



Wanaka Town Centre Strategy

Background Document

Wanaka Town Centre Working Party

Version 17

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1. Executive Summary

Background

Two previous reports have examined the future development of the Wanaka Town Centre. They are:

- Wanaka Town Centre, For the 21st Century, A Plan For Action by Johnston, Hatfield, Anderson and Partners for the Lake County Council and Wanaka Community Council in August 1986.
- Wanaka Town Centre Study by Boffa Miskell Limited for the Queenstown Lakes District Council in March 1994.

In 2002 the Wanaka community expressed a desire for a high quality and functional town centre as part of the Wanaka 2020 community planning exercise and more recently through the Wanaka Structure Plan review. The community wants to retain and strengthen the role of the town centre as the main commercial and civic heart of the town, while encouraging high quality design and development that complements the character of the township.

More recently a number of projects have been initiated in Wanaka that involve or affect the town centre (e.g. streetscape improvements, proposals for waterfront enhancements, transport strategy, flood strategy and the proposed plan change, including commercial zoning, at Three Parks). It is important that any work in the town centre is integrated and contributes towards an overall plan or vision that addresses the issues identified in Wanaka 2020 and those issues that have arisen since that time.

Working Party

In May 2008 the Council established the Wanaka Town Centre Working Party that consists of community representatives and Council staff. The role of the working party is to create a strategy that:

“provides direction for the future enhancement of the traditional Wanaka Town Centre and guidance to ensure that the future urban growth in the Upper Clutha enhances the sustainable development of this hub.”

Vision

The Working Party has identified a vision for the future of the Wanaka Town Centre. All the projects and actions outlined in the strategy seek to achieve this vision. This core vision is:

“A relaxed yet vibrant town centre, well connected to the landscape where locals and visitors naturally choose to congregate..”

Issues

The working party has undertaken an analysis of the current strengths, weaknesses, opportunities and threats facing the existing town centre. This led to the identification of five key issues facing the town centre. The issues are:

- Issue 1:** *How to protect and enhance the elements of character, including the connection to the lake, that make the Wanaka Town Centre unique and a destination of choice.*
- Issue 2:** *How to improve connections into the town centre from other Wanaka locations and wider afield, and to improve linkages, accessibility and parking within the Wanaka Town Centre.*
- Issue 3:** *How to maintain a mix of retail, commercial, social and administrative services within the Wanaka Town Centre that is relevant to locals and visitors alike.*
- Issue 4:** *How to maintain the compact nature and enhance the amenity of the Wanaka Town Centre.*
- Issue 5:** *How to provide for and locate community facilities within the Wanaka Town Centre and to best utilise the opportunity that the relocation of existing facilities creates to establish a “civic heart” within the Wanaka Town Centre.*

Project Areas

Eight project areas have been identified to address these issues. These project areas are:

- Traffic management for, and design of, the lakefront area.
- Pedestrian connections across, to and from the town centre.
- The area where civic activities are to be located.
- Car parking throughout the town centre.
- Transport (including cycling and walking) throughout the town centre.
- The character of the town centre.
- The need for a central area of open space.
- The commercial capacity of the town centre.

For each of these project areas the working party has identified the issues and formulated a number of options to address these issues. The working party has then recommended an option for each project area.

Concept Plan

The recommended options for the ‘site specific’ projects are displayed on the overall concept plan for the Wanaka Town Centre which is on page 7.

The recommended redesign of the lakefront includes a number of elements as follows:

- Relocate some lake front parking.
- Provide pedestrian/cycle promenade along lake-front.
- Construct a new pier aligned with Helwick Street.
- Improve Bullock Creek creek-side amenity (near the mouth).
- Provide amenity improvements along the lakefront up to the Marina including possible reclamation between the marina and Bullock Creek
- Replace low shrubs along road with ground cover and trees.
- Possibly relocate short term bus parking out of Roys Bay Recreation Reserve.
- Create a camper van parking area
- Redesign the intersection and pedestrian crossing at Ardmore/Lakeside Drive.
- Evaluate the need, if any for buildings and services on the lakefront.

Other, 'not site specific', projects that are recommended by the draft strategy are as follows:

- Change the District Plan to ensure that development proposals comply with the urban design guidelines.
- Create non-statutory urban design guidelines for the town centre.
- Redefine the District Plan's height rule to enable two storeys to be easily accommodated up to the street frontage and a recessed third storey and the expression of roof forms that respond to the alpine setting.
- Formulate a Streetscape Guideline and Implementation Programme.
- Formulate a Street Lighting Guideline and an Implementation Programme.
- Modify District Plan rules regarding Flood Provisions.
- Monitor the demand and supply of commercial land in the town centre.

Other relevant projects that have already been determined through other strategies are:

- The Ballantyne Road, Hedditch Street and Lismore Street connection to become a secondary arterial - The North-Eastern Link.
- Change Brownston Street to a secondary arterial.
- Change Ardmore Street to a special character street.
- Develop a town centre travel plan.
- Guidelines for cycle facilities.
- Review the District Plan car parking provisions and amend the District Plan to require the provision of cycle parking.
- Amend the cycling and walking standards in the Council Infrastructure Code.
- Audits of existing street networks are also planned in order to identify deficiencies and enable programming of pedestrian/cycling improvements.

Priorities

As the list of projects is large and there is limited funding for this work the working party has prioritised the projects - although it is likely that certain components of the strategy can be implemented at the same time. The following projects are seen to be of higher priority:

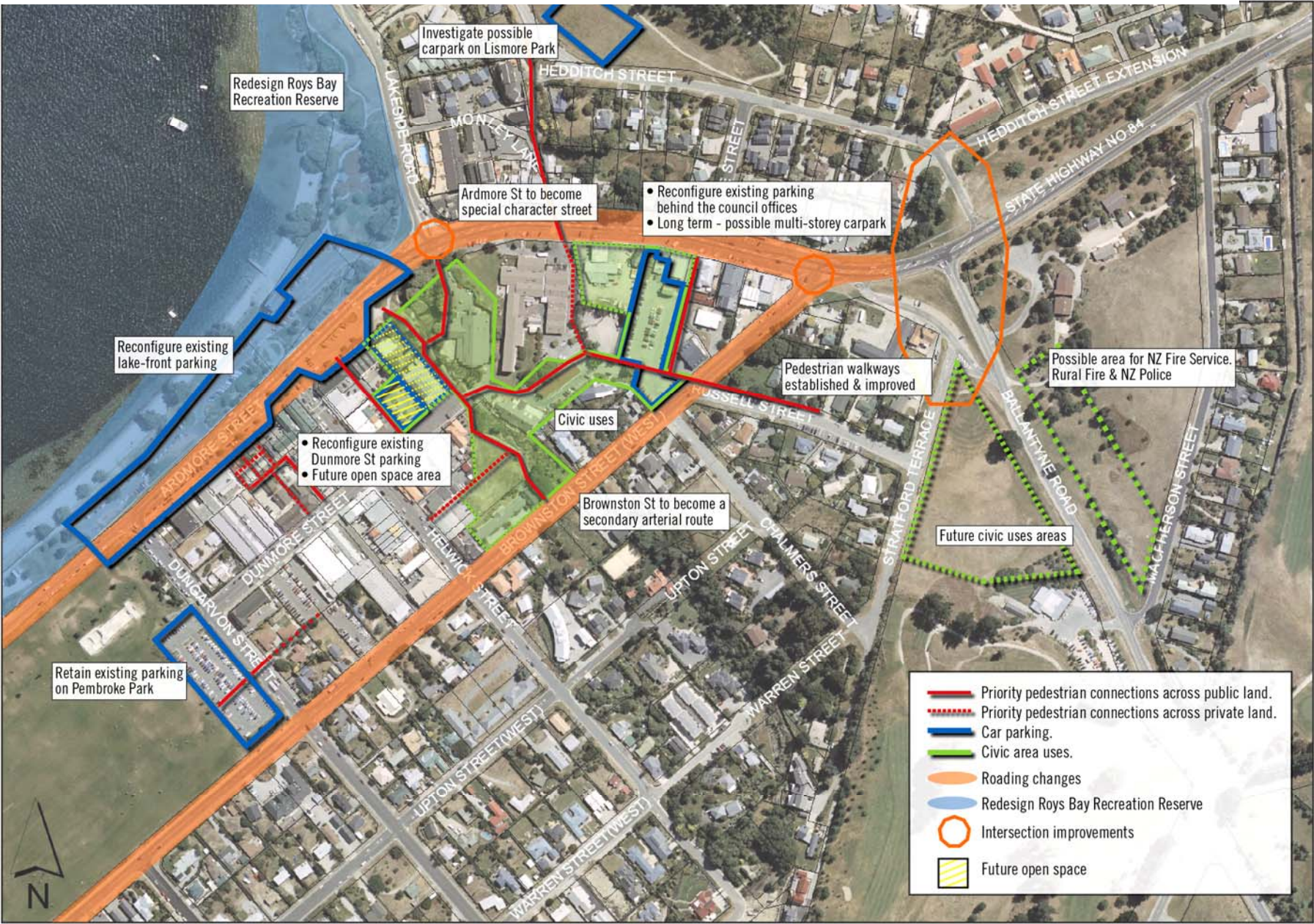
- Roothing changes
- The lake-front
- Changes to the District Plan including height, car and cycle parking and flood provisions.
- Car and cycle parking
- Pedestrian networks
- Civic area
- Central Open Space

Status

The Working Party has met regularly since May 2008. It formulated a draft Wanaka Town Centre Strategy in February 2009 and consulted with the community throughout March 2009. The response from the community was excellent and resulted in 68 submissions. Many of the submissions were very thorough with people putting a lot of thought into the future form and function of the Wanaka Town Centre.

The working party have now revised and finalised the strategy document taking into account these submissions. This has resulted in two documents – the final strategy and this background document.

Wanaka Town Centre Concept



2. Introduction

The Wanaka Town Centre Strategy Working Party, established in 2008, comprises:

Charlie Grant	Chairperson
John S Wilson	Councillor
Jude Battson	Wanaka Community Board Representative
Henry Heard	Community Representative
Chris Norman	Community Representative
Lynne Fegan	Community Representative
Philip Pannett	General Manager Policy & Planning, QLDC
Denis Mander	Transportation Planning Manager, QLDC

Nick Brown is the independent Project Manager and Council staff assist by providing planning and urban design expertise and administrative assistance.

The working party has met regularly since May 2008 and has developed this draft Wanaka Town Centre Strategy. It formulated a draft Wanaka Town Centre Strategy in February 2009 and consulted with the community throughout March 2009. The response from the community was excellent and resulted in 68 submissions. Many of the submissions were very thorough with people putting a lot of thought into the future form and function of the Wanaka Town Centre.

The working party have now revised and finalised the strategy document taking into account these submissions. This has resulted in two documents – the final strategy and this background document.

The background document includes the analysis that was undertaken to reach the recommendations outlined in the final strategy. In particular it includes the alternative options that were considered to address each of the issues.

The final strategy includes only the recommended actions to address each issue. It provides a blueprint for the future form of the Wanaka Town Centre. The strategy, therefore, includes a list of projects that need to be actioned to achieve this vision for the Wanaka Town Centre.

Both documents are available on the Queenstown Lakes District Council website (www.qldc.govt.nz) or council offices.

3. Draft Town Centre Concept

The recommended approaches to address the issues identified in this strategy have been compiled to create the Wanaka Town Centre Concept. This plan shows graphically the actions recommended by this document.

Whilst the working party has identified a preferred option for the projects identified in the strategy, it acknowledges that the eventual location and the final format of these projects may need to alter as:

- In a number of cases this study identifies potential competition between projects for sites.
- The limited availability of sites of suitable size and location.
- A number of the preferred sites identified are partially or wholly outside of Council's ownership or control with associated private property rights.
- A number of activities could successfully be located on a number of alternative sites and co-location of multiple activities on the one site may also be possible.
- Detailed investigation is needed in most cases.

- Final decisions on location will be influenced by many factors including the outcomes of future land acquisition procedures as well as funding availability.

For a full list of actions recommend by the strategy see section 10 of the strategy document.

4. Purpose

This purpose of this strategy is to provide direction for the future enhancement of the traditional Wanaka Town Centre, and guidance to assure that any proposals for future urban precinct hubs in the Upper Clutha are complementary in nature.

The strategy process seeks to:

- Integrate a range of planning projects (plan changes, transport, recreation, social services etc) within the Wanaka Town Centre precinct.
- Undertake consultation with stakeholders (e.g. the business and community sectors) aimed at identifying a common vision and identity for the Wanaka Town Centre.
- Generate a work programme that can be included in the 2009/18 10-year-plan.

5. Background

Two previous reports have examined the future development of the Wanaka Town centre. They are:

- In August 1986 a report “Wanaka Town Centre, for the 21st Century, A Plan for Action” was prepared by Johnston, Hatfield, Anderson and Partners for the Lake County Council and Wanaka Community Council. The report sets out a direction for the development of an attractive and functional town centre in the Wanaka of the 21st century. The report was anticipated to be used for guiding future development decisions and to actively promote further development. The report includes a development plan for the town centre which was determined after examining a range of options for the town centre.
- In March 1994 a report “Wanaka Town Centre Study” was prepared by Boffa Miskell Limited for the Queenstown Lakes District Council. The overall objective of this report was to derive and debate streetscape concepts for the town centre and consider the needs and expectations of Wanaka people and local and overseas visitors. The study focused on proposals for traffic circulation and parking and streetscape, including street furniture, signs and general beautification. The report refers to the key findings and recommendations of the Traffic Assessment, (a standalone report prepared by Traffic Design Group 1994) and discusses on the design concepts and solutions that emerged from an integration of the traffic study, with the design ideas of Boffa Miskell, and ideas and responses from the community.

Many of the recommendations of these reports were not implemented.

In 2001 the Wanaka Community Board made a strong commitment to work with the community to identify long-term goals for the district and ensure that they are achieved. Significant and rapid growth has already occurred and further growth is predicted for Wanaka. The Council's most recent projections¹ forecast that Wanaka's usually resident population² will increase from 7,005 (in

¹ Rationale Limited, August 2008. Queenstown Lakes District, Growth Projections

² Based on the Wanaka Ward, which includes the Hawea, Wanaka and Matukituki Census Area Units. Sourced from report by Rationale Limited in August 2008 titled Queenstown Lakes District, Growth Projections,

2006) to 10,308 by 2016 and to 13,747 by 2026. Visitors are in addition to this and the average daytime visitor population is predicted to be 6,514 people in 2026. It was agreed that a community plan was needed for Wanaka. Such a plan would identify a shared vision for the future of Wanaka and action plans to achieve the vision.

In May 2002 the Wanaka 2020 workshop was held. The goal of the workshop was to “develop a growth management strategy for Wanaka, which is economically, socially and environmentally sustainable, and provides:

- A vital town centre, servicing the daily needs of Wanaka.
- Protection of key landscapes and views.
- Accessibility and ease of movement throughout the town area, by car and on foot.
- Access to natural recreational amenities, through walkways, cycle ways, public open space surrounding the town, and access to the lake and rivers.
- A clear statement of the desired character of the town, and of the surrounding rural area, and a clear definition of the transition from town to rural areas.”

At the workshop facilitated by urban designer Kobus Mentz a number of urban design issues and opportunities were identified. This work has been referred to in formulating this draft strategy. Kobus’s summation of the ideas formulated at the Wanaka 2020 workshop is included in Appendix 2 to this report.

The Wanaka Lakeside Reserve and Lakeshore Management Plan and the Wanaka Foreshore Playground to the Groyne Management Plan set out the community’s objectives and policies for the management of these reserve areas and manage activities and structures along the foreshore of Lake Wanaka.

The issues and opportunities identified for the town centre area included traffic management, town centre expansion, parking, lakeside amenity, reinforcing pedestrian linkages, raised footpaths in response to flooding on Lower Ardmere, character guidelines and design panels. The workshop report outlined recommended actions to address these issues.

Kobus Mentz developed a drawing that outlined the main urban design issues for Wanaka Town Centre at that time. Most of these are still relevant today. This drawing is on page 12 of this report.

