface mounted.

F 06 C



Seat Type 6C – Timber lounger Large

Timber lakefront lounger
1500mm w x 6500mm l x 450–950mm h.

Select Grade Hardwood Timber Slats with
Natural oil Finish.

Select Metal Frame – Select Grade
Hardwood Timber Slats with Natural oil
Finish. Surface or Sub-surface mounted.

F 07

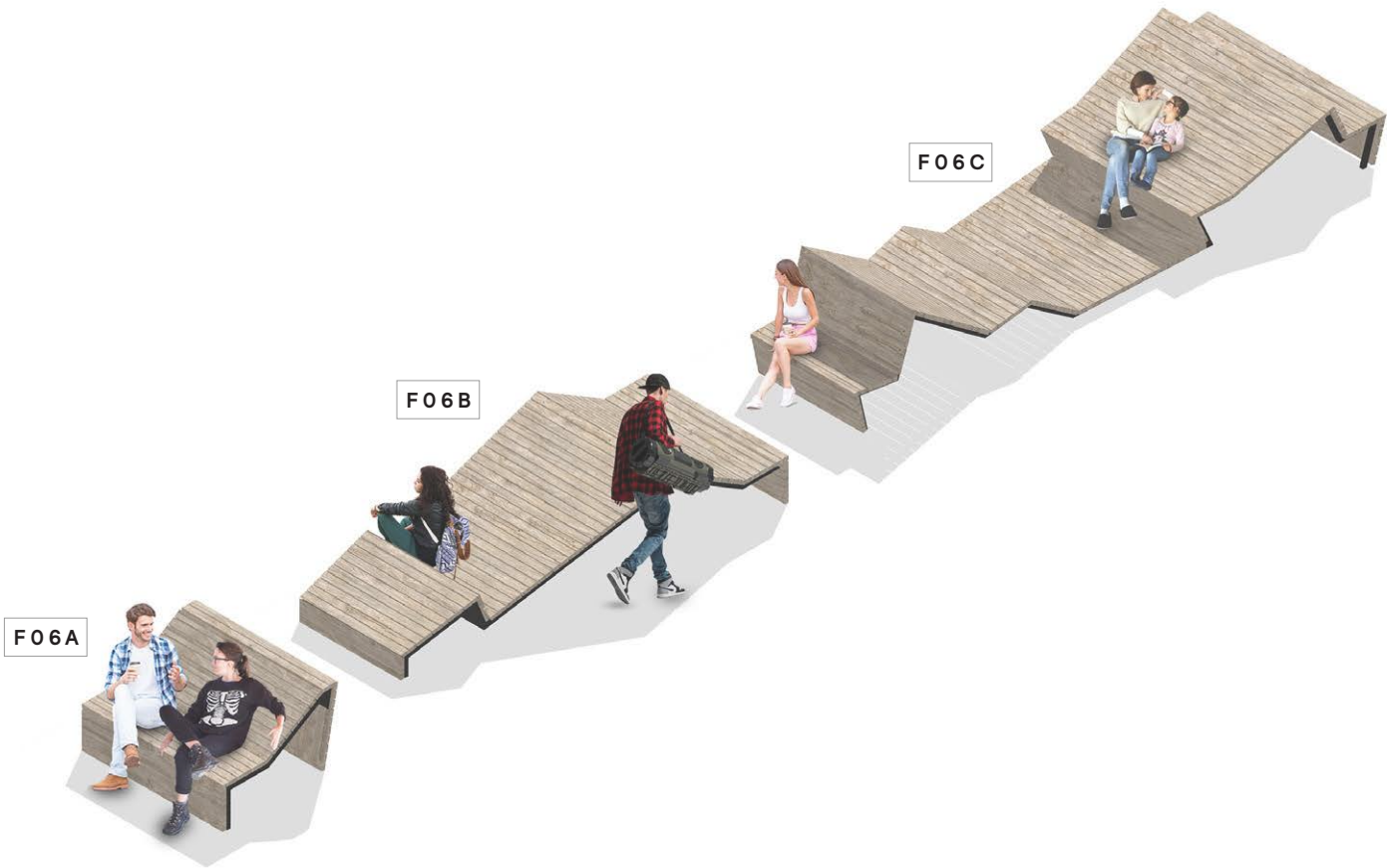


Seat Type 7 – Timber bench

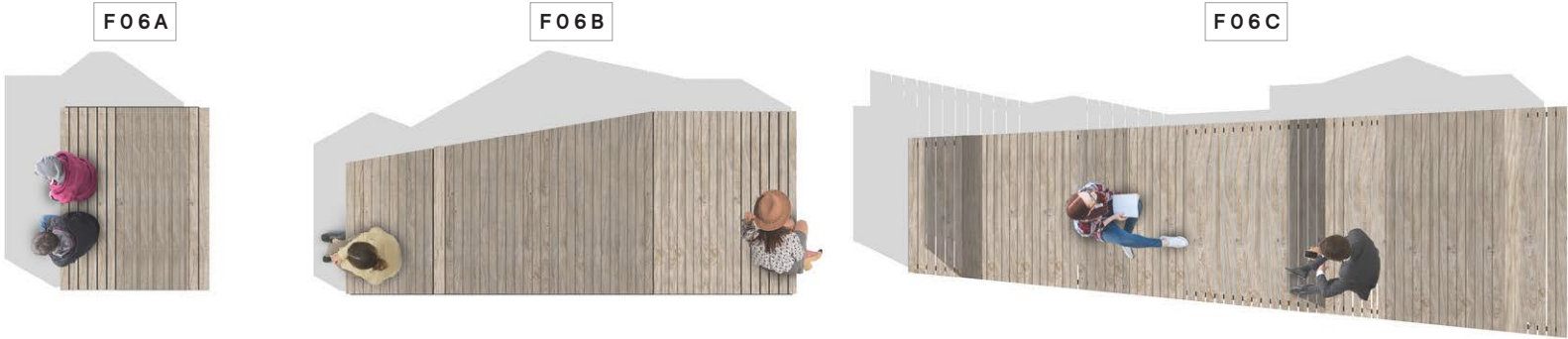
Solid Timber Lakefront Bench
450mm w x 3000mm l x 450mm h.

Select Grade Hardwood Timber element.

D2
