




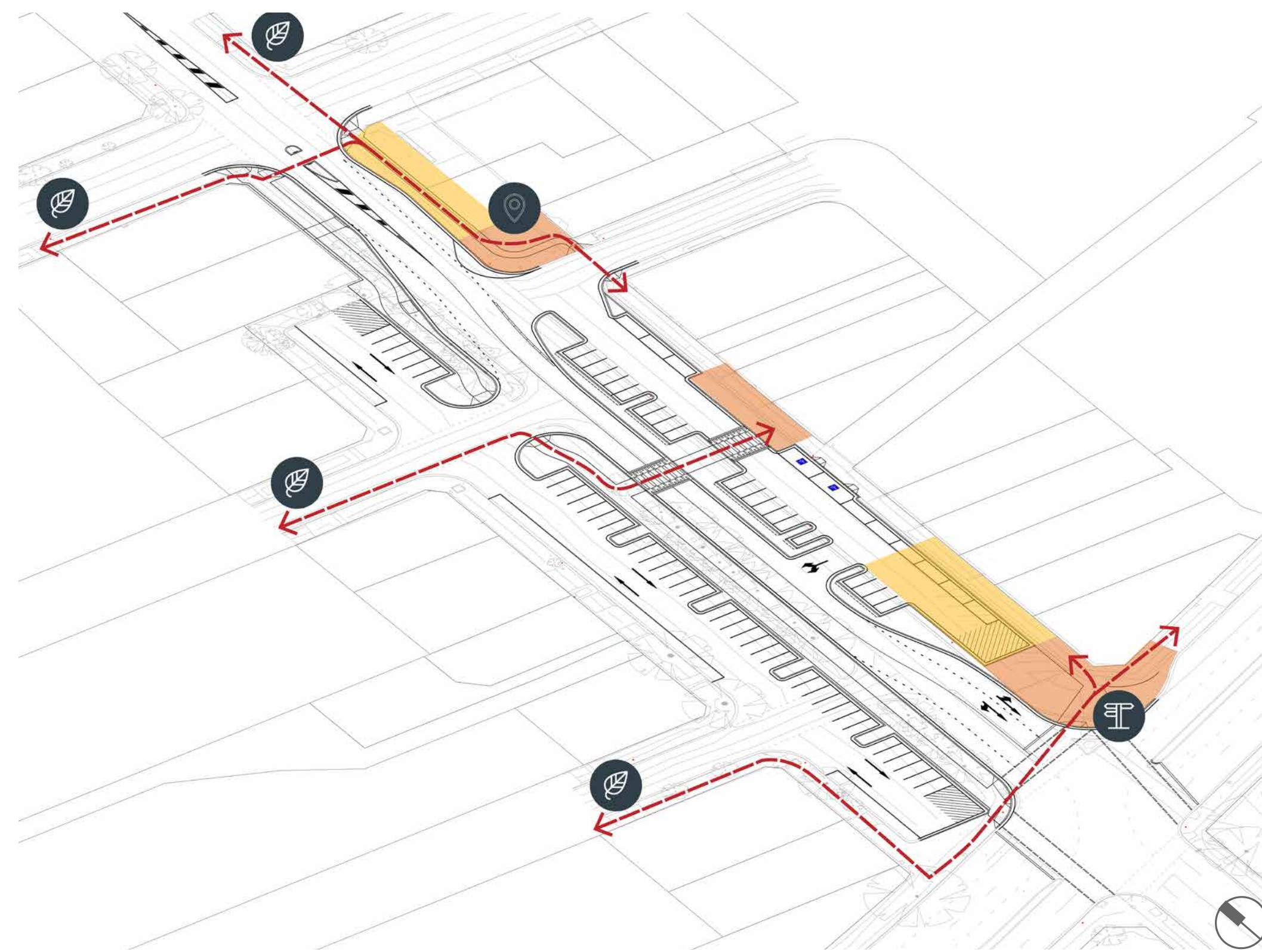
## VISION

Blackbutt Village will be a welcoming place to meet any time of day. This clean and green village heart will provide the community with safe, flexible and comfortable spaces which aim to celebrate their unique community and everyday conveniences.



## PRINCIPLES

### 1. IDENTITY + ACTIVATION

- Create distinctive outdoor spaces in the streetscape for meeting and gathering at all times of day which include distinctive entry features which enhance legibility and wayfinding for locals and visitors alike. 
- Embed flexibility for pop-up open spaces to expand capacity for special commercial and community events. 
- Provide improved pathways to nearby open spaces as places for social interaction, play, exercise and relaxation. 