Since then a number of other projects have proposed works that may affect the town centre. They are:

- The Wanaka Structure Plan 2007.
- The Wanaka Transportation and Parking Strategy 2008.
- Streetscape improvements for central Wanaka.
- Proposals for waterfront improvements.
- Outcome of Wanaka Sports Facilities and Aquatic Centre projects.
- Ongoing considerations for the establishment of a Community House and an arts facility in central Wanaka.
- Southern Light, the lighting strategy for the Queenstown Lakes District.

- Proposed commercial zoning at Three Parks.
- The Queenstown Lakes District Walking and Cycling Strategy.

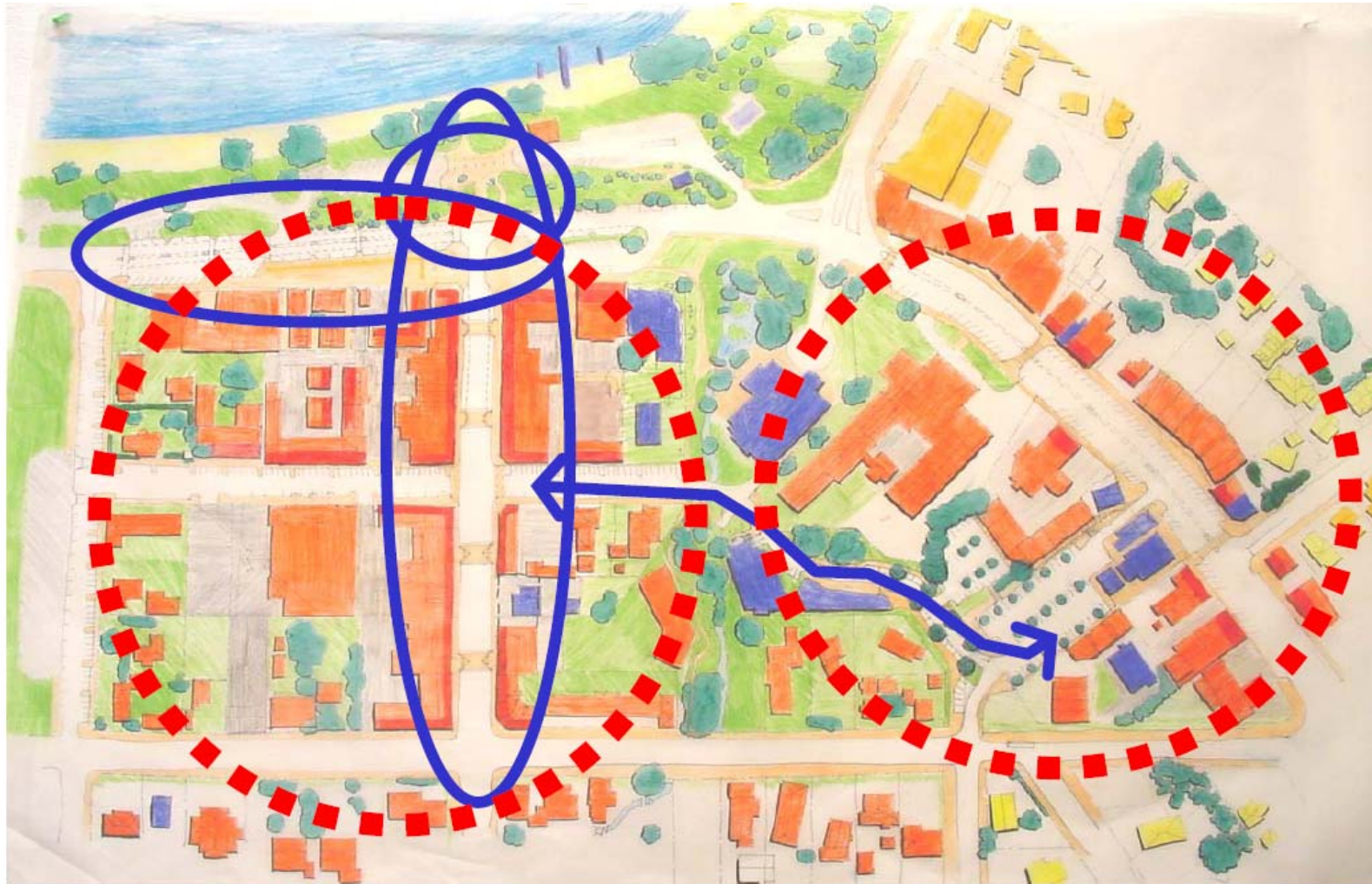
Many of these projects have involved public consultation and the final documents have been adopted by the Council. For example the Wanaka Structure Plan and the lighting strategy for the Queenstown Lakes District. Decisions have been made through these processes for future projects or works in the town centre. For example the decision to create the North-Eastern Link for Wanaka along Ballantyne Road, Hedditch Street and Lismore Street. This strategy will not re-examine these decisions but accepts and adopts the positions and decisions made in these prior documents.

It is important that any work in the town centre be integrated and contribute towards an overall plan or vision that addresses the issues identified in Wanaka 2020 as well as other issues that have arisen since then. The purpose of the strategy is therefore to provide direction for the future enhancement of the Wanaka Town Centre.

This project has been initiated primarily for three reasons.

- The community is eager to ensure that the town centre remains both vibrant and commercially successful in the face of evident growth. There is great interest in a proposal for an additional urban precinct in the Three Parks Development (and any other similar proposals that might arise). While the issues under this heading are primarily commercial in nature, the project also encompasses canvassing and responding to expectations the community may have as to the shape, form and function of the 'traditional' town area.
- The original town centre has grown in a somewhat random fashion due to the absence of any guidance. While that remains a key part of Wanaka's charm, stronger guidance may be necessary to ensure character is enhanced. These issues are primarily to do with urban design (i.e. architecture, building context, and Council's investment in public amenities).
- Continuing growth in the popularity of the town centre, has led to concerns regarding community safety. These concerns raise issues of urban design and regulatory policy setting (e.g. lighting and mixed uses within the town centre).

Key urban design issues for Wanaka Town Centre. Result of Wanaka 2020 workshop. May 2002



The key issues – The two nodes, the connection of the two, the main street & the need to connect the 2 sides, the need to redevelop/ upgrade the area in front of Shooters etc and to connect this area to the lake, and need to redevelop the lake front reserve (inc reducing the predominance of cars on the reserve)

6. Issues

Potential Issues to be addressed by the strategy were first canvassed through a SWOT analysis, used to identify the Strengths, Weaknesses, Opportunities and Threats faced by the Wanaka town precinct. This analysis resulted in the identification of five key issues that needed to be addressed in the context of developing the strategy. As expected, these five key issues are not compartmentalised, with considerable crossover and inter-relationship between the relevant issues.

6.1 Strengths/ Weaknesses Inherent to Town Centre

The following table summarises the strengths and weaknesses which are seen to be inherent in the current town precinct area.

	Strengths	Weaknesses
Internal	Spectacular location and natural setting	Two distinct areas of town that are not linked (upper Ardmore Street to Lower Helwick Street)
	Great climate	Town not well linked to the lakefront
	Balanced mix of visitors and locals	Whole of lakefront is not a destination
	Compactness	No civic square or communal public area
	Built form does not dominate the landscape	Town centre not well linked to Pembroke Park
	Outstanding views	No design guidance for building or streets
	All year round destination	Streets wide and not pedestrian friendly
	Bullock Creek provides great amenity value	There are no overall theme/design principles for the town centre
	Pedestrian walkway along Bullock Creek	High traffic speeds travelling along the lakefront (Lower Ardmore Street)
	Lively day and night	Log cabin is poorly designed for such a prominent lakefront location, doesn't have good pedestrian linkages, and prevents other uses of the land.
	Village atmosphere	Location of petrol stations in town centre contributes to traffic congestion.
	Good mix of shops	Poor pedestrian connection to Anderson Heights
	Convenient	No building to service the needs of community groups
	Sustainable, cared for environment	Safety issues arising from conflicts between pedestrian, cyclists and vehicular traffic
	Community aware and keen to participate in the development of the town centre	Available funding – Wanaka has a small ratepayer base
	Relevant for locals, other kiwis and international tourists	Lack of obvious or well articulated identity/sense of place
	Extensive reserve areas	Parking congestion during peak periods
	Lakefront playground	Overhead power lines
		Lack of pedestrian connectivity along the lakefront reserve

6.2 Opportunities and threats for the town centre

The second part of the analysis defined the opportunities and threats inherent in the current town precinct area. The results of this discussion are summarised below.

	Opportunities	Threats
External	Links to new retail development at Three Parks and Anderson Heights	Commercial growth outside town centre – Anderson Heights, Ballantyne Road and Three Parks resulting in retail, offices and professional services locating outside the town centre
	Improve connectivity to the lakefront	Flooding
	Outdoor squares could be developed that are sheltered from the weather	Dependency on cars
	Formalise and add to existing pedestrian linkages to improve connectivity, within the CBD	Safety of the town centre at night
	Possible lakefront enhancement incorporating pier	Possibility of town centre only being relevant to tourists due to loss of retail
	A number of sites that could be suitable for car park development	Potential loss of pedestrian linkages where they are on private property
	Possible development of Golf Course triangle	New building design not always consistent with the existing character of Wanaka
	Improve connectivity to Pembroke Park	Current building height controls and flood levels not always encouraging good urban design
	Potential to be sustainably innovative	Difficulty of realising development opportunities in a developed town centre
	Potential for economic growth as attractive to visitors	Recession/private investment timelines
	Space for outdoor entertainment	Limitations on public funding through the Long Term Council Community Plan (rates)
	To provide appropriate residential opportunities within the Town Centre in order to add to its vitality	
	Initiatives in the Wanaka Traffic Strategy provide opportunities to improve amenity within CBD	
	Areas of Council owned land within and adjacent to town centre provide development options	
	Opportunity in the town centre to increase the town centre capacity	
	Upper Ardmore Street is very wide and could be redesigned to include streetscape work	
	Opportunity to aggregate community groups in one facility	

6.3 Key Issues Identified from SWOT Analysis

The SWOT analysis led to the identification of key issues that need to be addressed by the Wanaka Town Centre strategy. It is acknowledged that there is considerable overlap between components of these individual issues, and to a large extent they are interdependent. However, for planning purposes, it is necessary to compartmentalise the issues, while always recognising that they have common threads.

Issue 1: *How to protect and enhance the elements of character, including the connection to the lake, that make Wanaka Town Centre unique and a destination of choice.*

The Wanaka Town Centre is the hub in the Upper Clutha where both locals and visitors choose to meet and congregate. Primarily it is the place where people go to conduct business, source social and civic services and to relax and intermingle.

The town centre projects a relaxed village atmosphere, whilst at the same time displaying certain vibrancy, generated through the interplay of:

- its setting in the wider landscape ;*
- its proximity to Lake Wanaka ;*
- a built form which does not dominate people;*
- its convenience for and attractiveness to its users;*
- the mix of cafes, restaurants, shops and commercial, social and civic services that are available.*

Enhancing/protecting these elements is seen as an effective way of building on/preserving the distinctive character of Wanaka.

Issue 2: *How to improve connections into the town centre from other Wanaka locations and wider afield, and to improve linkages, accessibility and parking within the Wanaka Town Centre.*

To ensure that the town centre remains user friendly as the population grows, access to and from the town centre and movement within it needs to be efficient, convenient and practical.

This issue embraces the following elements:

- Efficient roads, walkways and cycle ways connecting the town centre to other parts of Wanaka and the wider Otago Region;*
- Strong pedestrian linkages between the town centre, the Lake-front and Pembroke Park;*
- Good vehicle movement in and around the town centre;*
- Streets within the town centre that are multifunctional, where pedestrians could take priority over vehicles;*
- Convenient and well located parking facilities for vehicles and bicycles within the town centre;*
- A dedicated walkway network linking public spaces and facilities within, the town centre;*

- *A network of formal and informal lanes, alleyways and pedestrian connections between and through buildings.*
- *Effective signage.*

Issue 3: *How to maintain a mix of retail, commercial, social and administrative services within the Wanaka Town Centre that is relevant to locals and visitors alike.*

The mix of retail, commercial, social, civic and administrative services located within the town centre is important to the vitality of the town centre, and maintaining this mix is crucial to keeping the town centre as the place of choice.

The existence of other commercial zonings and the potential zoning of new areas at Three Parks, create a potential for businesses and services to be attracted away from the town centre. This could lead to undesirable outcomes where the Town Centre is underutilised, or the town centre becomes more relevant to visitors than to locals.

Issue 4: *How to maintain the compact nature and enhance the amenity of the Wanaka Town Centre*

Whilst the Wanaka Town Centre has a number of distinct parts, the overall area is 'compact', and the component parts are all easily traversable on foot.

Compact also applies to the vertical extent of buildings. Whilst buildings should not dominate the landscape or people using the town centre, the heights of buildings should respond to particular influences at a location and allow for the most efficient use of the building opportunity.

The extent of the present Town Centre and buildings within it have evolved largely as a consequence of history. Determinations of the future size and shape of the town centre and the height, to which buildings project above this, need to be reviewed in accord with the findings of this study.

The amenity of the Wanaka Town Centre is generated through its lake-side and mountain setting interplaying with the buildings and infrastructure and the uses that people put these to. There is a strong relationship between the built and natural environments.

The potential exists to enhance the amenity through building on these connections, for example:

- *improving visual and pedestrian linkages to the Lakefront;*
- *making more of Bullock Creek and Pembroke Park;*
- *enhancing the built environment with appropriate selection of materials, landscaping, sculptures and the like;*
- *the positioning, functionality and purpose of civic spaces and facilities*
- *enhancing safety through increased lighting and good urban design.*

Issue 5: *How to provide for and locate community facilities within the Wanaka Town Centre and to best utilise the opportunity that the relocation of existing facilities creates to establish a Civic ‘heart’ within the Wanaka Town Centre.*

Council is responsible for developing a wide range of community facilities to meet the needs of the community over a long time-horizon. The opportunity exists to strategically locate Community facilities in a way that helps improve the functionality and amenity of the town centre.

Community facilities that are contemplated for or have been suggested for Wanaka include:

- *New Civic Offices for Council and Lakes Environmental.*
- *A replacement for The Arts Centre.*
- *Offices for Lake Wanaka Tourism and a replacement/redeveloped i Site.*
- *A ‘community house’ facility in which a number of communities, groups, and services could be based.*
- *An enlarged/replacement Lake Wanaka Centre.*
- *A museum.*
- *A Town Square or Plaza.*
- *A structure or space that can be used for shelter for a broad range of entertainment activities and functions including Wanaka Fest and the Festival of Colour.*
- *Development of town pier (pedestrian) and new pier for commercial boating.*
- *A parking building.*

In addition there are other agencies and businesses that may need or desire to relocate within the next twenty years in response to an expanding need for their services, including:

- *The cinema*
- *The Post Office*
- *The Police, SAR and Fire Service. (There may be some benefits if these were located close to each other and the Council)*
- *Service stations*

7. Vision

The Working Party was provided with a relatively detailed brief, including the outputs expected by Council. This is in Appendix 1 of this document. The first deliverable was:

“a clear ‘vision’ statement for the role of the traditional Wanaka Town Centre defining its future purpose, scope, form and key features.”

Presentations to the Working Party by key stakeholder groups, and input from two workshops, helped to crystallise an appropriate vision for the Wanaka Town Centre, encapsulating the desired future and direction that the community is expecting from the town over the medium-long term. This vision is:

“A relaxed yet vibrant town centre, well connected to the landscape, where locals and visitors naturally choose to congregate.”

This vision statement incorporates concepts/elements of the following:

Wanaka town:

- Exhibits a village atmosphere, with a strong ‘local’ identity and character.
- Is naturally acknowledged as the social, commercial and administrative heart of Wanaka.
- Is the place where locals and visitors alike, choose to meet and intermingle.
- Is warm, welcoming and safe, a vital and ‘fun’ place, in a peaceful yet vibrant setting.
- Has buildings which are visually exciting and complementary to the public and private open spaces, courtyards and gardens in which they sit.
- Is pedestrian friendly, exhibiting good connectivity and linkages.
- Is easily accessible from other parts of the region by vehicles, foot and cycles.
- Has, well defined traffic routes, accessing convenient and well positioned parking facilities.
- Is ‘sustainable’.
- Acknowledges its historical and cultural roots.