Street Furniture
Lakefront Timber lounge



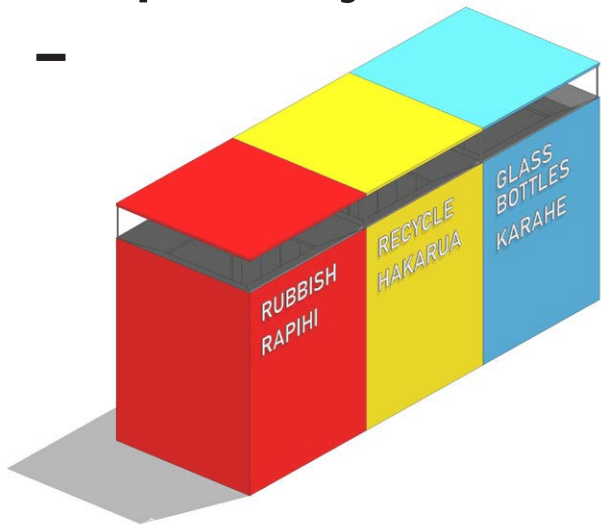
PLAN



ELEVATION



D3 Street Furniture Proprietary

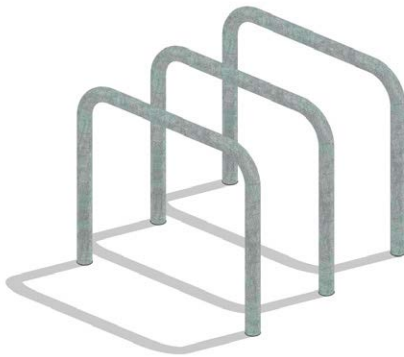


F 10

Triple Bin

Standard Queenstown Rubbish/Recycling/
Glass Enclosure. Fits 3 x 240L Wheelie bin.
Powder coated mild steel body and lid. Surface
mounted, locking door. Wasteminz colours,
logos and multi-lingual.

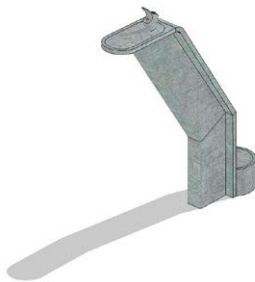
These bins are currently being trialled by QLDC
and have received good feedback to date.