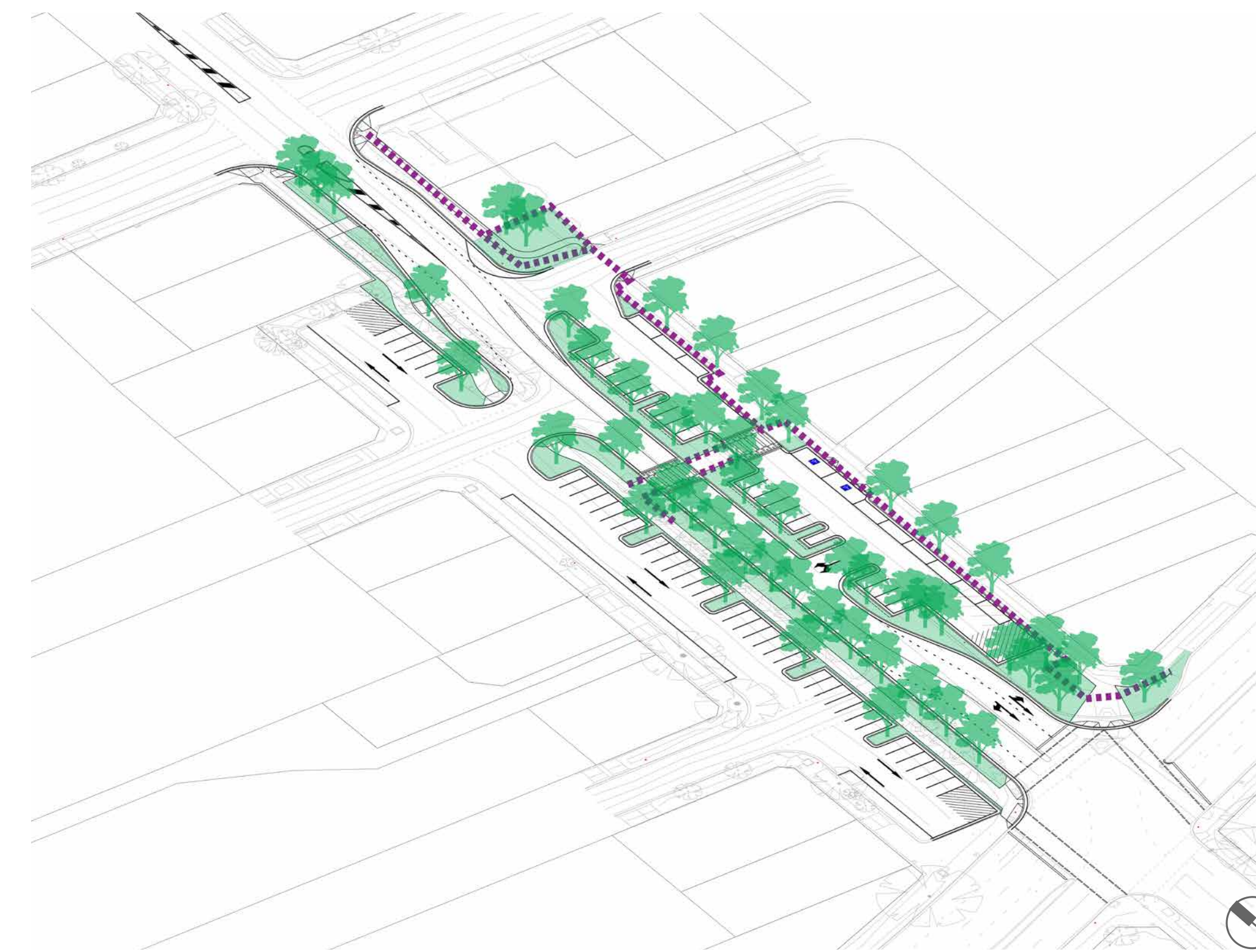
### 2. PEDESTRIAN + CYCLE CONNECTIVITY

- Prioritise slower and safer pedestrian movement separated from cars and encourage local traffic priority. 
- Establish an off-road shared path for safe movement through the village to connect to local active transport networks. 
- Improve flow of customers adjacent shops through improved footpaths widths and rest points. 
- Connect public transport networks to the village by enhanced and connected bus stop zones. 







### 3. COMFORT + AMENITY

- Improve the customer experience by making the village more attractive and comfortable through better use of space, consistent materials, well-placed furniture, carefully considered planting character. 
- Increase urban canopy and improve airflow to regulate micro-climate comfort for all. 
- Encourage longer stays and active transport by providing well-placed varied seating for eating and resting, and supporting amenities such as bubblers, bike stands and waste/recycling bins. 



### 4. SUSTAINABILITY + RESILIENCE

- Lower urban heat island effect by utilising light coloured pavements and structures which minimise heat absorption. 
- Protect and increase urban habitat by retaining existing trees and enhancing understorey planting, prioritising native plants. 
- Maximise stormwater capture for irrigation, prioritising Water Sensitive Urban Design integration opportunities, minimising impact on existing overland flow paths. 
- Ensure furniture and materials consider environmental impact, prioritise recycled materials and sustainably manufactured products where possible. 

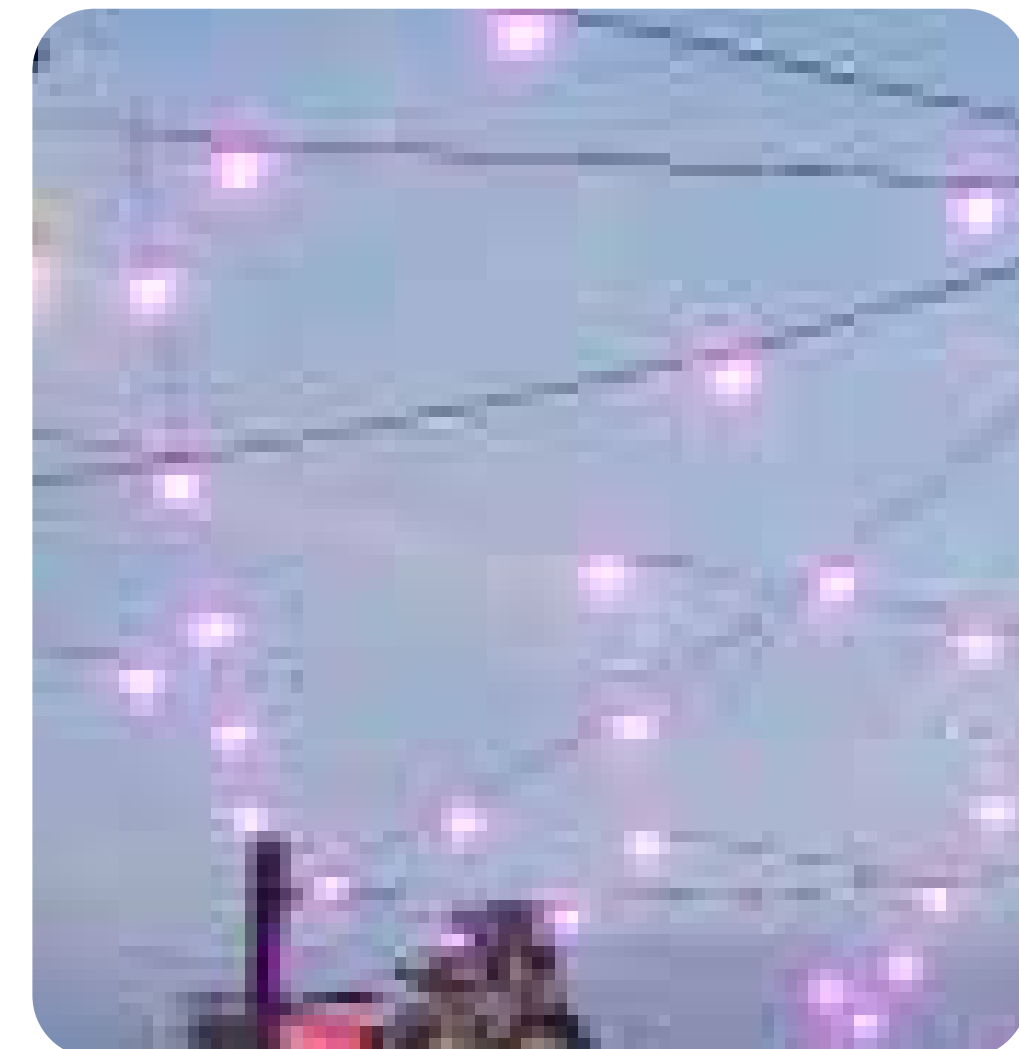


IMAGE: TOM FERGUSON



Old Therua Bridge



IMAGE: [HTTPS://WWW.NZTA.GOV.TZ/](https://www.nzta.govt.nz/)