8. Objectives

The vision, described in Section 7, cascades into a number of objectives which the strategy is aimed at achieving over the planning horizon. These are that:

- The Wanaka Town Centre is the main social, commercial and administrative centre for the upper Clutha.
- The town centre is nestled into the landscape and in particular is linked to the lake and the mountains.
- The town centre has a character and amenity which attracts residents and visitors
- Traffic flows around the town easily but does not dominate the pedestrian nature of the town centre.
- The town centre has adequate car parking to provide for residents and visitors alike without compromising the town centre's character and amenity.
- A pedestrian friendly and safe town centre which provides attractive and permeable pedestrian circulation and good quality public spaces.
- New development (buildings and streetscapes works) are in keeping with surrounding scale and form, are of good quality and have a distinctive and consistent design.
- Contains civic facilities and space for community groups which are easily accessible.

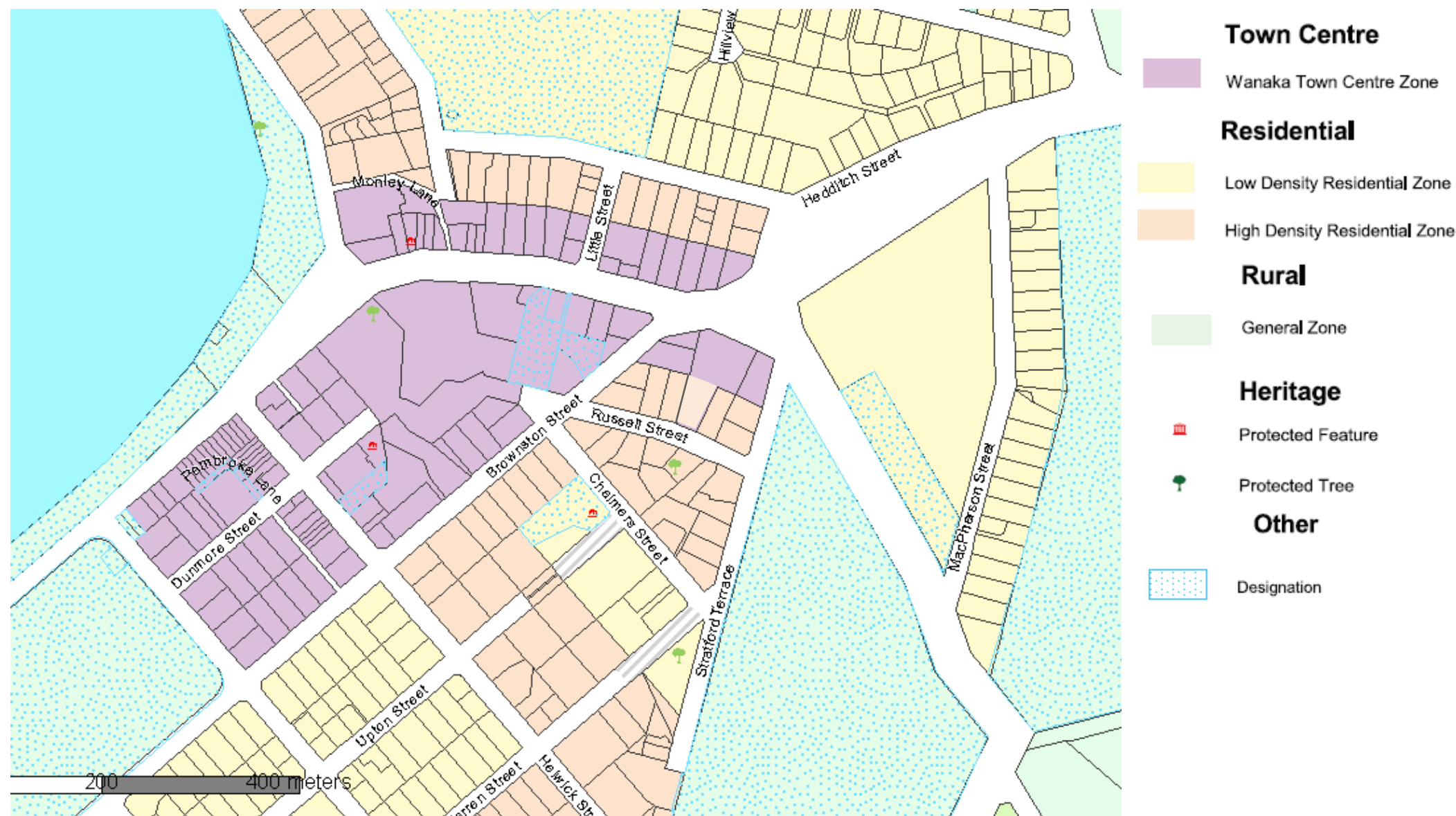
9. Maps

The following pages contain two key maps that enable better appreciation of the current basis for planning the future development of the Wanaka Town Centre. The first map depicts the extent of the town precinct that was considered by the working party. The second denotes the current zoning as depicted in the partially operative District Plan.

Extent of Town Centre Strategy



Existing zoning in the Queenstown Lakes Council Partially Operative District Plan (2005)



10. Project Areas

The following paragraphs describe eight project areas where policy changes and/or investments are needed to achieve the anticipated outcomes of this strategy. Each issue is briefly described, and then a number of intervention options proposed. Each option has associated advantages and disadvantages, with each sub-section concluding with a preferred option.

1. Lake-front
2. Pedestrian connections
3. Civic area
4. Car Parking
5. Transport
6. Character
7. Central Open Space
8. Development capacity

As each project area has been considered in isolation there is in some cases 'competition' between these for the limited sites available within the town centre. This has been discussed in Section 3.

Of necessity, the policy initiatives and the public investment programme envisaged needed to be divided into separate components. This approach does not, however, detract from the overall philosophy which is to develop an integrated programme of works and policy platforms that are fully inter-linked. While the following project areas may appear as discrete parcels of activities, this is the approach that is needed to dovetail these activities into the Council's 10-Year-Plan framework.

10.1 Lake-front

Brief description of issue

At the moment, the lakefront is not well connected to the town centre. The lakefront area is physically and visually separated from the town centre by Ardmore Street, presently a busy arterial route. Much of the lake-front reserve is dominated by car parking and vehicle access, reducing space available for public amenity and adding to the severance of the lake-front from the town centre. Current planting along the lakeside edge of Ardmore Street further obscures views to the lake from the town centre.

There has been comment in the past that the amount of car parking on the lakefront reserve should be reduced. It is acknowledged that parking is not the most appropriate use for the reserve. However, as long as private vehicles remain the primary means of travel to and from the town centre there will be a continuing need to provide parking in or adjacent to the town centre. Most of the parking on the lakefront reserve is short-stay general parking. Campervans currently park in the lakefront parking areas and are often too large for the parking spaces, causing visibility and safety issues for other users.

Short term bus parking and manoeuvring space also occupies a large area of the lakefront reserve. The current location of the bus parking is convenient for the bus companies and visitors as it gives them easy access to the lake and views and is close to the public toilets and the i site. However there may be more appropriate uses of the reserve.

The Wanaka Transportation and Parking Strategy proposal to improve Brownston Street's ability to provide for through traffic wanting to travel across town presents an opportunity to redefine the character and function of Ardmore Street. This in turn provides an opportunity to review the layout and amenity of the lake front reserve and commercial precinct which fronts Ardmore Street. Some

streetscape improvements have just been completed in Helwick and Ardmore Streets. It is important to consider how they are incorporated in the future design work for the lakefront project.

The streetscape along lower Ardmore Street is, in parts, adversely affected by differences in floor levels of buildings, as a result of the rules in the district plan regarding flooding. (See section 9.6 of this report for a further explanation of this.) Much of the area between the road carriageway and the retail frontage is dominated by slipway parking bays. The retail frontage is also disrupted in some instances by access to onsite parking and in one case the onsite parking is located in a forecourt area between the footpath and the buildings.

This strategy is a long term strategy spanning 20 years. The issues at the lakefront will not all be addressed in the short term because the project is large and expensive. There will be interim solutions that will be implemented in a staged manner on the way to achieving the desired long term goal.

Objectives of Lake-front Project

- Improve the connection of Town Centre to the Lake-front/Reserve.
- Provide for local access (to lakefront and businesses – including parking).
- Retain and enhance commercial vitality.
- Increase pedestrian priority for Ardmore Street.
- Improve pedestrian amenity and safety along commercial frontage including:
 - Enhancing the continuity of pedestrian amenity.
 - Comprehensively addressing flood risk issue in relation to footpath levels.
- Improve reserve amenity and experience through measure such as:
 - Improving pedestrian and cycling connectivity along the lake frontage.
 - Reducing visual dominance of car parking, bus parking and vehicle access upon the lake frontage.
 - Masterplaning reserve layout to best address and manage opportunities for leisure and recreation activities.

Submissions

The main points that were identified in public submissions on the draft strategy regarding the lakefront were:

Ardmore Street and parking.

- Reduce parking on the lakefront.
- Maximise parking on the lakefront especially for the elderly.
- Retain areas of parking adjacent to the visitor centre.
- Don't put parking along the new lower Ardmore Street as it will be unattractive and result in large areas of asphalt.
- Parking of camper vans at the lakefront is an issue.
- Keep parking along the lakefront but move it away from the lakefront/Helwick Street intersection.
- Keep all parking areas on the town side of lower Ardmore Street.
- Leave the bus parking where it is as it's convenient to the lakefront and toilets.
- Move the bus parks into town to encourage visitors to walk around town.
- Bus parks on Ardmore Street would take up too much space.
- Provide an area for trailer parking.

- Support the changing of Ardmore Street to a special character street.
- Close off lower Ardmore Street to vehicles and make it a pedestrian boulevard.
- Close off lower Helwick Street and make it a pedestrian boulevard.
- Close off lower Helwick and create a series of development sites in the street reserve, including development around a town square at the bottom of Helwick Street extending to the lake-front.

Pedestrian amenity along the lakefront

- Oppose the proposed terrace in front of Shooters.
- Put a square in at the lakefront shielded by buildings.
- The shops along Ardmore Street need to be tidied up.
- All pedestrian crossings need to be redesigned.
- Too much traffic calming is proposed on Ardmore Street.

Lakefront reserve amenity

- Leave the lakefront natural as this is part of the town's charm and identity.
- Don't obscure views of lake and mountains.
- No buildings on the foreshore.
- Add some buildings such as a café or lake focused activities.
- Existing planting in the reserve should stay as they screen the cars, reduce the wind and provide areas for the ducks.
- New plantings should be consistent with the climate.
- Support the pier.
- Change the shape of the pier to a 'w'.
- The proposed pier should be a commercial wharf as well as a pedestrian wharf.
- The current i-site should remain where it is.
- Remove the i-site to another location.
- Don't reclaim the foreshore by Bullock Creek –keep it natural.
- Support the proposed reclamation by Bullock Creek.
- Need additional picnic tables and seating.
- Support a cycleway/pedestrian walkway along the lakefront.

Options

Options for achieving the objectives have been divided into 3 areas:

- A. Lower Ardmore Street configuration and parking.
- B. Pedestrian amenity along commercial frontage to Lower Ardmore.
- C. Lake-front reserve amenity.

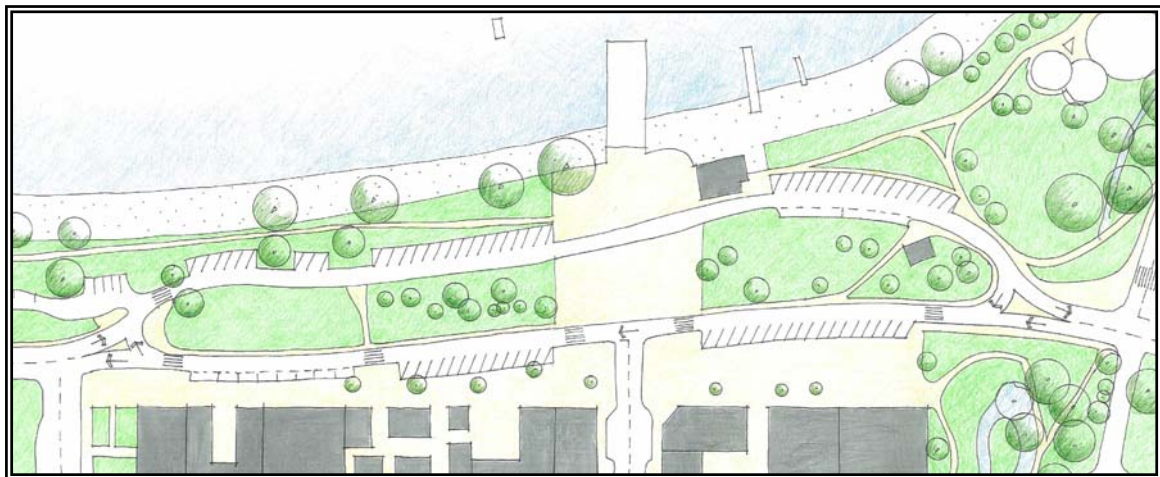
A Options for Lower Ardmore Street (including drawings)

1. Do Nothing
Rely on intersection treatment at Brownston/Upper Ardmore junction and Ardmore/McDougal junction to divert through traffic onto Brownston.
2. Convert Lower Helwick Street into a narrow lane meandering through a park like setting.
Introduce traffic calming measures to encourage low vehicle speeds by techniques such as flush kerbs or frequent raised speed platforms, that enable safer pedestrian crossing.
Options for parking are:

- i retaining existing parking arrangements



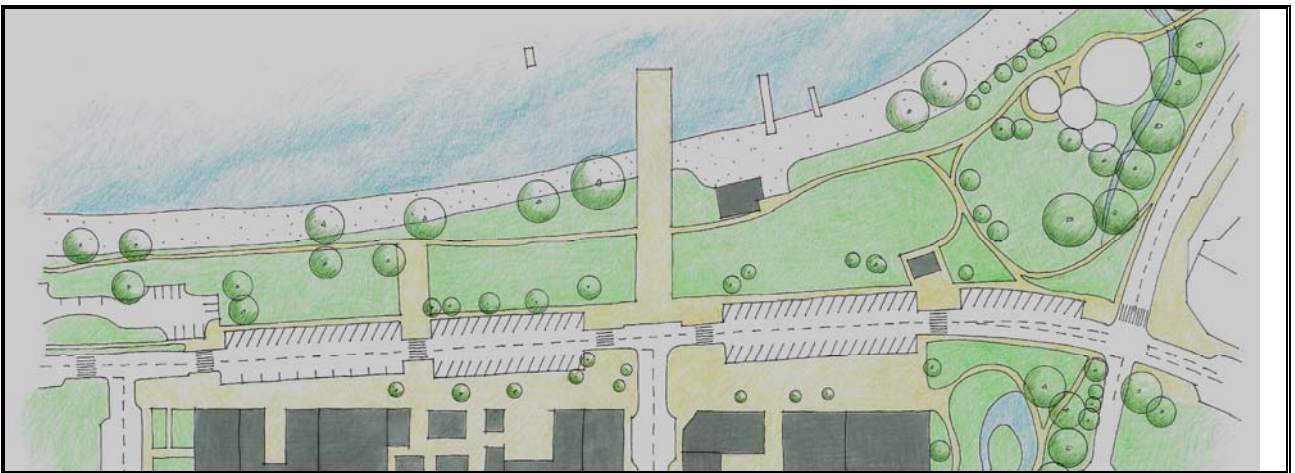
- ii splitting the lanes and having on-street lakeside parking along the lakeside edge of the north-east bound lane and on street town-side parking on the town side of the south west-bound lane. (Parking layout is indicative only)



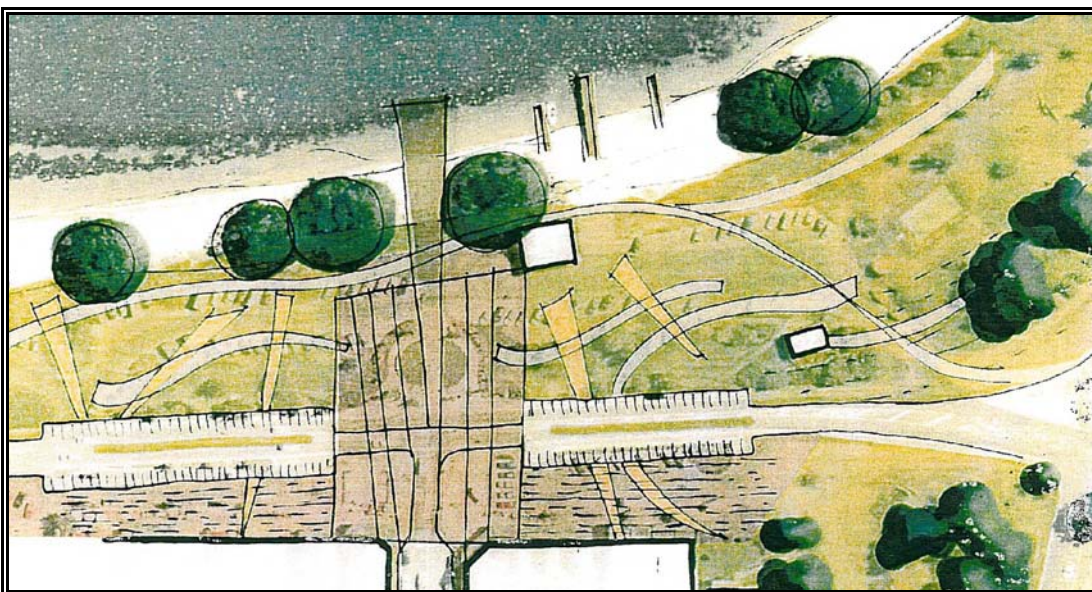
3. Introduce roadside parking along Lower Ardmore and either:
- reduce parking in reserve and in slipways to commercial frontage. (Drawing 1).
- Or
- eliminate parking in the reserve and slipways.(Drawings 2 & 3)



Drawing 1 – Reduce parking in the reserve and in slipways to the commercial frontage and replace with roadside parking along Ardmore Street.(Parking layout is indicative only).