F 11

Bike rack

BR_02 – Supplier Walkspace.
Bead blasted stainless
steel 304 pipe. 50mm diam
x 1000mm w x 900mm h.
Surface or subsurface
mounted.

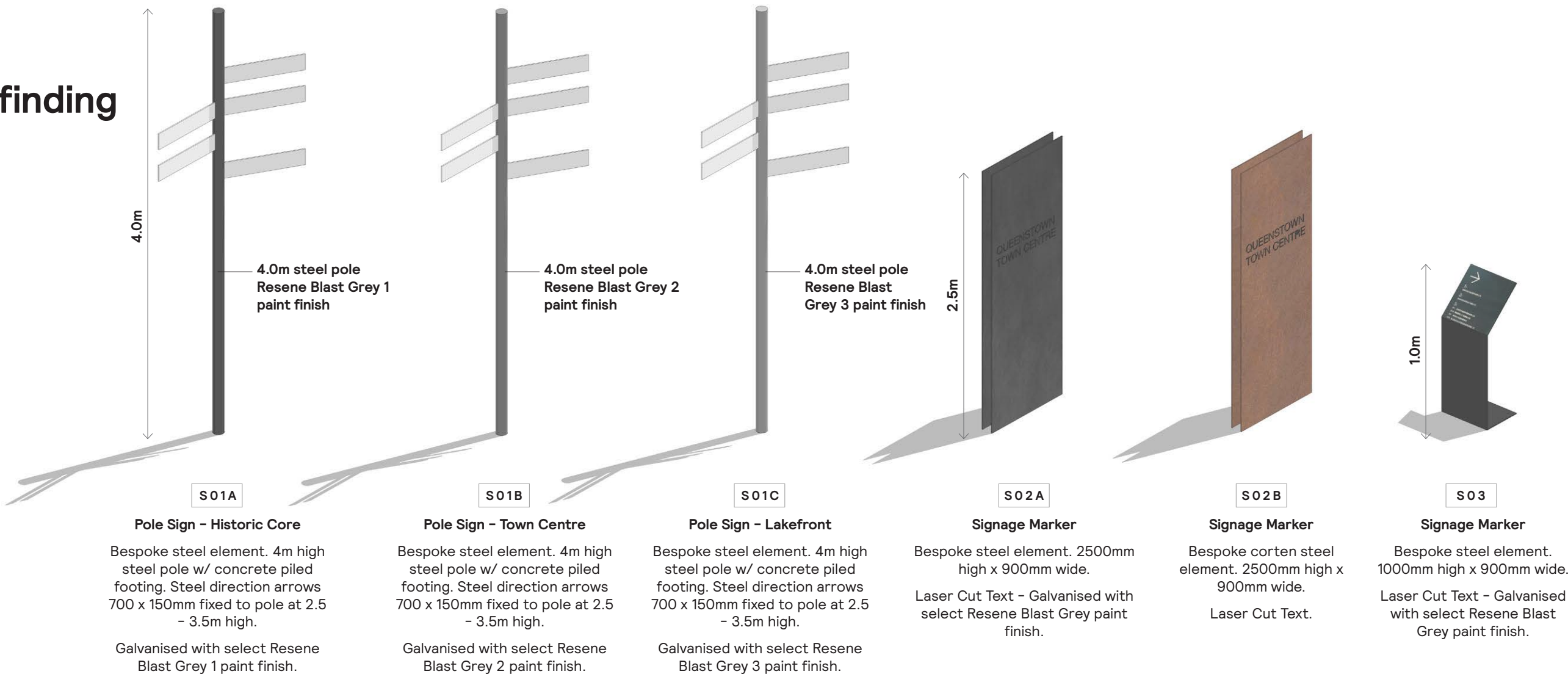


F 12

Drinking Fountain

DF02 – Supplier Walkspace.
316 Stainless steel fabrication,
Enware plumbing hardware.
575mm d x 150mm w x 775mm h.
Wheelchair accessible. Water bottle
refill and dog bowl options. Surface
or subsurface mounting.