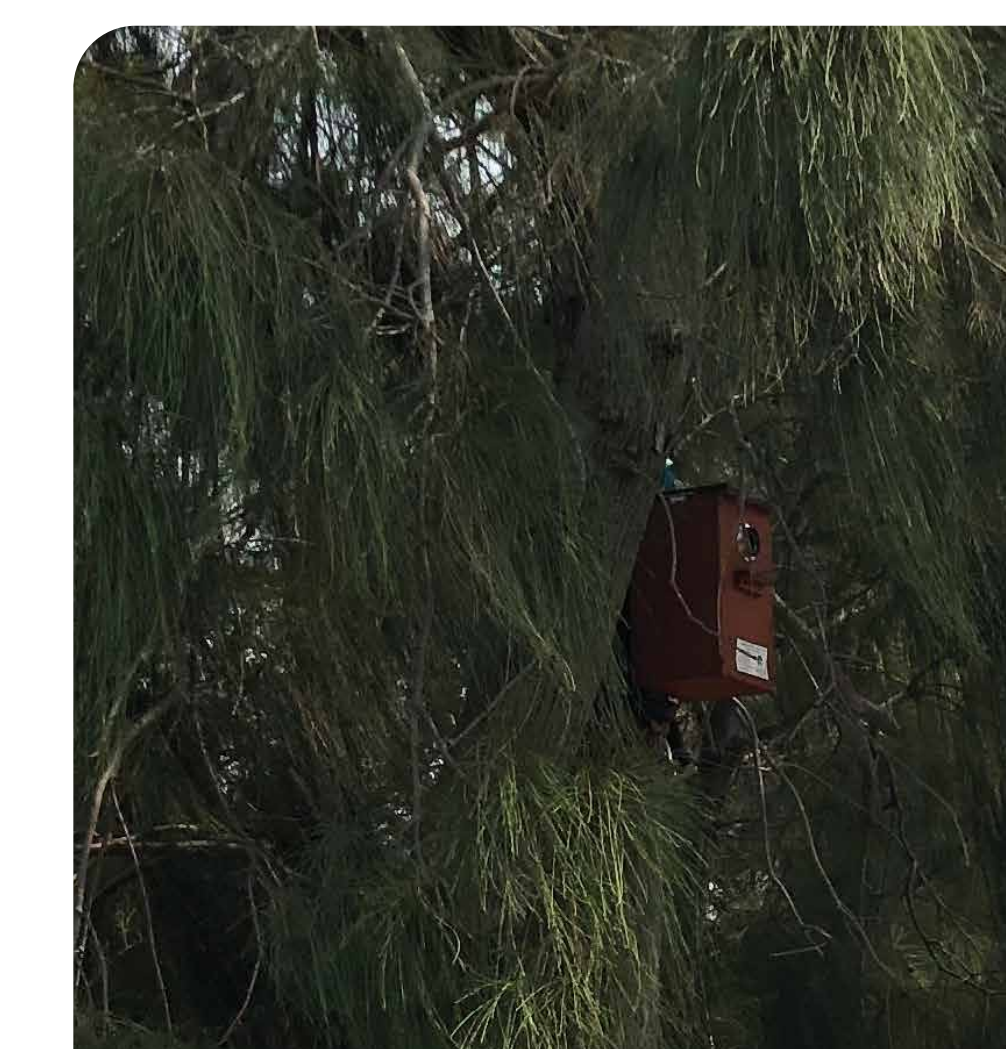
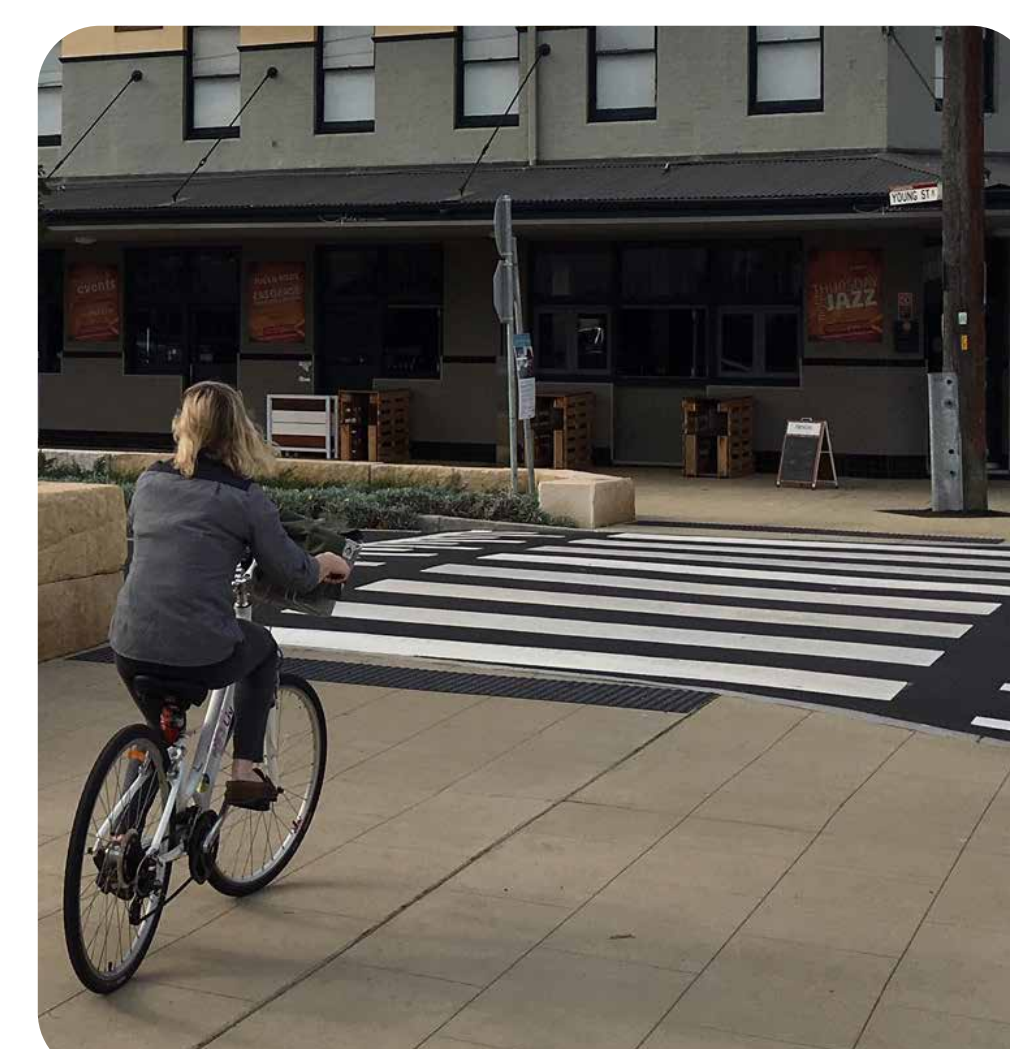