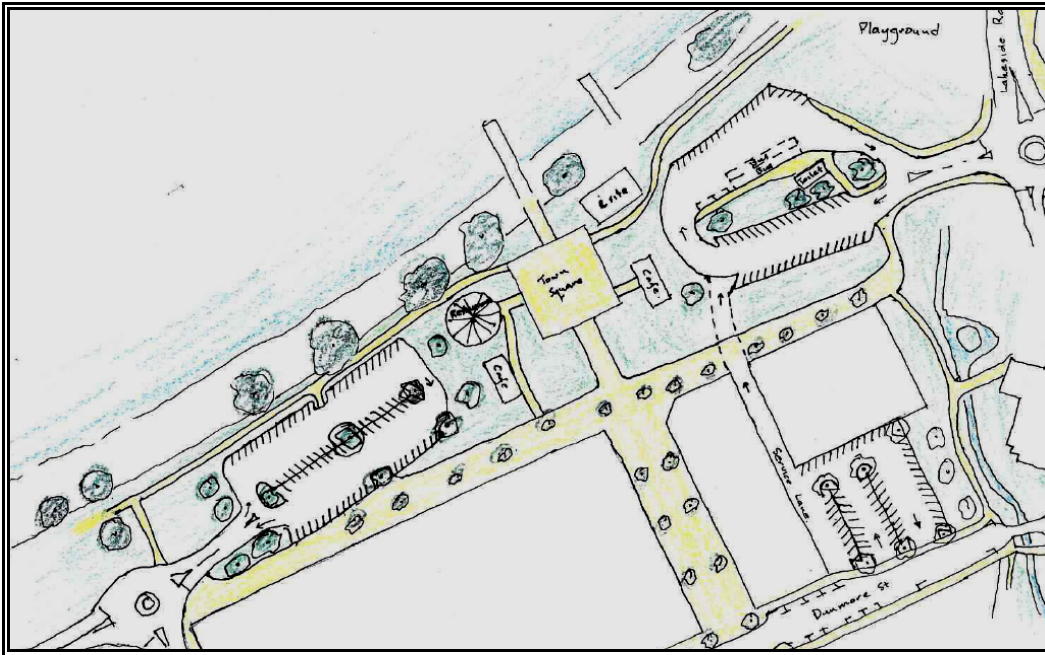


Drawing 2 – Eliminate parking in the reserve and slipways to the commercial frontage and replace with roadside parking on Ardmore Street. (Parking layout is indicative only).

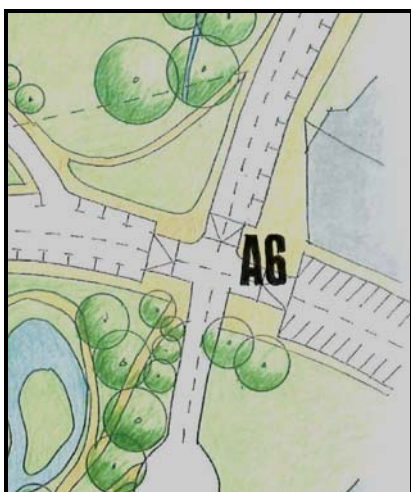


Drawing 3 – Eliminate parking in the reserve and slipways to the commercial frontage, replace with roadside parking on Ardmore Street and introduce a shared space zone at the intersection of Ardmore and Helwick Streets. (Parking layout is indicative only).

4. Close lower Ardmore Street to vehicular traffic from the intersection with Lakeside Road. Allow access to parking at the lakefront.



5. Create a Camper Van parking area. Campervan parking will be managed by providing a location for it. This would be achieved through signage and the design of the parking area to assist large vehicles. The parking area would be for short stay parking not for overnight camping.
6. Improve the pedestrian crossing/linkage around Ardmore/Lakeside Drive corner. The transport strategy intention to improve the Brownston Street as a cross town through route, with the consequence of lower volumes and potentially a lower traffic speed environment on Ardmore Street may enable a more pedestrian friendly configuration of this intersection.



Analysis of the options

Option 1 – Do Nothing. Rely on intersection treatment at Brownston / Upper Ardmore junction and Ardmore/McDougal junction to divert through traffic onto Brownston.

Advantages:

- Low Cost.
- Parking retained in close proximity to lake and commercial frontages.
- Vehicular flow unrestrained along lower Ardmore.

Disadvantages:

- Existing severance of Town Centre and Lake Front retained.
- Existing large expanses of parking and vehicle manoeuvring areas retained.
- Unlikely to discourage through traffic on Ardmore Street.
- No constraint on existing speed through Lower Ardmore therefore continuing impediment to pedestrians crossing.

Option 2 - Reduce Lower Helwick to a narrow lane meandering through a park like setting

Advantages:

- Could create a more natural feel of lane way meandering through park with curvature encouraging low traffic speeds.
- With narrowing of lanes and removal of flush median, some curvature could be achieved within existing carriageway.
- Option 2 i offers potential low cost option closest to status quo with existing parking areas retained and minimal road width for pedestrians to cross.
- Option 2 ii enables greater curvature within the existing road reserve for the single south-west bound lane, with the north-east bound lane created in the existing access-way through the lake-side car parks, and a wide park like area between lanes.

Disadvantages:

- Extra measures may be required to restrain traffic speed (e.g. speed humps / trees either side).
- Option 2 i relies on existing slipway parking and a large area of recreation reserve to remain as parking for town centre.
- Option 2 ii may require costly upgrade to north-east bound lane.
- In Option 2 ii traffic in north-east bound lane could in some cases become isolated from business area.
- For Option 2 ii diverting a lane into the recreation reserve area introduces higher traffic volumes through the reserve and conflicts with purpose of reserve.

Option 3 - Introduce roadside parking along Lower Ardmore and correspondingly reduce or eliminate parking in the reserve and the slipways

Advantages:

- Frees up space between commercial frontages and road for pedestrian and recreation amenity.
- Frees up reserve space for reserve activities and amenities.
- Retains existing car park numbers.
- Could free up space for off-road cycle-way.
- Creates road side friction as a natural restraint on traffic speed.
- Relatively slow traffic environment discourages through traffic.
- Could enable large pedestrian priority 'shared space' zone (as shown on both drawings at the intersection with Helwick Street) that improves the connection between lakefront and town centre.
- Above 'shared space' zone could be temporarily closed to traffic for special events.

Disadvantages:

- Requires extra width in road way to accommodate angle parking (which would be needed to enable sufficient parking to replace existing areas.
- Street is potentially less pedestrian and cycle friendly owing to reversing requirements and extra width of road to cross.
- Careful road design required if central median is used so as not to encourage higher traffic speeds.

Option 4 – Close lower Ardmore Street to vehicular traffic

Advantages:

- Safe pedestrian and cycle environment.
- Links town to lakefront.
- No through traffic.

Disadvantages:

- Large expanse of empty space except during specific events.
- Redirects all through traffic to Brownston Street which may become overly congested.
Increased pressure on intersections along Brownston Street.
- Reduced vitality and potentially commercial viability along lower Ardmore Street owing to reduced accessibility by car.
- May discourage everyday use by locals of lower town commercial area.

Option 5 – Create a dedicated camper van parking area

Advantages:

- Removes Campervans from blocking views to lake from town centre frontage.
- Facilitates management of campervans.
- Other car-parks can be smaller enabling more car-parks.
- Campervan users can add to town-centre vitality and benefit from town centre amenities.

Disadvantages:

- Requires patrolling and signage to dissuade campervans parking elsewhere.

Option 6 – Improve the pedestrian crossing/linkage around Ardmore/Lakeside Drive corner.

Advantages:

- Improved pedestrian connection between lakefront and upper Ardmore St.
- Increased pedestrian safety.

Disadvantages:

- May constrain vehicular traffic.
- Cars towing boats heading to marina have in the past had difficulty negotiating this corner prior to current configuration

Preferred Option

Option 3 ii, or if some amount of lakefront and slipway parking is still desired, Option 3 i, plus Option 5 and 6. However all options require rigorous testing against desired outcome criteria and cost implications. It will be important that the Ardmore Brownston Street project consider these options and the identified advantages/disadvantages through the design process.

Reasons

Options 2, 3, & 4 offer benefits in terms of reduced severance of the lakefront from the town centre, without reducing parking numbers and including traffic calming in Lower Ardmore Street. However option 4 may result in severe vehicle pressures on Brownston Street and too great a loss of vitality to the town centre lake frontage area with consequential impact on the commercial viability of some businesses. If cars can be slowed down they can contribute to the vitality to an area that is would become safer for pedestrians and cyclists. Option 2 can create a slow vehicle environment, however 2 i retains the existing car parking arrangements which consume large areas of vehicle manoeuvring space, while option 2 ii would require undergoing a difficult statutory process to convert recreation reserve to road reserve with no certainty of outcome. Whereas a number of submissions have expressed a desire to remove vehicles entirely from lower Ardmore Street, Options 3 i and 3 ii could enable a far more pedestrian oriented lakefront environment without undermining commercial viability.

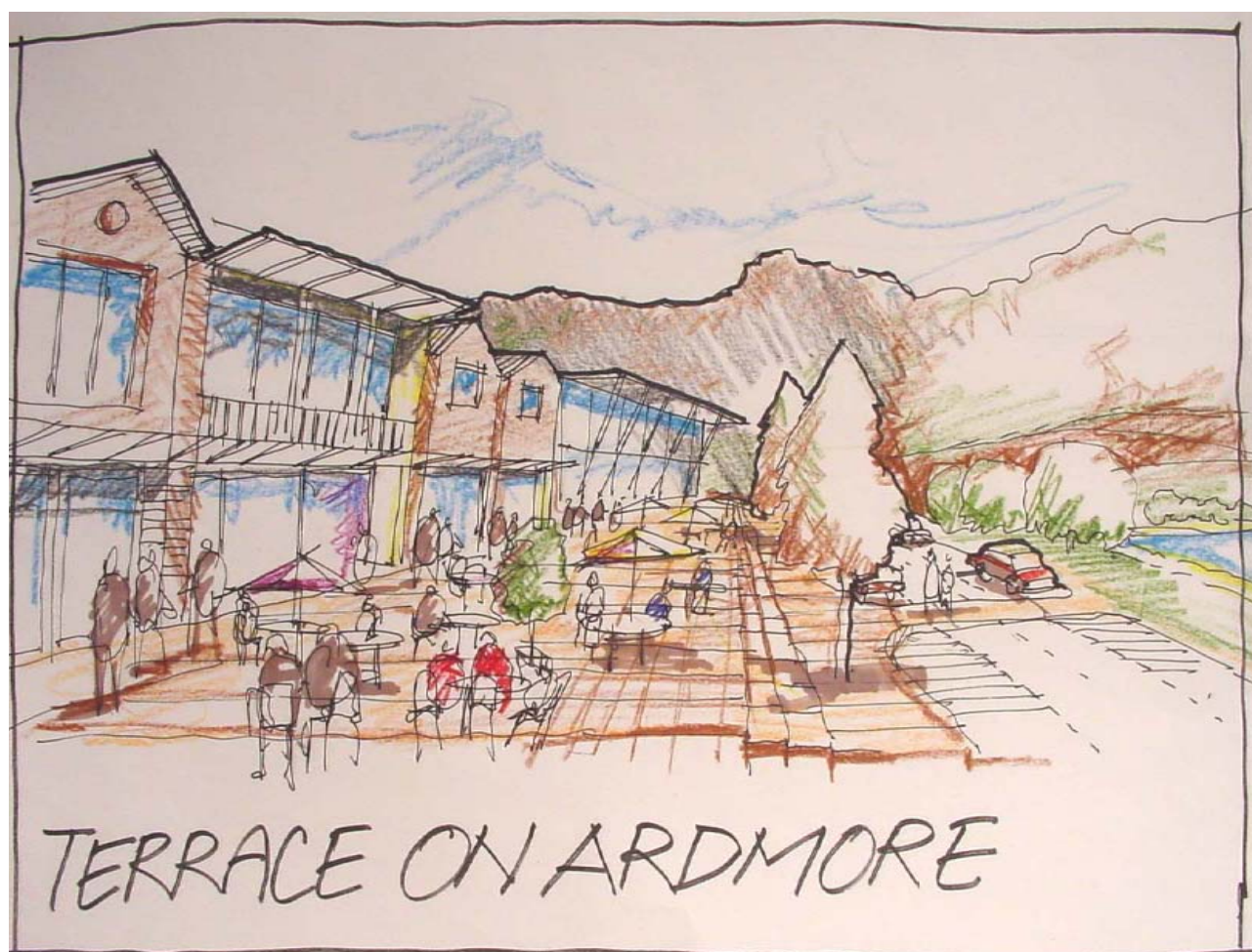
Option 5 enables the management of Campervan parking while Option 6 seeks to improve pedestrian access between upper Ardmore Street and the lakefront.

Option 3ii meets more of the objectives than options 1, 2 , 3i, and 4 while options 5 and 6 are compatible with all other options. However a higher level of technical analysis is required to

assess the options properly. The Ardmore/Browston Streets upgrade project will comprehensively assess all these options including, amount, type (e.g. for cars, campervans and trailers) and duration of parking required, and any other options identified, against evaluation criteria established by Council Strategies and the Otago Regional Council and NZ Transport Agency.

B Options for improving pedestrian amenity along town centre frontage

1. Do nothing. Retain existing parking slipways, parking forecourts and vehicular access to laneways. Persist with allowing new development to choose between building above flood level or to otherwise mitigate against flooding without altering footpath levels.
2. Remove existing slipway parking (where possible) in conjunction with options A2 ii or A3 above and use the space vacated for pedestrian amenity. Encourage new development to build ground floor levels at the same level as the promenade with flood mitigation measures. Require any change in level between footpath and new development ground floor level to be accommodated within the building. Seek to remove onsite parking forecourts but allow some vehicular access to rear lanes.
3. Remove existing slipway parking (where possible) in conjunction with options A2 ii or A3 above. Require new development to build ground floor levels above flood level and create a broad, split level pedestrian promenade with all ground level premises accessed from the upper level of the promenade. Encourage the removal of onsite parking forecourts and drive through access to laneways, which could no longer be accessed from Ardmore Street. (Drawing 4)



Drawing 4 – comprehensive new development build with ground floor levels above flood level and with a broad, split level pedestrian promenade and all ground level premises accessed from the upper level of the promenade.

Analysis of the options

Option 1 – Do nothing

Advantages:

- No cost.
- Existing vehicular accesses retained in close proximity to retail premises.

Disadvantages:

- No added amenity.
- Vehicles and vehicle manoeuvring areas remain dominant contributing to severance of lake-front and reserve from town centre.