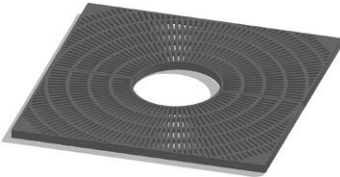
D4
Signage & Wayfinding



D5
Street Trees

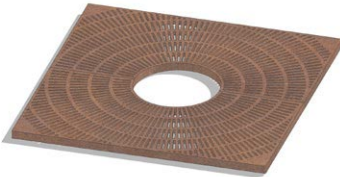
T01A Tree grate A – Black steel

Shot blast, cast aluminium with 304 S/S
Paving Border. 1050mm w x 1050mm h
x 35mm. Powder coat select Resene
Blast Grey 1 paint finish.



T01B Tree grate B – Corten

Custom corten steel, laser cut detail,
with 304 S/S Paving Border. 1050mm w
x 1050mm h x 35mm.



T 01

Street tree and tree grate

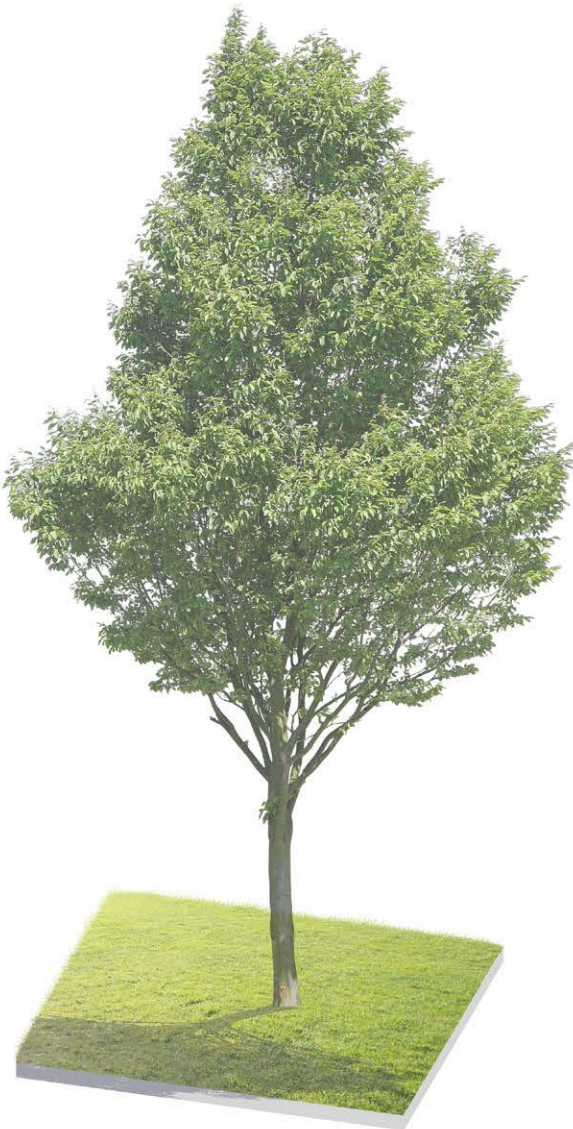
New street tree and tree pit
with steel grate



T 02

Street tree and hoggins

New street tree and tree pit with
hoggins surface finish, steel edge
detail



T 03

Street tree and lawn

New street tree and lawn

D6 Lighting Strategy

The Street lighting of the Town Centre Arterials, Shotover and Stanley Street will be to a V3 Category. This will be achieved using Light Types L01, L02, L03 and L04.

Camp Street lighting will be to a P8 Category and achieved using both L01 and L01A.

The Town Centre Streets lighting will be to a P3 Category. This will be achieved using both street and pedestrian optics – specific to Character Zones (Refer Section C2).

The low traffic / shared spaces in the Historic Core will have lighting to a P4 Category. This will be achieved using both L01 and L01A.

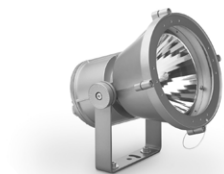
Amenity Highlights will be provided as shown and within the shared spaces. This will be achieved using the fittings outlined above and supplemented with both L10 Catenary Lighting and L11 Wall mounted lighting.