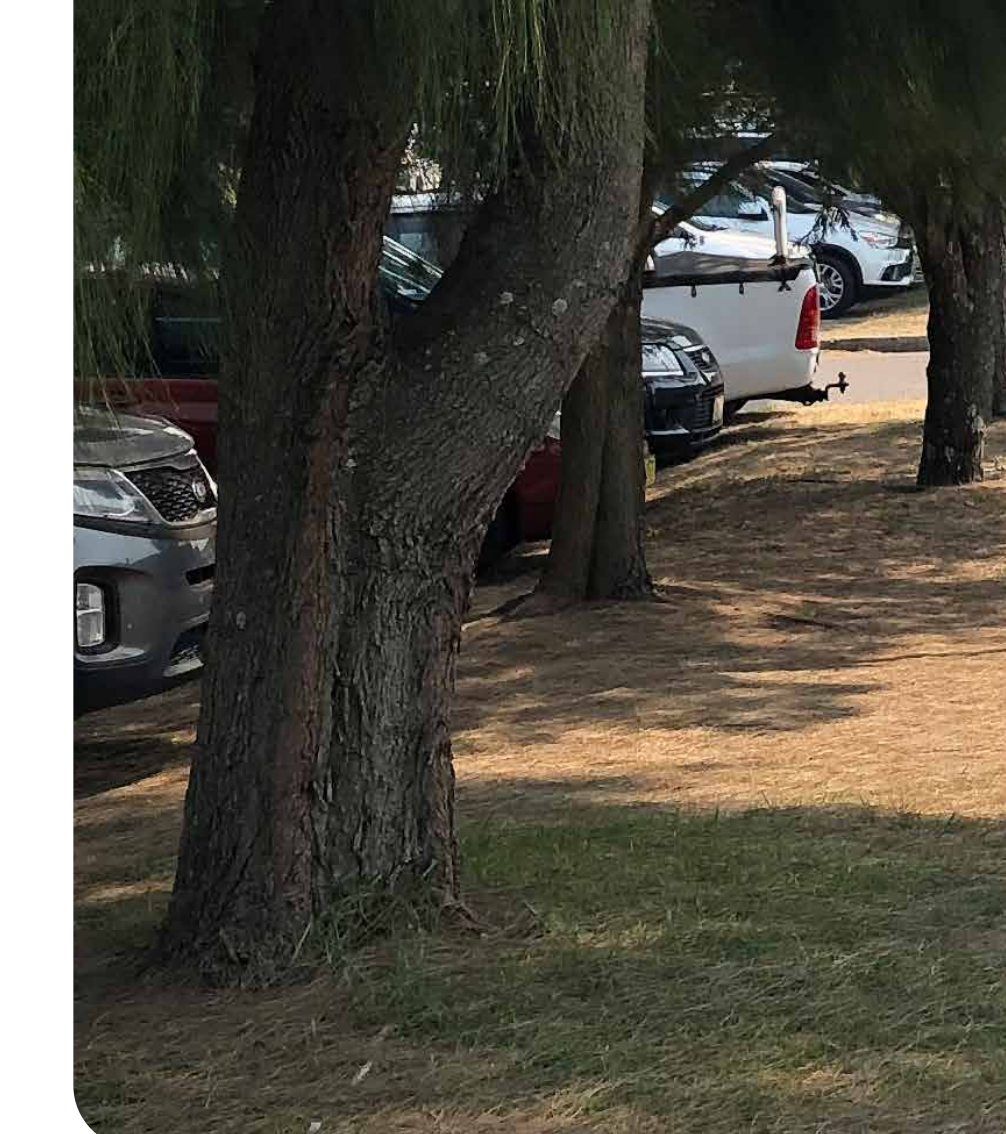
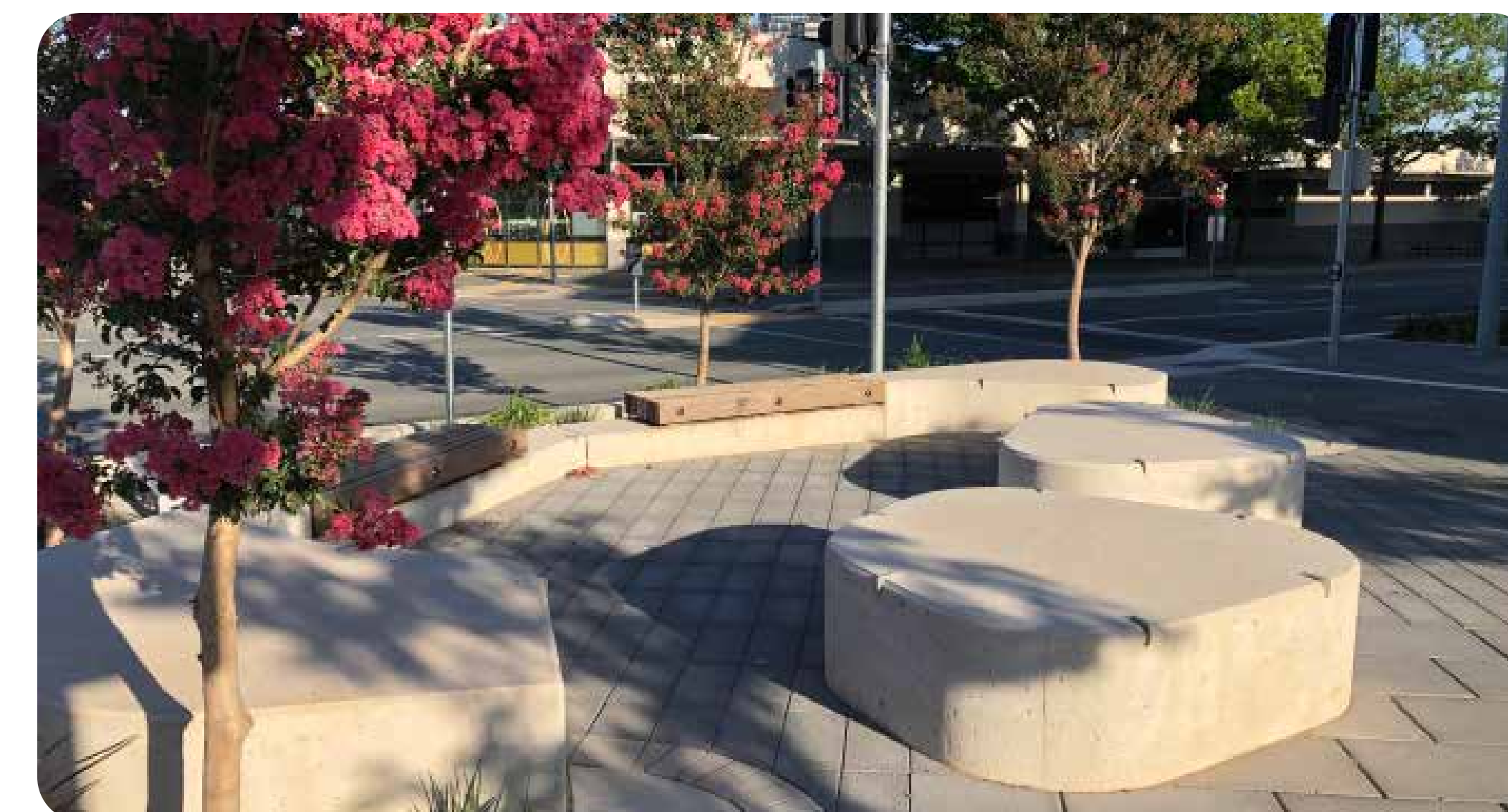