Option 2 - Create a wide promenade / amenity space on a single level

Advantages:

- Creates abundant wide amenity space appropriate to existing mix of occupants including space for additional seating, trees, outdoor eating, and opportunities for street theatre/entertainment.
- Maintains a consistent level footpath zone fronting retail premises.
- Allows for access to lane ways and parking forecourts (over short term).

Disadvantages:

- Existing buildings recently constructed above flood will level remain isolated above street level.
- Requires acceptance that ground floor premises will flood periodically with suitable mitigation measures required of new development.
- Parking further (slightly) from commercial premises.
- Cost.

Option 3 - Create a broad promenade split lengthways into two levels

Advantages:

- Creates an effective amenity zone above flood level.
- Upper level ideal for outdoor café seating with an enhanced view over the lake.
- Could, over time, enable all buildings fronting Ardmore to be above flood level creating a comprehensive and consistent frontage treatment.

Disadvantages:

- Isolates existing frontages below flood level until redeveloped (could be accommodated by steps down in front of shops).
- Isolates existing parking forecourt and vehicular access to lanes.
- Full benefit could only be realised over the long duration required to redevelop all frontages to the new level.
- Cost.
- Parking further (slightly) from commercial premises.

Preferred Option

Option 2 and, where any comprehensive development enables it across a significant length of frontage, Option 3. It is acknowledged that any improvements need to consider the recent upgrade of the slipway area on Ardmore Street between Helwick and Dungarvon streets.

Reasons

If options A2 ii or A3 from 'Lower Ardmore Options' are adopted parking directly on Lower Ardmore can free up the existing parking slipway areas, making the space available for a high level of pedestrian amenity.

Option B3 may be the most desirable long term outcome, but could only be achieved once a sufficient number of buildings had been built above flood level. With a normal piecemeal redevelopment pattern it is therefore not considered viable. It may however be achievable if a long enough building frontage was to be developed simultaneously (e.g. a minimum of say half a block length).

C Options/ Opportunities for Improving Lake-front Reserve Amenity

1. In conjunction with preferred options A3 ii and A3 i (or A2) redevelop reserve areas vacated by car parking for reserve amenity and recreation purposes. This could also be facilitated in part by creating more parking further west in the area of the lakefront north of Pembroke Park or developing alternative parking elsewhere in the town centre in the long term. For any car parking remaining in the reserve, consideration needs to be given to the amount, location, type (e.g. for cars, campervans and trailers) and duration of parking provided.
2. Make pedestrian/cycle promenade continuous along full lake frontage, and sufficiently wide to easily accommodate cycles and pedestrians. The existing path/promenade is continuous other than for a length from the i-site to approximately 100m south west of the i-site. The i-site together with the vehicle access way forms a barrier to the pathway. The width of the vehicle access-way between the i-site and angle parks opposite is 11m. This is excessive and could enable at least 2m to be dedicated to a combined cycle and pedestrian zone even if only differentiated by tarmac colour. As part of the scoping report for this pedestrian/cycle promenade consider adequate locations for additional seating and picnic tables.
3. Relocate short term bus parking from Roys Bay Recreation Reserve. Short term bus parking plus bus manoeuvring space occupies a large area of the reserve. The current location of the bus parking is convenient for the bus companies as it gives their clients easy access to the lake and views and is located close to the toilets. These advantages would be retained if the bus parking was relocated to the street reserve area on Ardmore Street behind the toilet blocks while freeing up reserve space for reserve amenity / recreation activities.
4. Remove sporadic shrub plantings from lake front road edge. Sporadic dense shrubs create a visual barrier to the lake front from the town centre and present safety issues to park users late at night by reducing passive surveillance. Although they do screen some parking they could be replaced by a combination of ground cover (up to car headlight level) and trees (managed so as to be columnar between ground and 3m height with canopies above 3m). A concept and planting plan will develop the detail of the layout of and plantings in the reserve area. These plans must meet the objectives outlined earlier in this chapter.
5. Build new pier as lineal extension to Helwick Street and upgrade amenity and road crossing between Helwick Street and pier. Consideration would also need to be given to the use and functions of the existing pier and whether the new pier is for commercial as well as for pedestrian use.
6. Improve Bullock Creek creek-side amenity (near the mouth and east of dinosaur playground) through measures such as step downs to sheltered informal seating areas, suitable wet area planting and/or a more natural 'wild' creek-side treatment.

7. Investigate whether buildings are appropriate on the reserve. If they are what bulk and design of building is appropriate and in which locations on the reserve. Amenity improvements (as proposed), including possible reclamation and amenity enhancement between the Marina and Bullock Creek.

Analysis of Options

Option 1 – Relocate some (or all) lake-front parking to Ardmore St roadside and redevelop space as park-land

Advantages:

- Reduces the visual dominance of parking along lakefront.
- Frees up space for reserve/recreation purposes.
- Any parking remaining on lakefront is primarily a for lakefront users, as opposed to town centre parking.

Disadvantages:

- May impinge on the view to the lake from part of Pembroke Park if more parking is shifted westwards.

Option 2 - Make pedestrian/cycle promenade continuous along full lake frontage

Advantages:

Adds to lake front amenity encouraging pedestrian and cycle usage.

- Providing a separate pathway for cyclists and pedestrians may diminish the need for on-road cycle lanes (lower traffic speeds along Lower Ardmore will also diminish any need for on-road cycle lanes).

Provides pedestrian and cycling connectivity along lake frontage.

Disadvantages:

- The off-road facility may not suit the needs of all cyclists.
- Potential conflicts between pedestrians and cyclists.

Option 3 - Relocate short term bus parking from Roys bay Recreation Reserve

Advantages:

- Enables the current bus manoeuvring and parking space to revert to reserve activities.
- Avoids buses screening scenic views.
- Frees up space for pedestrian and cycle promenade.
- The suggested on-road location is very close to the existing location retaining advantages of proximity to toilets, lakefront and I-Site as well as shops and food outlets over the road.

Disadvantages:

- Proposed location may not be compatible with existing vehicle egress from parking area and requires buses coming into town from the East to loop around Brownstown and Dungarvon to arrive on the north side of Ardmore.
- If proposed location is not deemed suitable:
 - A good central location is not presently available.
 - coaches currently bring large numbers of people to the lake-front and a more distant location would make access to the lakefront more difficult for these people.
 - existing synergies with I-site and toilets would be lost.

Option 4 - Remove low shrub cover from lake edge road side

Advantages:

- Improved safety via passive surveillance.
- Improved views to lakefront from town centre.

Disadvantages:

- Less screening of parked cars.
- May reduce the wind break function of planting.

Option 5 - Build new pier

Advantages:

- Strengthens connection between town centre and lake.
- Emphasises visual axis extending Helwick Street into the lake.
- Creates additional pedestrian attraction/amenity.
- Potential visual icon.

Disadvantages:

- Cost.
- Potential conflict with level of pedestrian promenade

Option 6 - Improve Bullock Creek creek-side amenity

Advantages:

- Extends amenity along a strong asset.
- Better integrates creek and reserve.

Disadvantages:

- May conflict with requirement to fence off from playground.

Option 7 - Investigate whether buildings are appropriate on the reserve. If they are what bulk and design of building is appropriate and in which locations on the reserve. .

Advantages:

- If buildings are appropriate they will be more sympathetic to the surrounding reserve in terms of location and design.
- .
- Views through building.
- Less obstructive to pedestrian traffic.
- .

Disadvantages:

- If buildings are appropriate and of low level design they may be susceptible to flooding.
Cost.

Option 8 - Amenity improvements

Advantages:

- Extends lake front amenity to marina.
- Already approved.

Disadvantages:

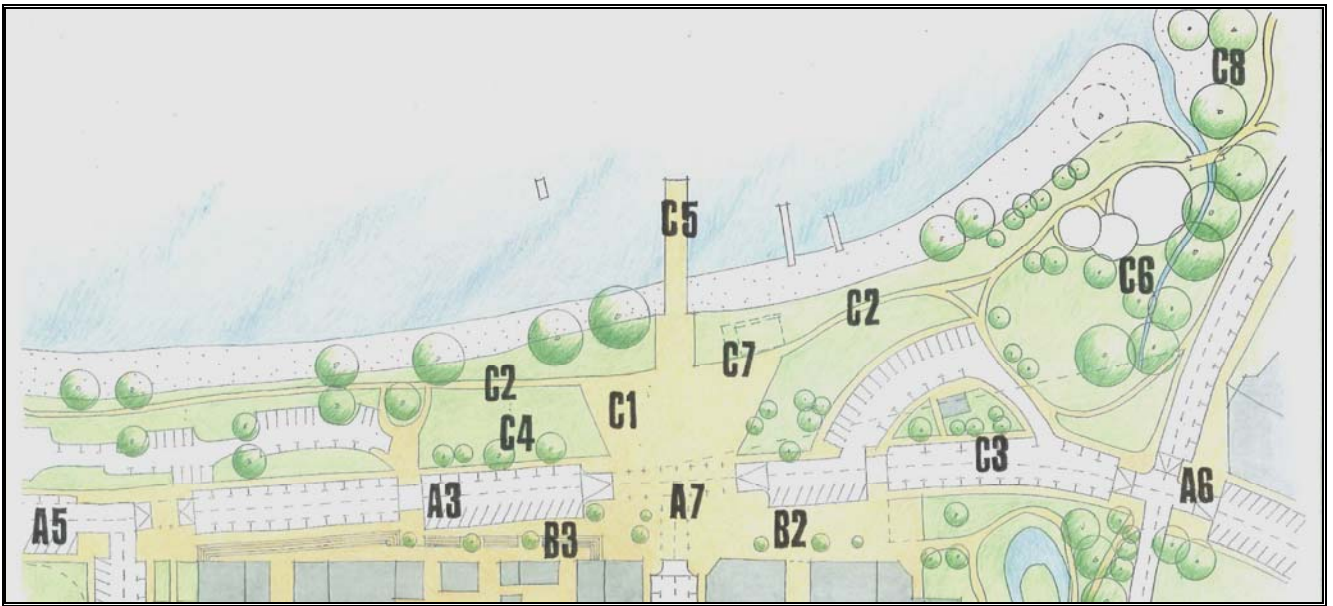
- Cost.

Preferred Option

All options offer separate opportunities to improve lakeside amenity and are not mutually exclusive. They are therefore ranked in order of priority and can be implemented over an extended time form in stages. As an already approved project, Roy's Bay Marina is not included in rankings. A comprehensive overall concept plan incorporating all recommended options above is needed as a first step in order that all options will be complimentary and cohesive. A scoping plan for the future design of the reserve will be prepared as part of the Ardmore/Brownston Streets upgrade project. The detailed design for the reserve will follow this work. Then implementation can occur in stages as funding allows.

Reasons

Overall improvement to Wanaka Town Centre's key natural asset, its lakeside location, adding to the integration of town centre and reserve, while freeing up reserve area for recreation and reserve purposes.



Key

- A3 Roadside parking along lower Ardmore Street
- A5 Dedicated camper van parking
- A6 Improved pedestrian crossing connection at Ardmore / Lakeside intersection
- A7 Shared Space Zone
- B2 Pedestrian amenity areas replace slipway parking
- B3 Spilt level pedestrian amenity area
- C1 Redeveloped reserve areas vacated by car parking
- C2 Continuous pedestrian/cycle promenade
- C3 Possible short term bus parking
- C4 Sporadic shrubs removed
- C5 New pier
- C6 Bullock Creek-side amenity improvements
- C7 Review long term options for built form on Reserve and i-Site location
- C8 Amenity Improvements between Bullock Creek & Marina

10.2 Pedestrian Connections

Brief description of issue

The town centre precinct is made up of a number of distinct 'sub-areas' with little connectivity in between. The informal pathways connecting these areas are also not well defined and are not readily accessible. In particular, there is little clear connectivity between Upper Ardmore Street and Dunmore/Helwick Street, between the 'downtown' area and the lakefront in the westerly direction.

There is also a level of disconnect between the external linkages from the 'downtown' area up to Anderson Heights and across Brownston Street. The crossing of Ardmore Street and Brownston Streets are a particular barrier for pedestrian access to and from the town centre.

Some of the existing pedestrian connections, within the town centre, involve crossing land in private ownership and are subject to changes as lots are redeveloped – it is recognised however, that improved connectivity between areas can involve a mix of access across public land as well as private land (e.g. through malls, alleyways etc.).

Pedestrian and cycle links need to follow desire lines. They will only be used if they are practical, attractive and safe, especially at night. Therefore effective lighting of these linkages and encouraging the creation of public and commercial buildings with active frontages to frame these links and to provide overlooking for safety is also important. These linkages will take some time to develop but need to be identified so that when redevelopment does occur links can be created as part of the design of the development.

Objectives of Pedestrian Connections Project:

The objectives of the pedestrian connections project are to:

- Enhance and develop the pedestrian connection network both within the town centre, and between the town centre and neighbouring areas.
- Enhance the visual cues and physical definition that define the pedestrian network.
- Ensure that public pathways are attractive, have high amenity values, and are safe.
- Ensure that public access is retained across key privately owned components of the network.

Submissions

The main points that were identified in public submissions on the draft strategy regarding pedestrian connections were:

Priority pedestrian connections

- The following links were identified as priority:
 - Between upper and lower Ardmore to Helwick St.
 - Between Ardmore and Dunmore Street via library
 - Between Lismore Street and town (Monley Lane is not friendly for pushchairs and cyclists.)
 - Between the town square and upper Ardmore St.
 - Between Lake Wanaka Centre and new car park.

Characteristics of pedestrian connections

- The connections to the west of Helwick Street do not follow natural desire lines. They are ugly alleyways with no active frontages and are dangerous at night.
- Only those connections that can be developed economically and with good widths and attractive frontages, fulfil a strong need and are safe at night should be pursued.

- Some of the connections identified are dangerous for pedestrians to use because of conflict with vehicles.
- Use shared space approach.
- Cycling and walking tracks should be separated as cyclists don't give way to walkers
- Pedestrian connections can be unrelated to the roading network.

Mechanisms for achieving pedestrian connections

- If pedestrian connections go through private land there needs to be consultation with landowners.
- Need to show where active edges are anticipated.
- New development should be required to provide pedestrian connections.

Analysis

Initially, emphasis should be given to improving the connectivity between the upper town and lower town and the town and the lake-front. This involves enhancing the connection between Upper Ardmore Street and Russell Street to Dunmore Street, upgrading and enhancing other existing connections such as along Bullock Creek, as well as planning for the upgrading and enhancement of Pembroke Mall (possibly incorporating amenity open space) and its eventual connection through to lower Ardmore Street. This latter initiative will require agreement with private landowners, but with incentives associated with site coverage rules and/or height rules, and the advantages offered by formalising passing traffic down laneways adjacent to retail outlets; these connections should be able to be developed over time.

Many of these pedestrian connections need active frontages to frame them and make them lively, interesting and safe. Areas where active edges are required have been identified on the pedestrian connections plan.

Secondly attention needs to be given to improving the linkage and facilitate pedestrian access across town towards Anderson Heights to the north.

Thirdly the priority is to protect and enhance existing mid block connectivity.

Pedestrian Connections (including drawings)

The priority connections are shown in red on the following page. They are:

Pedestrian connection	Reason
1. Russell Street to Helwick/Dunmore Street.	The most important linkage to enhance as it connects up town (eastern side of town) and downtown (western side of town). This connection includes a potential connection through to the golf course triangle via Russell St. It also connects the proposed car park area to lower downtown
2. Along Bullock Creek (Brownston Street to Ardmore Street)	This connection enhances the link to the creek and is a good mid block link between Brownston Street and the lakefront. This linkage runs alongside a potential public space/square. Active frontages along this connection are important
3. Western Dunmore Street to Ardmore Street (including Pembroke Lane)	This mid block link between Dunmore Street and Ardmore Street already exists. It is an important link that should not be lost through redevelopment of the area. This connection needs to be formalised and have frontage added to the lane
4. Lismore Street via Monley Lane to Connection 1	Links Anderson Heights to Ardmore Street and the car park and a possible civic area. Some of this linkage is already used by children and teens.