KEY

- LIGHTING CATEGORY V3
TOWN CENTRE ARTERIALS / PUBLIC & PASSENGER TRANSPORT
- LIGHTING CATEGORY P8
CAMP STREET
- LIGHTING CATEGORY P3
TOWN CENTRE STREETS
- LIGHTING CATEGORY P4
SPECIAL DECORATIVE / LOW TRAFFIC, SHARED SPACE
- AMENITY HIGHLIGHTS

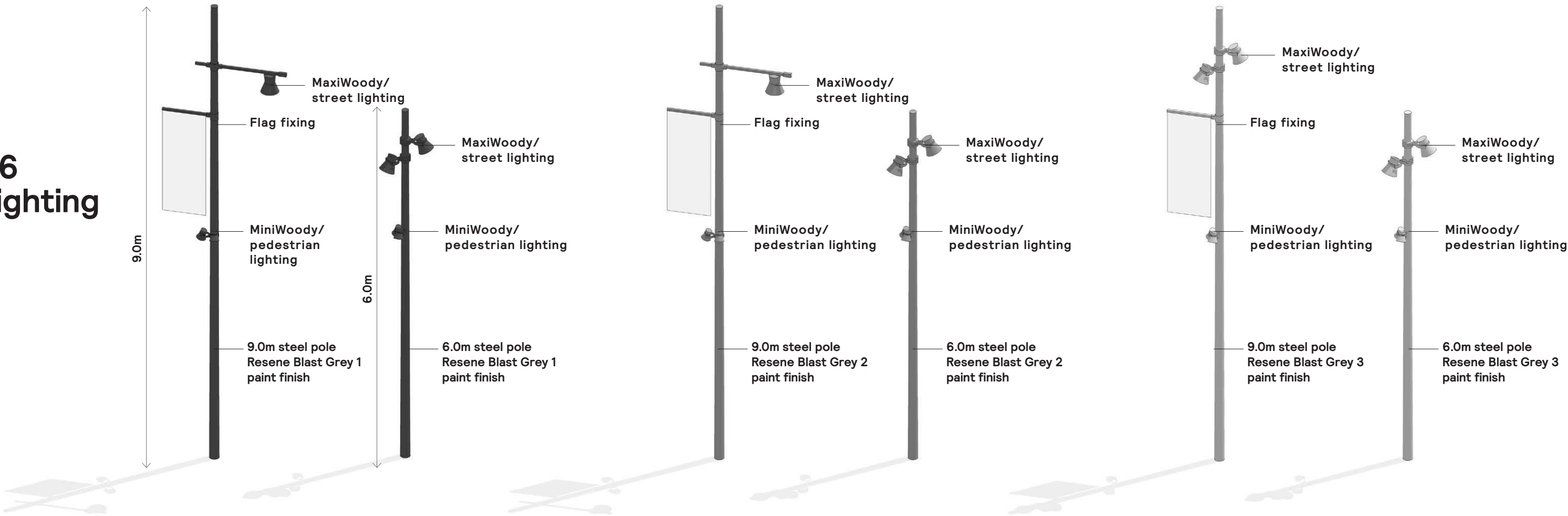


MaxiWoody/
street/ area lighting



MiniWoody/
pedestrian lighting

D6
Lighting



L 01

Historic Core - Light Type 1

9.0m high steel pole w/
concrete piled footing.
Street lighting mounted at
8m. Pedestrian lighting
mounted at 4m.

iGuzzini Woody EH42 or
EH44 3000k street optic or
(special 2700k) warm white.
Arm 5987 or custom made.
Mini woody BU87 3000k or
(special 2700k) warm white

L 01A

Historic Core - Light Type 1A

6.0m high steel pole w/
concrete piled footing.
Street lighting mounted at
5.5m. Pedestrian lighting
mounted at 4m.

iGuzzini MaxiWoody Compact
BU97 or BU99 3000k or
(special 2700k) warm white.
Mini woody BU87 3000k or
(special 2700k) warm white

L 02

Town Centre - Light Type 2

9.0m high steel pole w/
concrete piled footing.
Street lighting mounted at
8m. Pedestrian lighting
mounted at 4m.

iGuzzini Woody EH42 or
EH44 3000k street optic
Arm 5987 or custom made.
Mini woody BU87 3000k