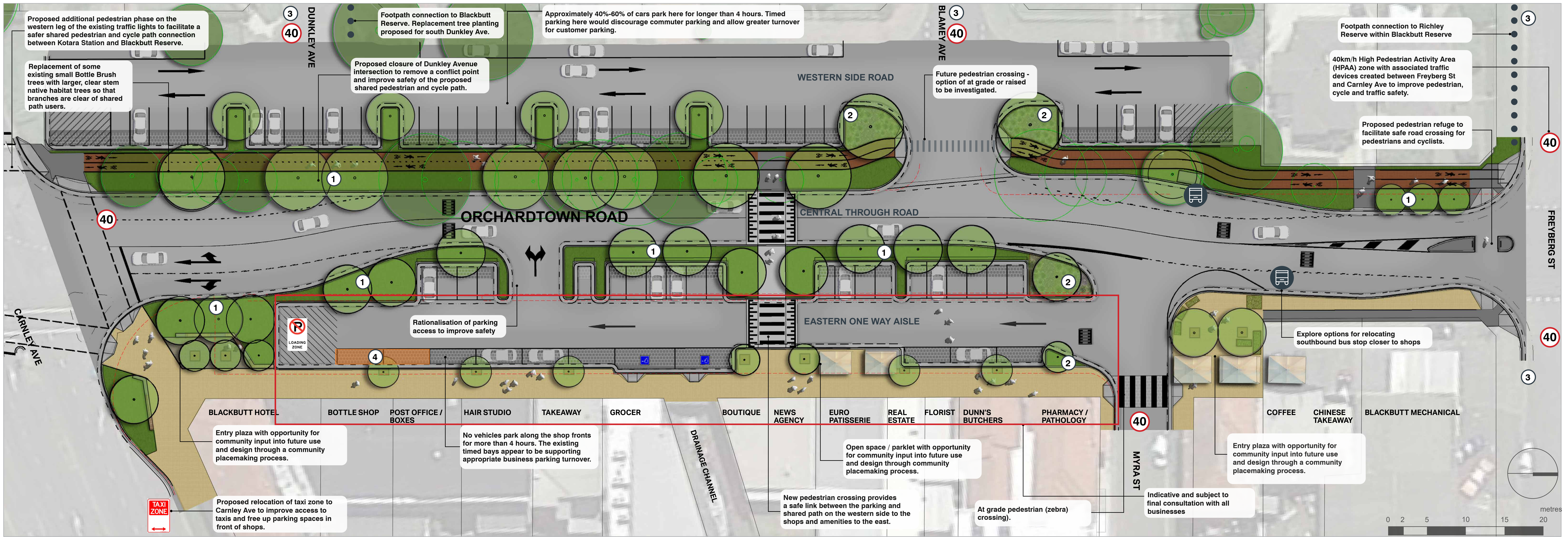
IMAGE: THECULTURETRIP.COM



IMAGE: WEEKENDNOTES.COM



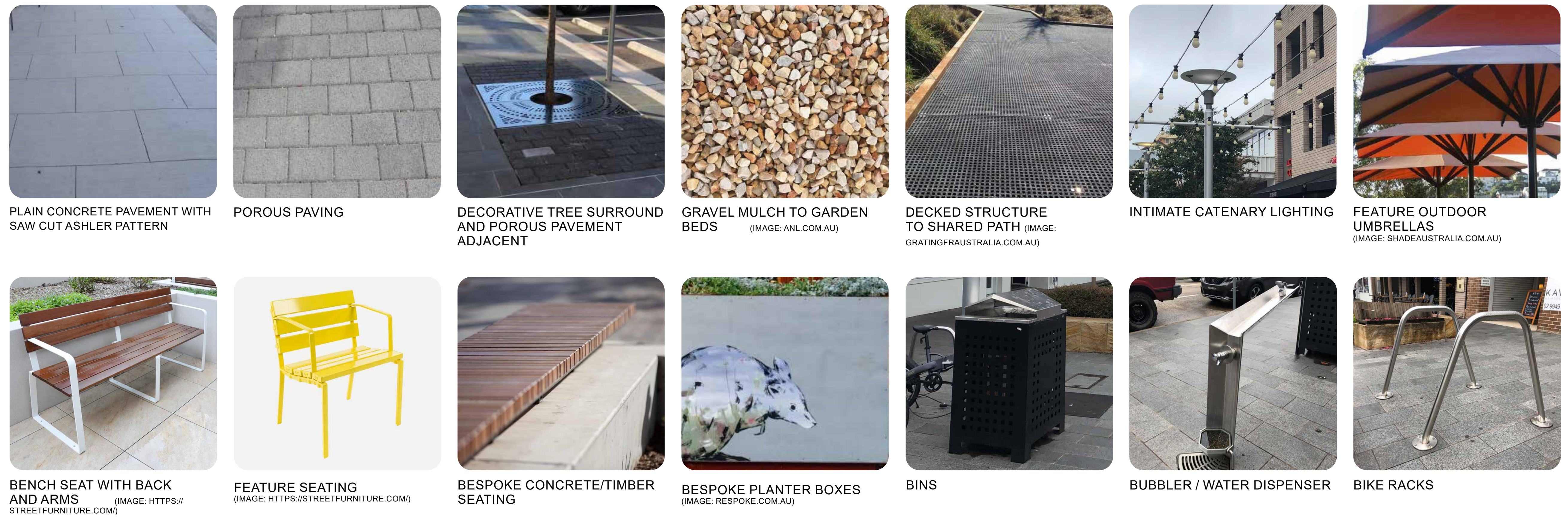
# ORCHARDTOWN ROAD NEW LAMBTON PUBLIC DOMAIN AND TRAFFIC PLAN



NOTE: THIS PLAN HAS BEEN PRODUCED FOR COMMUNICATION PURPOSES ONLY AT MASTER PLAN LEVEL AND IS NOT A DETAILED CIVIL DESIGN. FINAL LAYOUTS WILL BE SUBJECT TO A DETAILED DESIGN PROCESS AND INVESTIGATIONS OF ALL SERVICES AND TECHNICAL REQUIREMENTS