The lower priorities of the primary connections are red on the following page. They are:

Pedestrian Connections	Reasons
5. Upper Ardmore Street to the Russell Street , Helwick Street/Dunmore Street connection (1)	Completes the connection between uptown and downtown as well as connecting to linkages north via Little Street and Monley Lane.
6. Eastern Dunmore Street to Ardmore Street (Lakefront)	Connects the civic area to the Lakefront. This connection already exists but needs to be enhanced with greater pedestrian emphasis
7. Bullock Creek to Helwick Street	A mid block connection from Bullock Creek (and the possible civic area) and Helwick Street
8. Pembroke Mall	When Pembroke Mall is upgraded it is important to ensure that connections are maintained between Dunmore Street and Ardmore Street.
9. Link to Pembroke Park	Ensures that there is mid block connection from the supermarket through to Pembroke Park.

Secondary priority connections are blue on the following page. These connections are existing connections that should be protected and enhanced if development occurs in the vicinity.

- Cow Lane
- Eastern side of supermarket
- Western side of supermarket
- Between Russell Street and Upper Ardmore Street
- Between Helwick Street and the service lane

There are some important pedestrian connections across Ardmore Street to the lake-front, shown in yellow on the plan overleaf, that need to be taken into account in the redevelopment of the lake-front.

It is important to ensure that wherever possible lanes are reinforced and defined through active frontages. This is both for urban design and safety reasons. For example the development proposal along Bullock Creek and Kobus Mentz's proposal for Wanaka 2020 for moving and rebuilding the arts building with an active frontage facing north along the new pedestrian network.

Location of pedestrian connections and networks



The following mechanisms can be used to secure pedestrian connections:

- Negotiation with landowners to either purchase the route or create the necessary easement.
- District Plan - Make the creation and enhancement of pedestrian connections a matter that control is reserved over for new developments.
- Designation.
- Incentives such as extra development rights e.g. additional site coverage, extra height for the site or transferable development rights for additional site coverage and extra height.

Preferred Option

It is recommended that the priority connections are worked through using whichever mechanism is appropriate for each pedestrian connection. In some cases a combination of mechanisms will be necessary to achieve the desired outcomes.

10.3 Civic Area

Brief description of issue

The Wanaka town precinct has no established civic centre where people are drawn to. The provision of civic functions and services, both local government and social services, are delivered from separated facilities. If these were located in close proximity to each other there could be synergies.

In addition, this civic space could also house natural draw-cards such as an art gallery, museum, cinema, outdoor theatre space which could integrate complementary public and private sector development in that area.

The precise area needed is currently not known and depends on which uses are included. All civic uses do not have to go in the same area but could be split over two sites. There is also the option of harnessing the additional potential synergies associated with having core public-good services such as police, fire service and search and rescue in the same general area.

Objectives of Civic Area Project:

Planning for a civic area for Wanaka town should aim to provide an area which:

- Is centrally located within the town precinct.
- Is easily accessible and enticing to all potential users.
- Combines both local government³ and social services⁴ in the one locality.
- Where possible, integrates core public-good services such as police, ambulance, fire service and search and rescue with allied local government services.
- Provides opportunities for use by community groups/clubs (such as arts/crafts groups, toy library, clubs/societies etc.).
- Incorporates draw-cards into the design such as an art gallery, museum, cinema, outdoor theatre space etc.
- Provides linkages to associated open public space.

Submissions

The main points that were identified in public submissions on the draft strategy regarding a civic area were:

Locations for civic activities

- Support the location behind the council building.
- Need to think about where activities fit in to the town
- Civic activities should be located in:
 - town as they will keep it lively and don't want a separate area like in Queenstown.
 - upper Ardmore Street.
 - DoC HQ
 - old primary school area

³ Local Government could include the Wanaka office of QLDC and Lakes Environmental, as well as Lake Wanaka Tourism

⁴ "Social Services" encompasses community support groups and could reflect the "Community House" type concept where the multifarious community support programmes that exist in Wanaka are domiciled out of the one location – a "one-stop-shop."

Golf Course corner site

- No buildings on Golf Course corner but could have occasional performances.
- Golf course site too remote from the town centre.
- Fire, police and emergency services should go on Golf Course Corner site.

Separation of activities

- Shouldn't separate the community house, art gallery and outdoor theatre.
- Civic area and town square should be combined.

Priorities

- Not a high priority at the moment.

Options for a Civic Area:

1. Golf Course corner
2. The Wanaka Council Offices, the adjacent car park, adjacent private land (the NZ Fire Service Commission building⁵), and land currently occupied by the Wanaka Arts Centre
3. The Brownston Street section (now demolished) with the possibility of including the Police Station
4. The north side of Upper Ardmore Street (Opposite BP)
5. Dunmore Street car park (plus possible adjacent land)

These options are shown on the map on the following page.

⁵ Presuming they were to relocate

Location of civic area site options



Analysis of the options

Option 1 - Golf Course corner

Advantages:

Golf course corner has a number of advantages as a site for a civic centre. These include the fact that it:

- Exhibits a high profile.
- Provides flexibility in site development options.
- Contains a large land area (14,400 m²).
- Provides flexibility in built height options.
- Has easy vehicular access.
- There is also an additional block of land opposite this site, across Ballantyne Road to the north-east, which could potentially offer a site for core public-good services such as police, fire service and search and rescue provided that DoC supported such a development⁶.

Disadvantages:

- It is not currently within the existing CBD.
- It extends the town centre to the east of its current location reducing its walkability.
- Current contractual lease arrangements and reserve status may create longer and riskier implementation compared with other options and be challenging to resolve⁷.
- It drags the activity and vitality associated with the civic uses away from the physical centre of the town.

Option 2 - Council Offices, Council car park, adjacent private land (the NZ Fire Service Commission building, Wanaka Hotel car park and private land) and the Council land occupied by the Wanaka Arts Centre and the Lake Wanaka Centre

Advantages:

The Council land comprising the current Council offices and the adjacent car park contains an area of 3,536 m². To this there is the possibility of adding the land owned by the NZ Fire Service Commission (511 m²), part of the Wanaka Hotel car park and private land on Ardmore Street, and the Council land that houses the Wanaka Arts Groups and the Lake Wanaka Centre. This location has the following advantages:

- Is centrally located.
- Is primarily vested in the Council.

⁶ This 7740m² parcel of land is reserve but is administered by DoC

⁷ Golf Course corner is part of a 23.2 ha land parcel (Section 12 Blk XLIX Town of Wanaka) currently leased to the Wanaka Golf Club. It was previously owned by the crown but vested in Queenstown Lakes District Council in trust for recreation purposes by New Zealand Gazette 1994. The land is contained in certificate of title 57838 in the name of Queenstown Lakes District Council. The lease to the Wanaka Golf Club commenced 1 September 1967 for 33 years and a renewal was granted 1 September 2000 for a further 33 years. The land is currently designated under designation 95 being recreation reserve (Wanaka Golf Course) with the underlying zoning being rural general.

Town Centre Strategy

- Exhibits good connectivity to the CBD and other public services (the Library and the Lake Wanaka Centre).
- Is highly accessible.
- Site could increase in size⁸.

Disadvantages:

- The site layout may restrict development opportunities, and good site use may require other parties to relocate⁹. An exercise needs to be undertaken to establish the capacity of the site to accommodate a range of uses and which uses should have priority.
- Site may be too small and requires additional adjacent land to be acquired. However this land may not be available.

Option 3 - Brownston Street

Advantages:

- Central location.
- Close to Bullock Creek and to the CBD via connections onto Dunmore Street.
- Fronts Brownston Street, and combined with the Police Station site¹⁰, could also connect through to Helwick Street and west to Dunmore Street.
- Site could be larger if the Police Station site becomes available.

Disadvantages:

- Privately owned so high acquisition costs.
- Irregular shape.
- Likely to be shaded by developments on its north-side.

Option 4 - Upper Ardmore Street

Advantages:

- Fronts onto Upper Ardmore Street which is being remodelled with the options of integration with newly developed streetscape.
- Natural terrain may enable extra height possibilities.

Disadvantages:

- Located on the periphery of the current CBD.
- Steep so may constrain development options.
- Private ownership so high acquisition costs.

⁸ The site borders that occupied by the Wanaka Hotel and BP.

⁹ For example, the New Zealand Fire Service Commission owns 511m² of land between this Council block and Upper Ardmore Street,

¹⁰ The NZ Police site comprises 986m².

Option 5 - Dunmore Street car park

Advantages:

- Centrally located.
- Close to Bullock Creek and the Lake Wanaka Centre, and the Library.
- Linkage between Lower Ardmore and Upper Ardmore Street areas.
- Central to the proposed connectivity pathways linking the internal sections of the town, both north-south, and east-west.

Disadvantages:

- Part private ownership (1131m²) so high acquisition costs.
- Integration of the two lots is seen as a core requirement to meet the size requirements of the site.

Preferred Option

The preferred site is seen to be the land occupied by the current QLDC offices and the adjacent car park, combined with the land currently occupied by the NZ Fire Service Commission, together with the block of Council land on which the Wanaka Arts Centre building is located.

Reasons

The car park site could be developed in conjunction with additional car parking, is easily accessible, already Council owned, has high visibility and good connectivity with Bullock Creek, the CBD, the Lake Wanaka Centre and other public areas/services. The sloping land also offers the possibility of tiered development. However, the publicly owned land within this site is probably not large enough to accommodate all potential activities so additional land would need to be added to the core area currently available. Ready access and egress for emergency services is also not as good as with some of the other options.

The Golf Course corner site is much larger, and although on the periphery of the current CBD, offers greater scope for providing a broader range of facilities and services, with good linkages to key transport routes. The existing topography also offers the opportunity to develop an outdoor amphitheatre. There is also the potential to relocate police, fire services and SAR to the block of land directly opposite Golf Course corner provided that DoC supported such a move. Against this, implementation risks are perceived to be greater given that although the Golf Course corner land is currently vested in the Council as recreation reserve, it is leased to the Wanaka Golf Club. In addition, the site “separates” the main civic activities from the “centre” of Wanaka town.

The Dunmore Street car park would work well for the Civic Area but was discounted as this location is preferred by the working party for a central open space. However, there would be considerable synergies in this general locality should civic activities be located on the Council owned land to the north-east of the Library, and the central open space to the west of the Library.

10.4 Car Parking

Brief description of issue

There are currently four public off-street parking areas in the Wanaka Town Centre: Dungarvon Street, behind the Council offices, Dunmore Street and the lake front. In addition there are two car park areas, referred elsewhere in this document as the slipway car parks, adjacent to Ardmore St.

The Wanaka Transportation and Parking Strategy anticipates that if travel behaviours remain largely unchanged and Wanaka (including the Three Parks development) grows as predicted, then the Wanaka Town Centre will require an additional 270 car parks by 2026. Some of the projects outlined in this strategy, if they go ahead, will result in a reduction or relocation of existing parking supply. This figure of 270 car parks does not take account of car parks that may be lost through development within other project areas, or the changes in parking demand that could be achieved through a town centre travel plan.

If adequate parking is not provided in the town centre and good alternatives to car travel are not in place congestion will result as people drive around the town looking for parking spaces. Also such a shortfall places pressure on surrounding residential areas as people look further out of the town centre for parking spaces. So there is the need to ensure that adequate parking coupled with the development of good transport options and an effective travel plan is provided.

Objectives of Car Parking Project:

- To minimise the reduction of parking spaces in the town centre.
- To change habits to increased use of other modes of transport and reduce the demand for car parking.
- To provide adequate parking for both long stay and short stay parking.
- To increase accessibility.

Submissions

The main points that were identified in public submissions on the draft strategy regarding car parking were:

Parking building on council offices site

- Support for a car parking building on the Council offices car park site.
- Opposition to the possible car parking building behind the council offices as it would be:
 - expensive, especially give Wanaka's rating base
 - inefficient
 - unattractive
 - expensive to run
 - expensive to park in
 - create more traffic on Brownston Street which should be kept clear for through traffic.
- Don't put civic offices on top of the parking building but could be on the ground floor level so provides active edges.

Alternative locations for parking

- Support for a parking building on the Dunmore Street Car park or enlarge the Dunmore Street car park by purchasing the Masonic Lodge site.
- Purchase land from the Wanaka Hotel and combine it with the land from the relocated Arts and Crafts building and build an all weather car parking building next to the Lake Wanaka Centre.
- Develop a car park on the south side of Brownston Street.
- Explore other options for long stay car parking on the periphery of town.

- Consider the Golf Course corner for commuter parking.
- Have two large car parks-one at each end of Ardmore Street (Ballantyne /Brownston Street and Pembroke Park).
- Parking on Pembroke Park and add angle parking at the lakefront in front of Pembroke park.
- Remove parking from Pembroke Park and along Ardmore Street.
- Put car parking underground and design for an alternative use so when car parking demand decreases it can be reused.
- Small car parks along the lakefront at the children's playground and near the Dungarvon Street lake access.

Alternatives to providing more parking

- Retain existing car parks (esp. Dunmore Street) as they are closer to the town centre.
- A radial parking scheme linking existing parking areas.
- Accommodation providers should provide parking on site.
- Have a circulating bus that visits the main parts of town to reduce the demand for parking.
- Parking is only a problem for a few weeks a year-move ski staff parking out of the town centre to relieve this pressure.

Types of parking needed

- Need to look at options for short stay and long stay parking and parking for camper vans.
- More on street parking could be provided through the creation of angle parking and one way traffic flows.
- Sign post parking areas so visitors can find them.
- .

Options

The Working Party has investigated the following options:

1. Retaining and reconfiguring (where possible) the existing four car parks keeping the lakefront and Dunmore Street for short stay parking and Dungarvon Street and behind the Council offices as long stay parking.

2. Developing new parking areas:

New sites for car parking that were investigated are:

- Expansion of the Dunmore Street car park to adjacent land (if available).
- Ballantyne Road site.
- Cinema corner.
- Golf Course corner
- Dungarvon Street/Pembroke Park

3. Investigate the development of a future additional car park at the top of Monley Lane.
4. Construction of a car parking building. These new sites and the four existing sites were investigated for the construction of a car parking building.
5. Incorporating public parking in a possible civic area development at Golf Course corner. Long stay off street parking areas could be developed in conjunction with civic uses at Golf Course corner.
6. Investigating the development of a funding regime for acquisition of land for parking and introduction of minimum parking requirements for new visitor accommodation. Funding could be collected from developers in lieu of developing parking space for new development in the town centre. This would require a District Plan change to take effect..

7. Managing parking demand through a Town Centre Travel Plan. A Town Centre Travel Plan would involve working with town centre businesses to ensure a greater awareness of the transport choices available and a greater uptake of the range of transport options.
8. Regular reviews of parking controls.

The sites in options 1, 2, 3 and 4 are shown on the map on the following page.

Location of future parking site options



Analysis of the options

Option 1 - Retain and reconfigure (where possible) the existing four car parks keeping the lakefront for short stay parking and Dungarvon Street, behind the Council offices and Dunmore Street as long stay parking.

Advantages

- Low cost as already exist and operate as car parks.
- Easy for locals to use as they know where they are.
- Already established as long stay and short stay.

Disadvantages

- Not efficiently laid out.
- Collectively it does not provide enough car parks to meet the forecast demands.
- No specific campervan parking.
- Cannot reconfigure Dungarvon Street parking area as located on a reserve so cannot accommodate more parking than it does now.

Option 2 - Developing new parking areas:

New sites for car parking that were investigated are:

- *Expansion of the Dunmore Street car park to adjacent land (if available).*

Advantages:

- Located centrally within the town centre.
- Allowing for potential consolidation of land use activities.

Disadvantages:

- May encourage higher numbers of vehicles into the CBD than desired as site located in the centre of town.
- Constrains or precludes other uses of the site.

- *Ballantyne Road site.*

Advantages:

- Adjacent to town centre.
- Keeps traffic out of the central part of the town centre.

Disadvantages:

- Not in the town centre. Longer walking distance than other options to town centre destinations.
- Currently reserve land and owned by DoC. Not appropriate for town centre parking building while reserve status in place.

- *Cinema corner.*

Advantages:

- Allowing for potential consolidation of land use activities.
- Supports adjoining commercial activity.

Disadvantages:

- Not within the town centre. Not in close proximity to all town centre destinations.
- Located at a major intersection which could place constraints on the ease of site access.