L 02A

Town Centre - Light Type 2A

6.0m high steel pole w/
concrete piled footing.
Street lighting mounted at
5.5m. Pedestrian lighting
mounted at 4m.

iGuzzini MaxiWoody Compact
BU97 or BU99 3000k. Mini
woody BU87 3000k

L 03

Lakefront - Light Type 3

9.0m high steel pole w/
concrete piled footing.
Street lighting mounted at
8m. Pedestrian lighting
mounted at 4m

iGuzzini MaxiWoody Compact
BU97 or BU99 3000k
Mini woody BU87 3000k

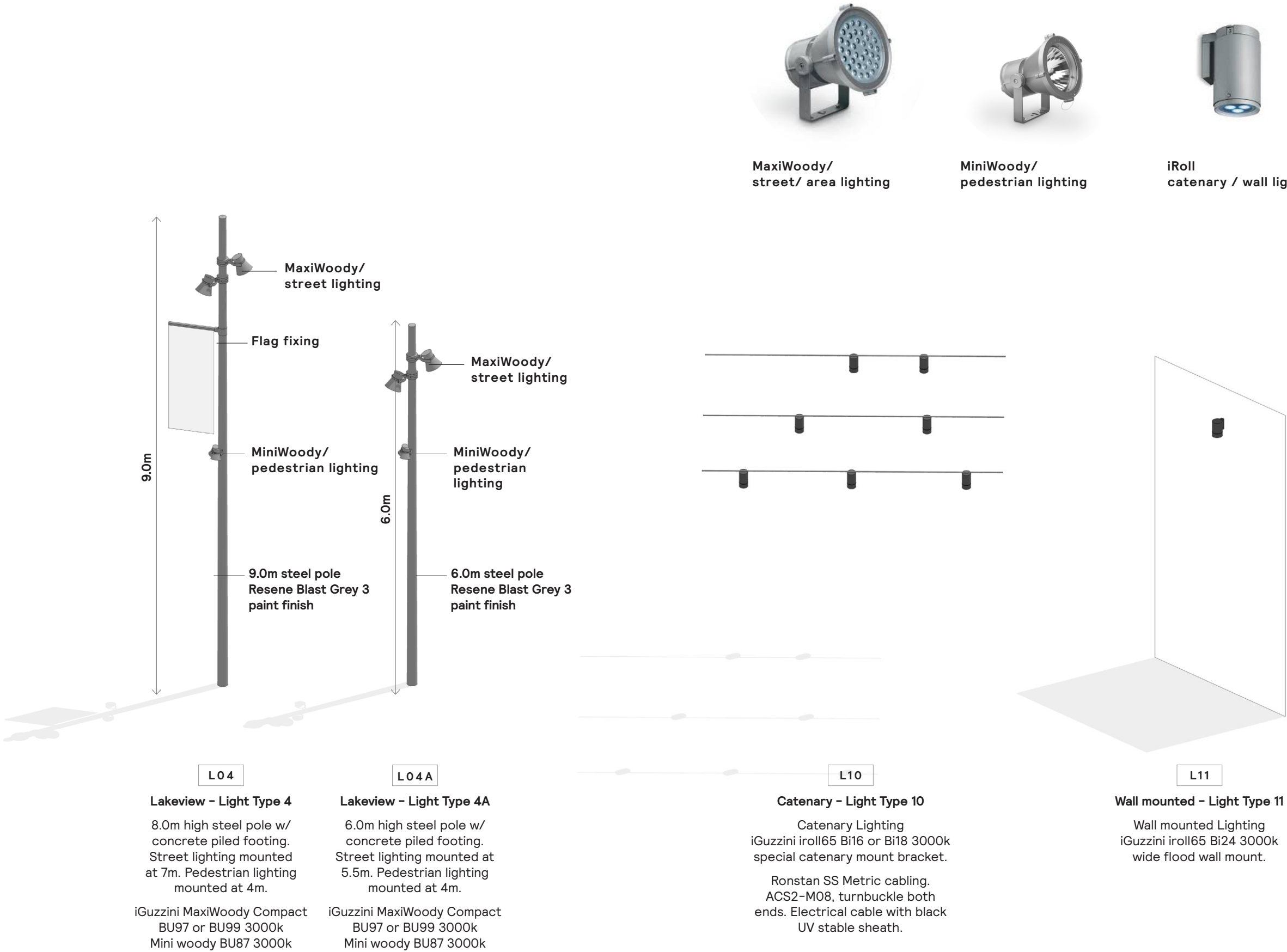
L 03A

Lakefront - Light Type 3A

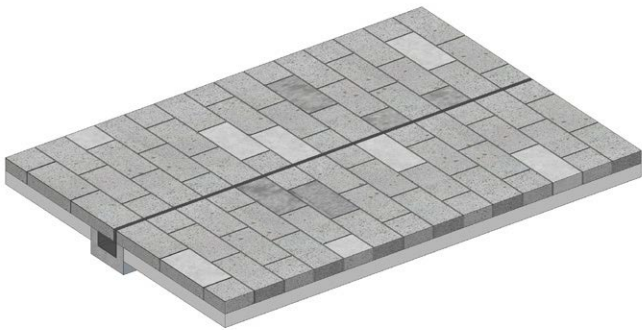
6.0m high steel pole w/
concrete piled footing.
Street lighting mounted at
5.5m. Pedestrian lighting
mounted at 4m.

iGuzzini MaxiWoody Compact