## CHARACTER IMAGES

### Materials and Furniture



### Planting



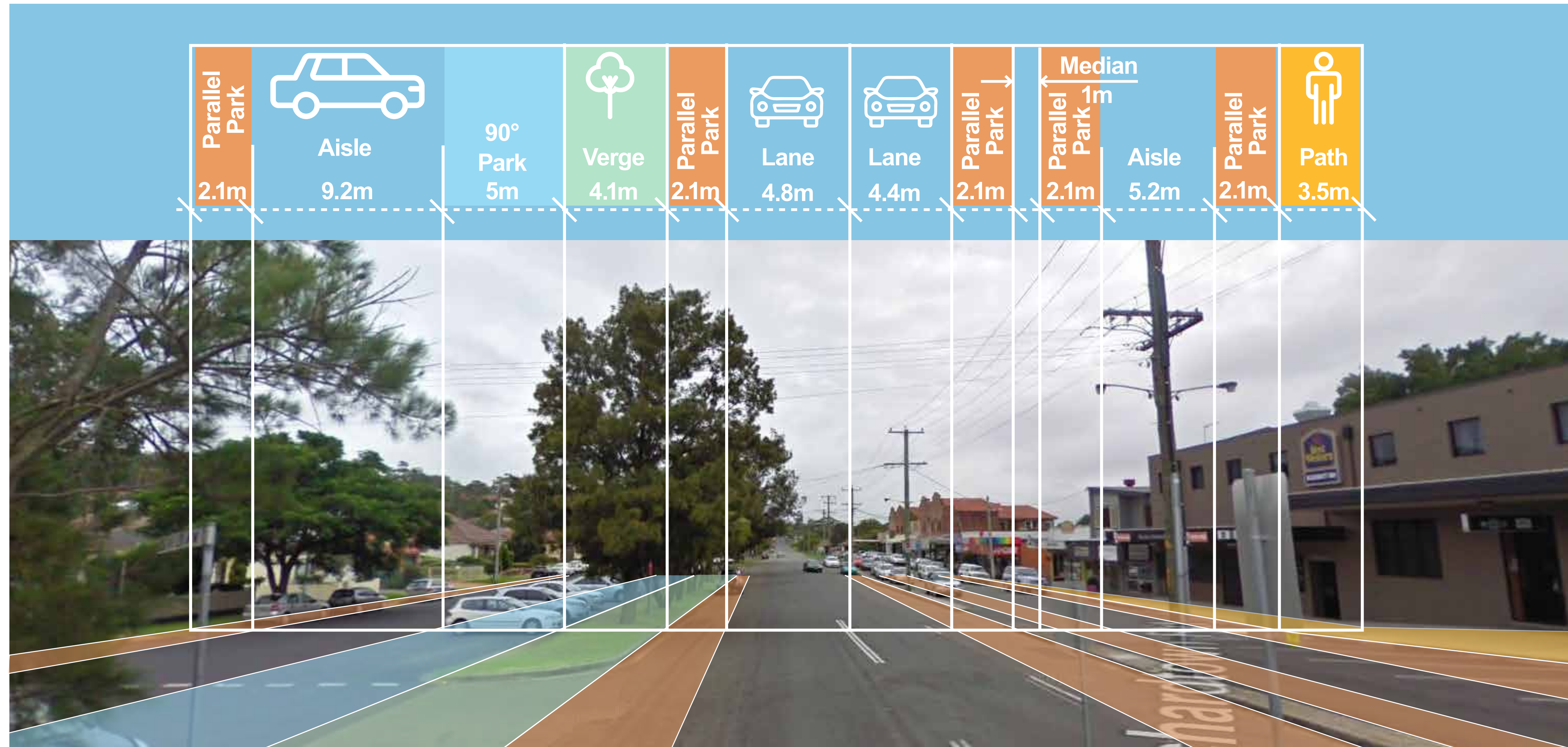
## KEY

- PROPOSED STREET TREE
- EXISTING STREET TREE TO BE RETAINED AND PROTECTED
- EXISTING STREET TREE TO BE REMOVED
- EXISTING KERB EXTENTS
- SHOP AWNING EXTENTS
- PROPOSED GARDEN BED
- PROPOSED CONCRETE PAVEMENT
- PROPOSED POROUS PAVING
- PROPOSED SHARED PATH (MATERIAL TO MINIMISE TREE IMPACT)
- PROPOSED FOOTPATH CONNECTIONS TO BLACKBUTT RESERVE
- TRAFFIC SPEED CUSHION
- PEDESTRIAN CROSSING
- BUS STOP
- TAXI ZONE
- 40KM/H HIGH PEDESTRIAN ACTIVITY AREA (HPAA) EXTENTS
- PROVIDES SHADE TO CAR PARKING SPACES, IMPROVES THE VISUAL AMENITY OF THE STREET AND HELPS REDUCE TRAFFIC SPEEDS
- PROPOSED RAIN GARDEN WHICH ABSORB WATER RUNOFF FROM ROADS AND PASSIVELY IRRIGATE THE PLANTING
- CAPACITY AVAILABLE IN SURROUNDING STREETS TO ABSORB COMMUTER PARKING DISPLACED BY PROPOSED TIME RESTRICTIONS
- OPTIONAL OPEN SPACE / PARKLET FOR COMMUNITY FEEDBACK