- *Golf Course corner.*

Advantages:

- Adjacent to town centre.
- Large area

Disadvantages:

- Neither in the town centre nor in close proximity to all town centre destinations.
- On reserve land – not appropriate for town centre parking building while reserve status in place.
- Process to be undertaken to de-vest reserve land.

- *Pembroke Park.*

Advantages:

- On edge of town centre.

Disadvantages:

- On reserve land. Not appropriate for more town centre parking while reserve status in place.
- Process to be undertaken to de-vest reserve land.
- Possible flooding issues.
- The existing reserve status of the land is valued by the community so unlikely to change the reserve status of the land.

Option 3 - Investigate the development of a future additional car park at the top of Monley Lane.

Advantages:

- On edge of town
- Keeps traffic out of central area of town

Disadvantages:

- On reserve land. Not appropriate for more town centre parking while reserve status in place.
- Process to be undertaken to de-vest reserve land.

Option 4 - Construction of a car parking building

These new sites and the four existing sites were investigated for the construction of a car parking building. The advantages and disadvantages of the different sites are the same as outlined in the above option. However each site's capacity for multi storey parking is different. As a consequence of a very high level analysis, the indicative numbers of parking spaces that are likely to be achieved in a three storey parking building for each site are outlined below.

Site	Parking spaces per level	Total parking spaces
Land adjacent to the Dunmore Street car park	40	120
Lakefront	Multi storey car park not appropriate on this reserve	
Dungarvon Street	Multi storey car park not appropriate on this reserve	
Behind the Council offices	100	300
Dunmore Street		
Ballantyne Road site		
Cinema corner	55	165
Golf Course corner		

Option 5 - Incorporating public parking in possible civic area development at Golf Course corner.

Advantages:

- Adjacent to town centre so good for long term parking.
- Large area
- If civic offices are developed on the ground floor level of the parking building it could create some active edges
- Availability of other civic uses on the site may attract people to use the parking area. I.e. park your car in the parking building do business on site and then walk into to town.

Disadvantages:

- Too far from the town centre for short stay parking.
- On reserve land – not appropriate for town centre parking building while reserve status in place.
- Long process to remove reserve status and develop parking.

- Any co-location with other uses would reduce the number of general car parking spaces able to be provided (i.e. the “other uses” would generate parking demands of their own that would need to be accommodated on-site).

Option 6 - Investigate development of a funding regime for acquisition of land for parking.

Advantages:

- Potential to raise funding for land acquisition and development of off street parking areas in the town centre.
- Developers pay for the parking demand generated by their development.

Disadvantages:

- Costly to establish regime.
- Time consuming to establish.
- May not be enough new development to raise enough funding to purchase land in the town centre for some time.

Option 7 - Manage parking demand through a Town Centre Travel Plan.

Advantages:

- Likely to reduce demand for parking spaces in the town centre as behaviours are changed to be more sustainable (i.e. car pooling, walking, cycling).

Disadvantages:

- Getting buy in from all businesses to be involved in a travel plan can be difficult.

Option 8 - Regular reviews of parking controls.

Advantages:

- Able to monitor the changes in demand and location for short and long stay parking and adjust controls accordingly.

Disadvantages:

- Time consuming to carry out.

Preferred Option

A possible long term solution to the parking problems in the Wanaka Town Centre could be building of a multi storey parking building on the car park behind the council offices. However because of the cost of such a project there is no provision for such a project in the next 10 years. Nevertheless this option still needs to be retained as the long term solution. The deferment also enables measures that could dampen the growth in parking demands, such as travel plans and the development of good transport options, to be pursued in the interim.

There is no funding identified for land acquisition for car parking in the 10 Year Plan. So no new car parking areas are likely to be purchased in Wanaka the next 10 years. In the meantime it is

important to ensure that there is no net loss in the level of parking through the four existing car parks. It is acknowledged, especially with the proposals for the lakefront that levels of parking at each of the four existing parking areas may change but the overall amount of parking in the Wanaka Town Centre should not change.

It is important that visitors (short stay) and commuter parking is provided. It is envisaged that short stay incorporating campervan parking will be provided at the lakefront in redesigned parking areas. (See Chapter 9.1 of this strategy.)

It is also important to address growing demand for parking spaces through the development of a town centre travel plan. This will result in a greater awareness of the transport choices available and will result in a greater uptake of the range of transport options. A town centre travel plan will be developed with town centre businesses within the next 4 years.

Other actions that will be undertaken to address the growing parking demand are:

- better management of existing car parks in terms of physical design and time restrictions,
- a review of the district plan parking provisions and funding for parking for the town centre zone,
- the investigation of the incorporation of parking areas in civic area at Golf Course corner, and
- Continuing to regularly monitor the need for parking in the town centre.

10.5 Transport

Brief description

Pedestrian, cycling and vehicular links between the older parts of Wanaka to the south of State Highway 84 and Ardmore Street and the newer sections of Wanaka to the north are poor. Parts of the town are fragmented with a lack of connectivity between areas. As a consequence, the road network comprises a network of radial routes that create reliance on Ardmore Street and Lakeside Drive within the Town Centre. This impacts on the amenity of Ardmore Street and the town centre and concentrates traffic onto relatively few intersections. There is wide understanding within the Wanaka Community that doing nothing is likely to result in significant traffic congestion with associated environmental and accessibility problems.

This chapter has strong links with the lakefront, car parking and pedestrian connections chapters (chapters 9.1, 9.2 and 9.4).

To address this problem the Wanaka Transportation and Parking Strategy outlines a roading hierarchy for Wanaka which is based around:

- Special character roads. These roads are defined because of their unique combination of retail, visitor and recreational functions. The transport functions of these roads needs to be secondary to the retail, visitor and recreational functions. These roads, comprising of Ardmore Street and Lakeside Road, are central to Wanaka's vitality as a retail, visitor and recreational destination. Changes to the roading network affecting these roads will need to ensure that the retail, visitor destination and recreational objectives lead transport investigations.
- A primary road network (major arterial roads) providing the main routes into and out of Wanaka and enabling, if possible, through traffic to bypass the urban area.
- Secondary road network (minor arterial roads) providing the main connecting and circulation routes within Wanaka.
- Tertiary road network (or collector roads). These roads collect traffic from local streets within neighbourhoods and are suitable for bus routes.

The Council's Cycling and Walking Strategy promotes an improved street environment for cyclists and pedestrians. It recognises that the design of streets is particularly important to Wanaka Town Centre, which has high concentrations of pedestrian movements. The quality of the town centre will be measured by many visitors in terms of the ease of getting around on foot. The Cycling and Walking Strategy also promotes the provision of end-point facilities, such as on-street cycle parking.

A greater awareness of the transport choices available will be central to managing traffic demands and achieve a greater uptake of the range of transport options. A town centre travel plan will be developed with town centre businesses within the next 2-3 years.

Issues

The relevant issues for the town centre are:

- The amenity value and retail environment of Ardmore Street. Ardmore Street currently takes through traffic along the lakefront area of the Town Centre. Upper Ardmore Street is very wide. This encourages traffic speeds that are not consistent with a safe pedestrian environment. The street width provides opportunities for improvements to the streetscape to be made, consistent with a more attractive retail centre. Lower Ardmore Street is a busy road which severs the connection of the retail area and town centre to the lake and reduces the

commercial, streetscape, safety and amenity values of the area. (This is addressed through the lakefront project area but links to this project area.) The design of any changes to Ardmore Street as a traffic route will need to be carefully undertaken so as to ensure that this area remains an accessible and attractive retail area.

- Easy vehicular movement for traffic across town (east/west). Currently traffic uses Ardmore Street to move across town east to west and vice versa. The traffic functions of Ardmore Street conflict with the retail and amenity objectives for Ardmore Street. As a result it is not an efficient through route and will not cope with the projected future traffic volumes without significant degradation of the street as a retail area and visitor destination.
- Easy vehicular access from north to east and vice versa without having to go through town. Currently vehicles travelling across town have to drive through town and get caught up unnecessarily in town centre traffic.
- Parking for vehicles and bicycles. (Vehicle parking has been addressed as a separate project area in chapter 10.4).
- The current high levels of pedestrian and cycling accessibility. There is the potential that Wanaka's growth may reduce the feasibility and convenience of cycling and walking as a consequence of Wanaka growing in size (meaning some trips will be longer) and because of higher traffic volumes on the roads. The Council's strategies point to the need to improve provision for cyclists and pedestrians in Wanaka and, through travel demand management programmes, ensure that a wide range of transport options are feasible and attractive. The development of a town centre travel plan, which will work with Town Centre businesses to encourage more sustainable transport, is one initiative that will impact directly on the town centre.
- Funding. Transportation projects are expensive so funding will be a key issue. Council needs to ensure that transportation work is cost effective and affordable.

Objectives

The objectives of this project area are:

- Improve the amenity values and retail environment around the town centre and lakefront especially along Ardmore Street, in a manner consistent with the wider town centre strategy objectives for this area.
- Allow for easy vehicular access for traffic across town (east/west).
- Provide for easy vehicular access from north to east and vice versa without having to go through town.
- Provide convenient and secure parking for bicycles sufficient to meet demand.
- Maintain and improve safety and accessibility for cyclists and pedestrians.
- Ensure that transportation projects are cost effective.

Submissions

The main points that were identified in public submissions on the draft strategy regarding transport were:

Roading hierarchy

- Support the proposal of Ardmore Street becoming a special character street and Brownston Street becoming a secondary arterial.
- Lower Ardmore Street should be closed off and pedestrianised.
- Lower Helwick Street should be closed off and pedestrianised.
- Ardmore Street should remain the main through road as it works well now.

- Using Brownston Street as a main road would not work as it would result in traffic noise for nearby residential uses.
- Brownston Street will not be able to cope with this volume of traffic.
- Brownston Street already cuts off residential areas from town so don't support making this worse.
- Commercial development must not cross Brownston Street or there will be pedestrian and vehicle conflicts.
- Need to sort out intersections before do anything to the roads.
- Ardmore Street/Brownston Street intersection needs to be sorted out before any changes are made to the roading hierarchy.
- Improve the intersection at Lakeside Road/Ardmore Street by constructing a roundabout at this intersection.
- Need a free left turn at the bottom of Helwick Street onto Ardmore Street.
- Changing the traffic layout in the town centre will be detrimental to retail businesses.
- Put speed signs up to slow traffic.
- Need a shuttle bus which runs around town and is free of charge for people to hop on and off.

Cycleways

- Must create safe, easy, wide pathways through town to encourage people to cycle.

Streetscaping

- Support streetscaping of upper Ardmore Street.
- Streetscaping upper Ardmore is a waste of money and will result in concreting more of Wanaka.
- Oppose a solid medium for Upper Ardmore Street.
- Streetscaping must ensure retail thrives and parking is there for retail activities.
- Support the proposal for trees down the centre of upper Ardmore Street.
- Need a pedestrian crossing near the doughbin and the post office.

Options

Options for amenity values and retail environment of Ardmore Street.

The options for the improvement of amenity values for Ardmore Street are outlined and have been assessed in the development of the Wanaka Transportation and Parking Strategy. The Strategy states that Ardmore Street will become a special character street instead of a secondary arterial route. As the Wanaka Transportation and Parking Strategy has been through consultation and was adopted by the Council in March 2008 it is not appropriate to re-examine the options again. Therefore the adopted strategy for improvement of amenity values for Ardmore Street is for Ardmore Street to become a special character street.

Council has approved the funding of scheme assessment work for Ardmore/Brownston Streets works to commence 2009/2010. The current 10 year plan allocates funding to this project for the 2009 and 2010 years for scheme assessment work. The submission process for this strategy has been used to inform this study.

Consultation with representatives from the retail industry and the wider community will occur throughout this project.

The options for undertaking the physical works for the improvement of amenity values of Ardmore Street are:

1. Status quo

2. Streetscape improvements such as solid planted or pedestrian medians, kerb build outs, cycle lanes, wider footpaths, seating, public art).

Options for improved cross town route

The options for the improved cross town route are outlined and have been assessed in the development of the Wanaka Transportation and Parking Strategy. The Strategy states that Ardmore Street will become a special character street instead of a secondary arterial route. Brownston Street will become the secondary arterial route for traffic travelling east/west through the town centre.

As the Wanaka Transportation and Parking Strategy has been through consultation and was adopted by the Council in March 2008 it is not appropriate to re-examine the options again. Therefore the adopted strategy for improved vehicular access across town is for Brownston Street to become a secondary arterial. Council has approved the funding of scheme assessment work for Ardmore/Brownston Streets works to commence 2009/2010. The current 10 year plan allocates funding to this project for the 2009 and 2010 years for road construction work. The submission process for this strategy has been used to inform this study. The structure of the Ardmore /Brownston Streets upgrade project provides for consultation with representatives from the retail industry and the wider community throughout this project.

A key issue will be the design of the Ardmore Street / Brownston Street intersection and the impact this has on the accessibility of the Ardmore Street retail area and the function of the Brownston Street as a secondary arterial.

Options for easy vehicular access (north/east)

The options for an improved north/east cross town route were also outlined and assessed in the development of the Wanaka Transportation and Parking Strategy. The Strategy states that Ballantyne Road, Hedditch Street and Lismore Street will become secondary arterial roads forming the North-eastern Link. As part of this work there would be upgrading of existing roads and intersection improvements, including the State Highway 84/Hedditch Street intersection.

As with the Ardmore Street/Brownston Street project, the Wanaka Transportation and Parking Strategy has been through consultation and was adopted by the Council in March 2008 it is not appropriate to re-examine the options again. Therefore the adopted strategy for improved vehicular access (north/east) is for Ballantyne Road, Hedditch Street and Lismore Street to become a secondary arterial forming the North-eastern Link. The current 10 year plan allocates funding to this project for the 2013 to 2019 years for scheme assessment, designation and construction.

Options for adequate parking for bicycles

The Walking and Cycling Strategy outlines the need for cycle parking facilities. The Strategy states that both on and off street cycle parking needs to be provided. The Strategy states that guidelines and a district plan change to require the provision of cycle parking need to be formulated.

The Walking and Cycling Strategy has been through consultation. It is not appropriate to re-examine the options again. Therefore the adopted strategy for improved cycle parking is the development of cycle guidelines and a plan change to the District Plan to require the provision of cycle parking. Guidelines and a district plan change to require the provision of cycle parking are currently being prepared and if appropriate will be included in a change to the district plan.

Options to maintain and improve accessibility for cyclists and pedestrians

The Walking and Cycling Strategy outlines the options to maintain and improve accessibility for cyclists and pedestrians. The Strategy recommends incorporating cycling and walking standards in the Council Infrastructure Code and improved on road facilities for cyclists and pedestrians. Audits of existing street networks are also planned in order to identify deficiencies and enable programming of improvements.

The Walking and Cycling Strategy has been through consultation so it is not appropriate to re-examine the options again. Therefore the adopted strategy to maintain and improve accessibility for cyclists and pedestrians is to incorporate cycling and walking standards in the Council Infrastructure Code and improved on road facilities for cyclists and pedestrians. These will be key considerations in projects such as changes to Brownston Street.

Analysis of the options

Options for amenity values and retail environment of Ardmore Street

Option 1 - Retain the status quo

Advantages:

- Low cost.
- No disruption to retailers.

Disadvantages:

- Unrealised opportunities to improve amenity, pedestrian amenity and cycling environment.
- Doesn't encourage vehicles to slow down.
- Difficult for pedestrians to cross the road.
- Divides retail area in half – the road creates a barrier.
- Will not assist the transition of Ardmore Street to a special character street.

Option 2 - Streetscape improvements

Advantages:

- More pedestrian friendly environment.
- Safer for pedestrians and cyclists.
- Better retail environment.
- Clear to vehicles that it's a slow environment.

Disadvantages:

- Cost
- Disruption for retailers and pedestrians at the time changes are implemented.

Preferred option

The preferred option for improving the amenity values and retail environment of Ardmore Street is to undertake some streetscape works. The type and combination of streetscape works needs to be assessed. The Council has approved the funding of scheme assessment work for Ardmore/Brownston Streets upgrade project to commence in 2009/2010. The structure of the Ardmore /Brownston Streets upgrade project provides for a consultation with representatives from the retail industry and the wider community will occur throughout this project.

10.6 Character

Brief description

All the project area covered the strategy have the potential to impact on the character of Wanaka town centre. However a number of specific issues need to be addressed. These can be summarised under the headings **built character**, **streetscape character** and **diversity of uses**.