BU97 or BU99 3000k. Mini
woody BU87 3000k

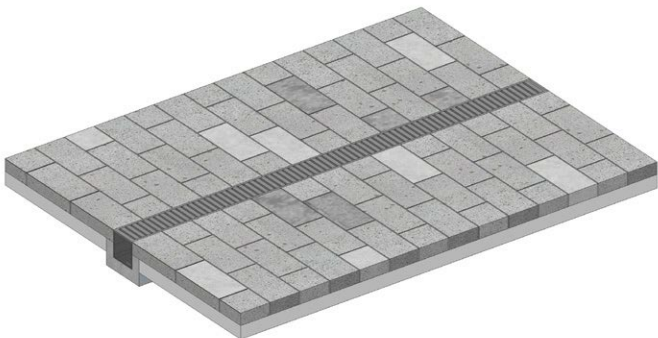
D6
Lighting



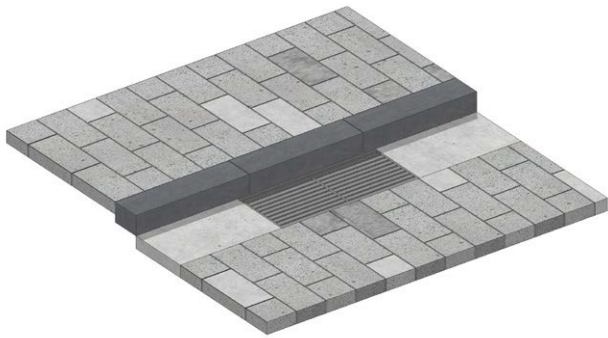
D7
Drainage Infrastructure



D01
Slot Drain
ACO Slot Drain



D02
Strip Drain
ACO Strip Drain



D03
Cess Pitt Cover
740mm L x 400mm W.
Cast Iron



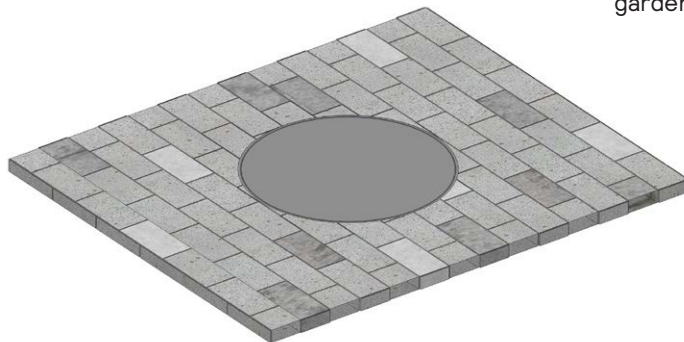
V01 V02
Garden Bed / Rain garden
Standard garden bed / rain
garden with hit or miss kerb.
Native planting



D04
Double Cess Pitt Cover
2 x 740mm L x 400mm W.
Cast Iron



D05
Wundercover
Lid cover with paving infill.
Dependant on agreement with
local service authorities.



D06
Manhole Lid
Standard Manhole Lid.
Cast Iron



D07
Standard Utility Covers
SS Finish