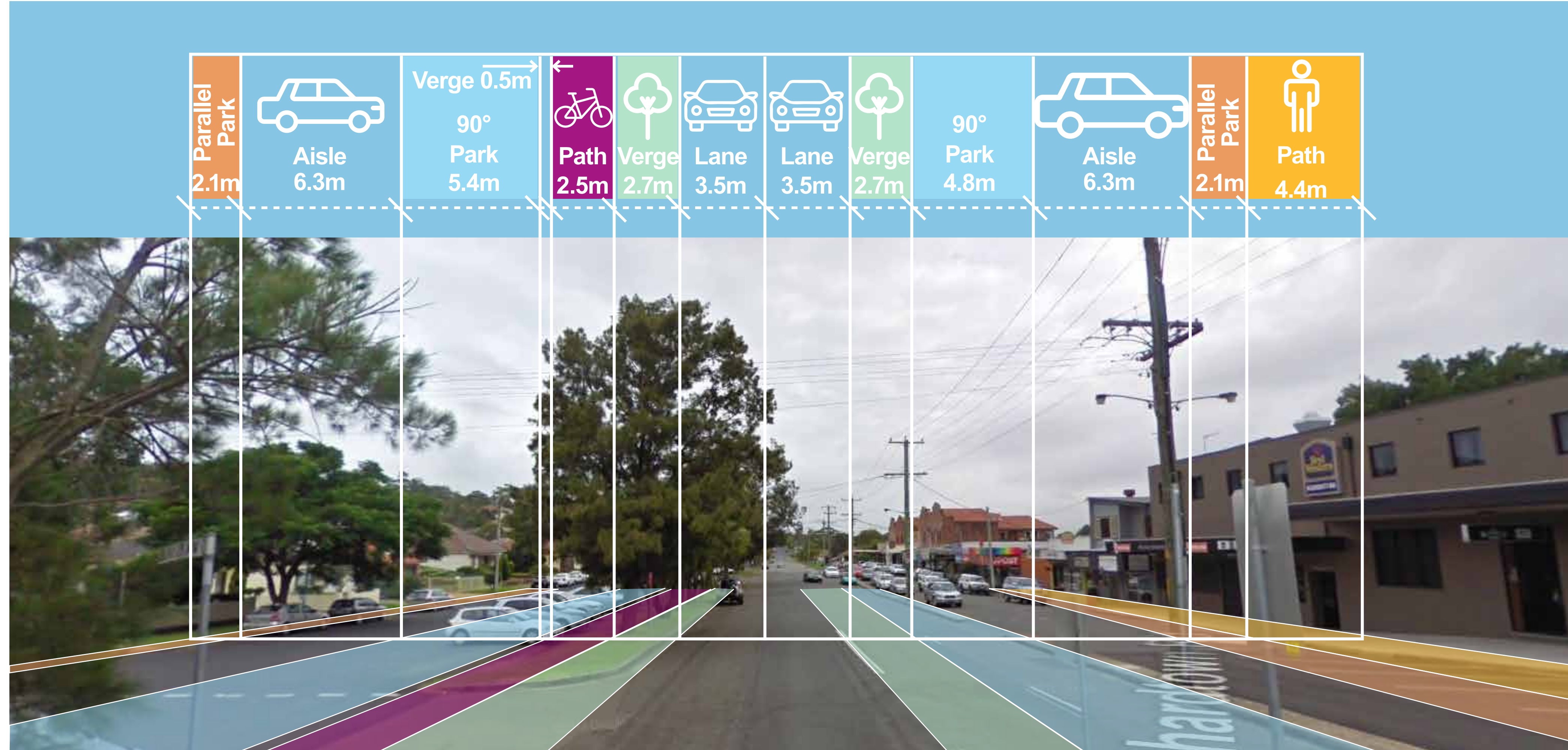
# STREET SECTION COMPARISON

(Looking North from Carnley Avenue Intersection)

## EXISTING



## PROPOSED



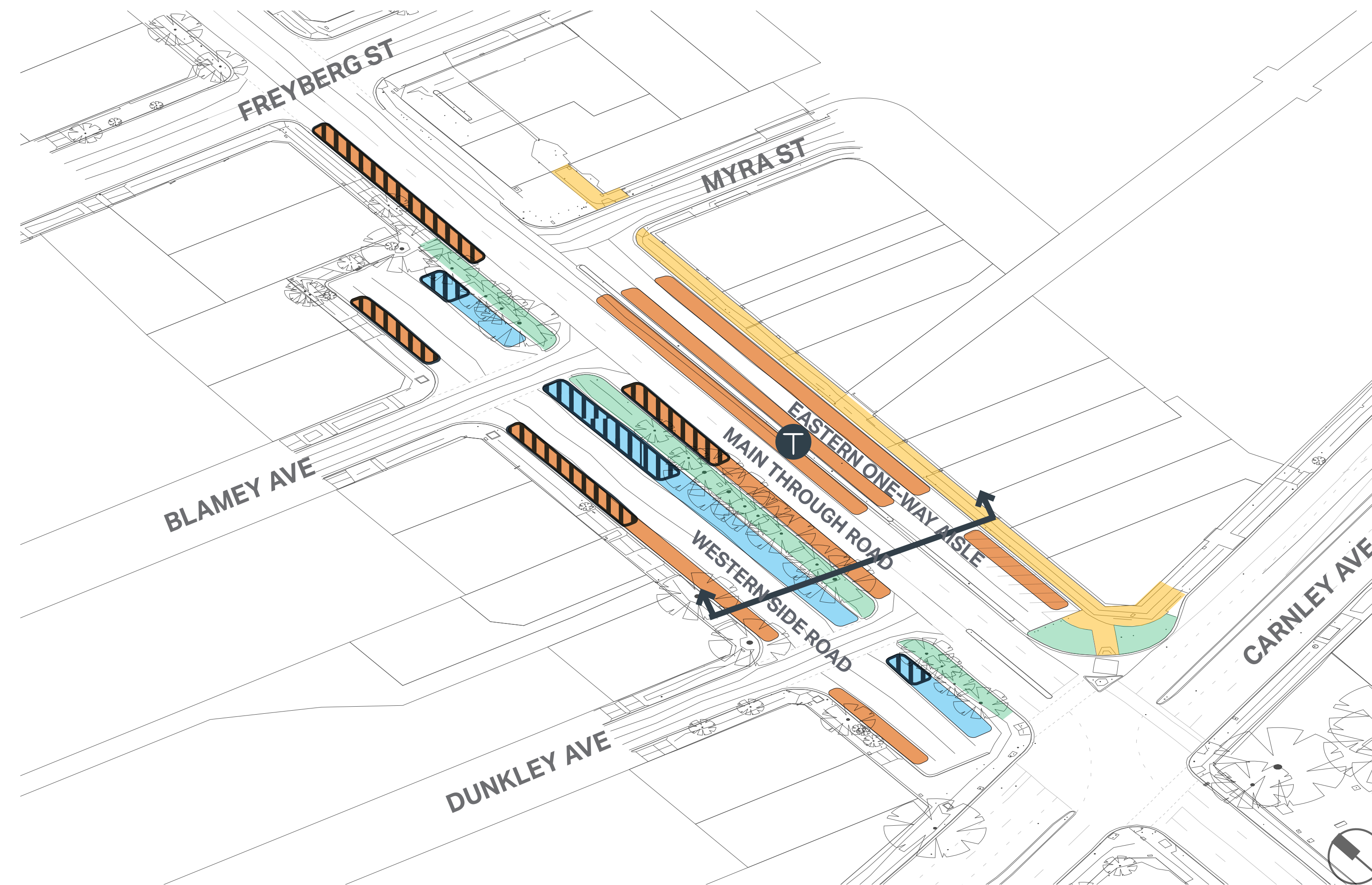
### SUMMARY OF PARKING ARRANGEMENTS

LOCATION	EXISTING SPACES	PROPOSED SPACES	NET LOSS/GAIN IN PARKING SPACES	EXISTING LONG STAY COMMUTERS	TOTAL LOSS/GAIN
ORCHARDTOWN ROAD – EASTERN ONE-WAY AISLE – EXISTING TIMED PARKING 1P	31	32	1	0	
ORCHARDTOWN ROAD – MAIN THROUGH ROAD (EAST) – EXISTING TIMED PARKING 1P	10	0	-10	0	
ORCHARDTOWN ROAD – MAIN THROUGH ROAD (WEST)	15	0	-15	7	
ORCHARDTOWN ROAD – WESTERN SIDE ROAD	49	48	-1	21	
<b>TOTAL</b>			<b>-25</b>	<b>28</b>	<b>*3</b>

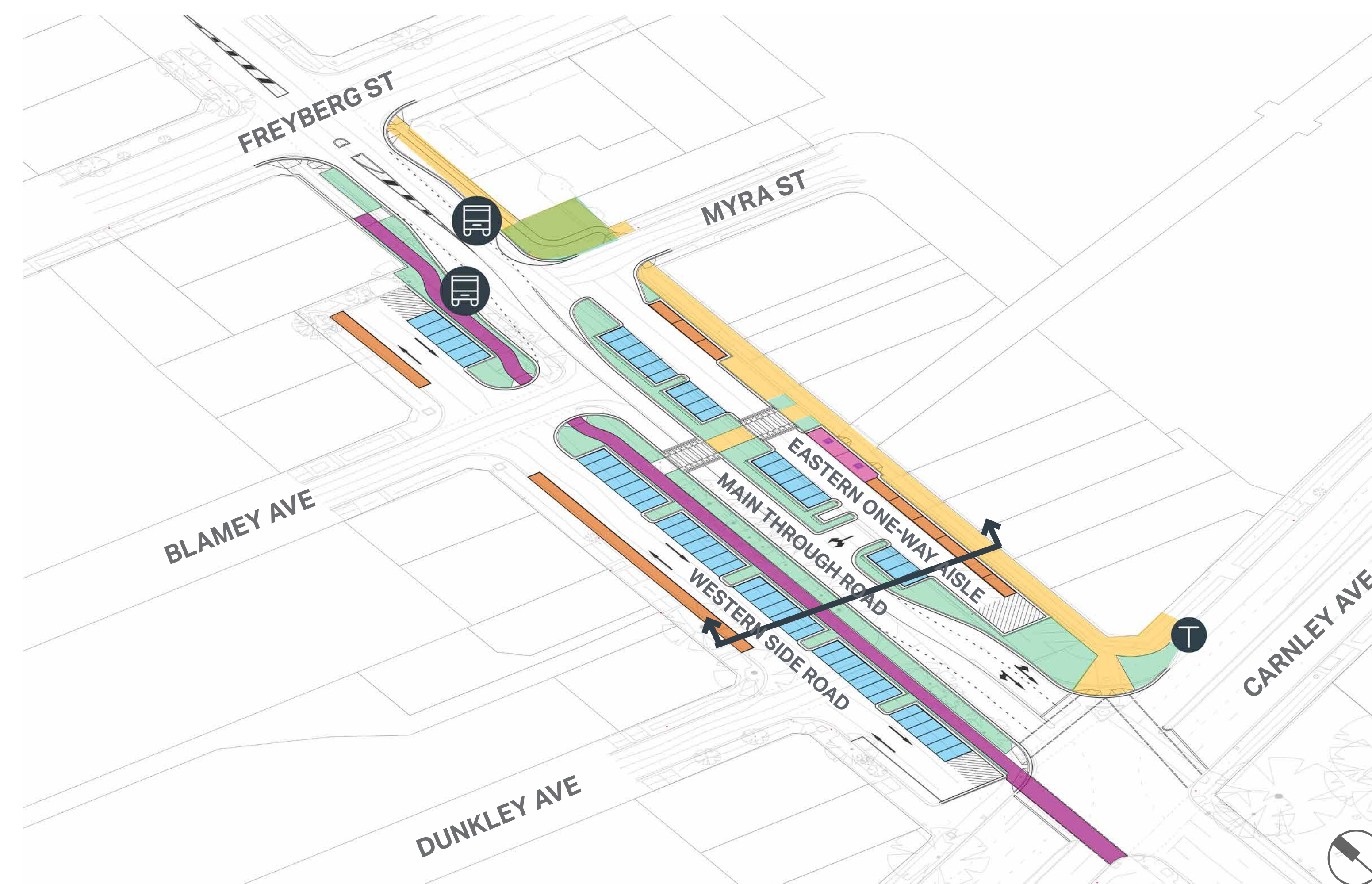
### KEY

- 90 DEGREE ANGLE PARKING
- PARALLEL PARKING
- FOOTPATH
- LANDSCAPED VERGE
- PARKING SPACES OCCUPIED BY EXISTING LONG STAY COMMUTERS (INDICATIVE)
- STREET SECTION COMPARISON LOCATION
- EXISTING TAXI RANK

## EXISTING PARKING ARRANGEMENT



## PROPOSED PARKING ARRANGEMENT



### KEY

- 90 DEGREE ANGLE PARKING
- PARALLEL PARKING
- ACCESSIBLE (DISABLED) PARKING
- FOOTPATH
- SHARED CYCLE AND PEDESTRIAN PATH
- LANDSCAPED VERGE
- STREET SECTION COMPARISON LOCATION
- PROPOSED BUS STOPS
- PROPOSED TAXI RANK

\*Assumes commuters will no longer park in Orchardtown Road (west) due to introduction of timed parking