Objectives of character project:

- Define and enhance the built character of Wanaka Town Centre.
- Define and enhance the streetscape character of Wanaka Town Centre with particular attention to street lighting, flood mitigation, seating and street trees.
- Define and enhance the diversity of uses within and neighbouring the town centre.

Submissions

The main points that were identified in submissions on the draft strategy regarding character were:

Height limits

- Keep height limits the same or lower to two storeys. No need to increase height as we are not short of space.
- Protect views to lake and mountains coming down Upper Ardmore.
- A few submissions state that height should be increased.

Higher residential densities

- Higher residential densities around neighbourhood centres could contribute to future viability of public transport.

Design guidelines

- Wide support for design guidelines.
- Do not force a local style.

District Plan Changes

- Enable Council to say no to poorly designed development.

Flood levels

- Build to street level and make people build to resist flood immersion.

Pedestrianisation

- Widespread support to pedestrianise some streets including Helwick, Lower Ardmore and Dungarvon.
- Make Helwick Street one way to widen footpaths
- Lower Helwick Street should be pedestrian only during the day.
- 30kph limit on some streets.

Amenity

- Address impact of 'pub noise' on residential amenity.

General

- Avoid 'citifying'. Building heights, lighting, streetscaping should be consistent with atmosphere of rural resort village.

Built Character

Built Form & Design Guidelines

Unlike the gold rush beginnings of Queenstown and Arrowtown, Wanaka established itself more sedately and developed steadily mainly as a tourist and holiday home settlement. It therefore lacks the heritage references of the regions other centres. This and the lack of Town Centre Guidelines may contribute to the difficulty in defining the character of the town centre.

Urban Design Panel

Design guidance is offered to prospective town centre developers through the Wanaka Urban Design Panel. This is an advisory service and it is used on a voluntary basis by applicants. The assessment matters in the District Plan such as external appearance, materials, signage, lighting and impact on streetscape, are open to a wide degree of interpretation. The activity status of most proposals means the panel is not in a particularly strong position from which to be able to negotiate with developers for better urban design outcomes.

Building Height

The District Plan rules governing height are open to interpretation. The height rule permits a maximum height of 8m to the eve line and 10m to the ridge line. While this works for a traditional pitched roof, no clear guidance is given for other roof forms. The rule comfortably allows for two storeys, but three can also be accommodated at a squeeze, with attic like top storeys and minimal ground floor stud height, where developers seek to maximise development potential. The height rule therefore limits the expression of roof form and also inhibits the use of an occasional iconic form such as a corner tower or church spire, with a resulting uniformity of roof line across town.

Options for enhancing the built character of Wanaka Town Centre.

Option 1 - Do nothing / retain the status quo

Continue relying on current District Plan objectives policies and rules with voluntary requests for advice from the Urban Design Panel for guidance on qualitative outcomes. Allow developers to design buildings and spaces as they wish, in accordance with the district plan rules that relate to matters such as height, setbacks, daylight etc.

Option 2:

- The development of non-statutory urban design guidelines for the Wanaka Town Centre. The purpose of design guidelines is to articulate the character attributes of Wanaka Town Centre and provide guidance to the community on how development should capture and be sympathetic to these character attributes. The guidelines do not have the same weight as the statutory provisions of the District Plan objectives and policies but would provide guidance for the interpretation of those provisions. They should also encompass streets and reserves.
- Change the District Plan to ensure that development proposals comply with the urban design guidelines. Increase the activity status of building in the town centre, and incorporate the principles embodied in the Urban Design Protocol into the District Plans assessment criteria to enable the consent process to turn the application down or notify it on the basis of its quality of urban design outcome.
- Redefine the District Plan's height rule to better enable the expression of roof form in response to the alpine setting. Create a District Plan Rule based on the number of floors permitted (three), a maximum height along the street boundary, rising to a more generous height as the building steps back from the street. This would enable two storeys to be easily accommodated

up to the street frontage while enabling a recessed third storey and the expression of roof forms. Further reform could allow for occasional excess height over a limited floor area at strategic locations such as street corners in order to enliven the town's roofscape, provided the extra height serves a public function and the adverse shadowing effects are only minor. Specific areas such as the north side of upper Ardmore could be studied to see if some additional height could be achieved without impinging on neighbour's views or the cohesiveness of the streetscape.

Analysis of the options

Option 1 - Do nothing / retain the status quo

Advantages:

- No further constraint for developers.
- No added financial cost for Council.

Disadvantages:

- Little certainty that design and character of the town centre will be maintained and enhanced.
- No outright ability to say no to poorly designed development proposals.

Option 2

- Change the District Plan to ensure that development proposals comply with the urban design guidelines.
- The development of non-statutory urban design guidelines for the Wanaka Town Centre.
- Redefine the District Plan's height rule to better enable the expression of roof form in response to the alpine setting.

Advantages:

- Likely to result in improved urban design outcomes.
- Provides a good statutory framework for resource consent applications to be assessed against.
- Developers more likely to take on advice from panel in order to avoid lengthy and uncertain notification process.
- Additional design criteria from urban design protocol in the District Plan offer design guidance as to what panel expects.
- Design guideline would provide useful guidance to developers to show what Council is trying to achieve in terms of built form and urban design outcomes.
- Enables increased expression of roof form resulting in improvement to town centre roofscape.
- Avoids inappropriately low ground floor stud heights for retailing.
- Enables existing solar penetration onto streets to be retained.
- May enable some added height and increase floor area potential for town centre.

Disadvantages:

- Creates a higher hurdle for developers with potentially added design and construction costs.
- Increase application costs to developer if forced to notify.
- Cost of Plan Change to Council.
- Not likely to have an effect on all development proposals.
- Little existing coherence to built form on which to base guidelines.
- May decrease allowable floor area at third floor level.
- Introduces extra height towards the centre of the building which may impinge on some views.

Preferred Option

The preferred option is Option 2. That is, change the District Plan to enable sure that development proposals comply with design guidelines, the development of non-statutory design guidelines for Wanaka Town Centre and the redefinition of the existing height rules.

Streetscape Character

Streetscape character cannot be divorced from the built character that frames and defines the streetscape edges. However for the purposes of this section streetscape will refer to the makeup of the street within the confines of those built edges.

Streetscape Guidelines

With the exception of Ardmore Street, there is a consistent 20m street width within the town centre with notably wide traffic lanes. This in combination with the low building height and a lack of mature trees creates an openness of streetscape character and ensures high levels of direct sunshine. However a consequence of the wide carriageways is the correspondingly narrow footpaths which are not appropriate for the high town centre pedestrian volumes and provide no extra space for streetscape amenity such as casual seating, café tables, bike stands and street trees. Street upgrades have largely retained the existing configuration to retain existing on-street parallel car park spaces while avoiding the cost of changing the kerb-line.

Special Character Streets

As a result of the Wanaka Transportation and Parking Strategy Brownston Street is proposed to become a secondary arterial route and Ardmore Street a special character street. The nature of Ardmore Street's role needs to be explored and defined. The lower portion of Ardmore Street is addressed through the Lake Front project area. However upper Ardmore Street, between Lakeside Drive and Brownston Street needs to be examined. It is a consistent 30m wide which enables three metre wide footpaths, continuous angle parking along both sides and ample traffic lanes with a flush median between. This accommodates a large number of on-street car parks. However the width devoted to cars creates a severance between the two sides of the street and the continuity of the parking has left little opportunity for amenity areas for things such as seating areas, bike stands and street trees.

Furthermore the width of the traffic lanes has been designed for relatively high volumes of through traffic. If the transport strategy's intention to divert through traffic onto Brownston Street is to be effectively implemented, the character of upper Ardmore Street will have to change into more of a main street destination with a slower traffic environment to dissuade people from continuing to use it as a through route.

Similar consideration needs to be accorded to Brownston Street as part of its change to a secondary arterial route.

Pedestrianisation

A large number of submissions have suggested closing some of Wanaka's streets to vehicles, while others have suggested making Helwick Street one way in order to widen the footpaths (while retaining parking) and introducing 30 kph limits in key streets. This has been very successful in many places in the world, and Queenstown's Mall is an example. However in smaller centres or in the wrong location where high pedestrian volumes can't be assured, streets closed to vehicles have had to be reopened with retail activity in particular having suffered.

Street Lighting

Lighting styles in the town centre are inconsistent. Improvements have been made in Lower Helwick Street and on the parts of the Wanaka waterfront however there is poor or inadequate lighting in lower Ardmore Street and in the remainder of the town centre.

Flooding

The 2006 'Learning to live with Flooding' policy currently enables new development to choose between building above flood plus wave action level, or otherwise mitigating the effects of flooding while accepting that floods will rise above the ground floor level. In practise however it is not usually feasible to build above flood level while maintaining a coherent street frontage across neighbouring sites. Where premises have been constructed above flood level along Lower Ardmore Street there is a somewhat jarring disconnection to the street frontage.

Options for maintaining and enhancing the streetscape character of Wanaka Town Centre.

Option 1 - Do nothing / retain the status quo

Rely on ongoing utilities programme to deliver streetscape improvements with urban design contribution on an ad-hoc basis from Urban Design Panel.

Option 2:

- Develop Streetscape Guideline and Implementation Programme Including a suite of street furniture and paving details.

Develop clear guidelines and priorities for streetscape upgrades with special emphasis on redefining Ardmore as a special character street. Options for Lower Ardmore are outlined under the 'Lakefront project area heading. Options for upper Ardmore need to be developed around; ensuring through traffic is diverted to Brownstown and Hedditch, considering a centre street amenity strip, increased pedestrian amenity including widening footpaths, kerb extensions for seating, bike stands and trees, additional street trees interspersed amongst parking, and better street crossings achieved by such means as speed table/courtesy crossings, reduced carriageway widths and increased friction for through traffic.

'Consider the 'shared space' approach as a long term solution for some streets in Wanaka including sections of lower Ardmore and Helwick Streets. Shared space is an alternative to closing streets that offers many of the advantages of a pedestrian only street. Typically a level surface is created across the entire width of the street with no kerbs. Narrow vehicle lanes and parking spaces are defined by such means as changes in paving materials and bollards. The effect is for cars to move very cautiously at low speed and for pedestrians to move more freely across the vehicle lanes. Examples are upper Beach Street in Queenstown and the recently completed City Mall and High Street upgrades in Christchurch. There is mounting evidence that such streets are safer for pedestrians than conventional streets.

- Develop Street Lighting Guideline and Programme for delivery.
Develop a hierarchy of light poles and lantern styles consistent with the principles contained in Southern Light and an implementation programme coordinated with other streetscape works.
- Modify District Plan flood provisions.
Revise District Plan provisions in accord with 'Learning to live with Flooding' policy while also prioritising coherence of streetscape to avoid staggered and broken form arising from different solutions being applied to neighbouring sites.

Analysis of the options

Option 1 - Do nothing / retain the status quo

Advantages:

- No additional costs to Council.

Disadvantages:

- No further development of Ardmore Street as an attractive retail and visitor destination.
- Ongoing prioritising of vehicle lane width and manoeuvring space over pedestrian amenity.
- No overall cohesive streetscape outcome.
- Low visual amenity

Option 2:

- Develop Streetscape Guideline and Implementation Programme.
- Develop Street Lighting Guideline and Programme for delivery.
- Modify District Plan flood provisions.

Advantages:

- Provides the council with design guidance for roading and streetscape works in the Wanaka Town Centre.
- Likely to result in consistent good design of built form, roads and streetscape in Wanaka Town Centre.
- Likely to result in increased pedestrian focused amenity.
- Safer streets.
- Encourage night time activities.
- Consistent street levels along shop frontages.

Disadvantages:

- Cost of implementation (including disruption during construction).
- Cost of Plan Change.

Preferred Option

The preferred option is Option 2 - that is, develop a streetscape guideline and implementation programme, develop a street lighting guideline and programme for delivery and modify District Plan flood provisions.

Diversity of uses

A major element of the vitality of a town centre arises from the mix of different activities that occur in the area. An appropriate balance seems to be retail and entertainment at ground level and commercial offices, residential and visitor accommodation at upper levels. This appears to have mutual benefits for each of the activities in that the retail and entertainment sector benefit from a 24 hour resident clientele, which in turn benefits from having work, eating, shopping and entertainment options close at hand. Together with CPTED design principles, this mix of activities can lead to greater personal safety arising from mutual passive surveillance.

Such a mix is provided for under the Wanaka Town Centre Zone provisions. However as Wanaka's resident and visitor population grows there are potential conflicts such as sensitivities to noise, traffic, parking and amenity are likely to arise.

Similar issues arise in the land surrounding the town centre where commercial activities may begin to appear in otherwise residential areas and similar conflicts to those outlined above begin to occur. Although these issues are not a great problem now we need to ensure that we plan for such issues as the resident and visitor population of Wanaka grow.

Options for addressing the adverse effects of diversity of uses.

Option 1 - Noise insulation standards for residential uses in the town centre. This usually means that a mechanical ventilation system is required to enable reasonable comfort levels with closed windows.

Option2 - Restrictions on hours when live music can be performed outside.

Option 3 - Restrictions on hours when outdoor seating for bars and restaurants can be used.

Option 4 - Maximum noise levels applied to bars & clubs.

Option5 - Sub zones where bars and clubs are permitted and residential activities are discouraged or sub zones where residential activities are permitted and bars and clubs are discouraged.

Analysis of the options

No analysis of the options has been undertaken at this stage as this is a potential future issue. .

Preferred Option

Investigate the following range of options to address this issue and identify which option(s) is preferred.

- Noise insulation standards for residential uses in the town centre. This usually means that a mechanical ventilation system is required to enable reasonable comfort levels with closed windows.
- Restrictions on hours when live music can be performed outside.
- Restrictions on hours when outdoor seating for bars and restaurants can be used.
- Maximum noise levels applied to bars & clubs.
- Sub zones where bars and clubs are permitted and residential activities are discouraged or sub zones where residential activities are permitted and bars and clubs are discouraged.

10.7 Central Open Space

Brief description of issue

The Wanaka lakefront provides the opportunity for passive recreation and an open space well connected to the environment and in close proximity to the town. However, apart from the playground area along the lake-front, there is no central, sheltered, communal open space fulfilling the function of a more intimate town square or “village green”. This would provide a small, sheltered focal area where people can relax and/or congregate, which is well connected to adjacent retail activity, and where organised events can be held.

It would also be beneficial to create some smaller open spaces amongst the pedestrian networks through the town. These spaces will allow people to pause or relax for a while when they are moving from one part of the town to another.

It is important to recognise that the street network can periodically be used as open spaces. Roads can be closed periodically for special functions. Lower Helwick Street would be the appropriate street to close for special events.

Objectives of Central Open Space

- To create a focal outdoor area for informal gatherings, entertainment and civic functions that is; central, sheltered, sunny, easily accessible and safe.
- To exploit synergies established with neighbouring retail outlets or civic buildings creating active edges around the boundaries of the space(s). This would provide enclosure and passive surveillance for user safety.
- To create some smaller open spaces amongst the pedestrian networks through the town.
- To provide for new open spaces which build on and complement existing areas of open space, for example Bullock Creek.

Submissions

The main points that were identified in public submissions on the draft strategy regarding a central open space were:

Need for a central open space

- A town square is not needed.

Dunmore Street site not supported

- Dunmore Street location not supported as :
 - apart from shelter from the wind it offers few benefits.
 - blocks the flow from the lake to the social area
 - cut off from the lakefront.
 - limited views
 - will result in the removal of valuable car parks and
 - will struggle to become a focal point.

Alternative locations for a central open space

- Alternative locations for central open space:
 - on the lakefront as this is the main focal point of Wanaka.
 - bottom of Helwick Street – turn it into a mall
 - incorporated with the community centre, library and Bullock Creek

Characteristics of a central open space

- It is important that the central open space has:
 - active edges to encourage safety and vitality
 - parking close by for the elderly.

Timing

- If we delay it will be impossible to achieve.

Possible locations for the Central Open Space

The options for the location of the central open space are:

1. The lake-front area.
2. Dunmore Street car park, possibly integrating with adjacent private land.
3. Wanaka Hotel.
4. Council Office car park.
5. Bridgeman Green.
6. North side of Upper Ardmore.
7. Golf Course corner.
8. Brownston Street.

The options are shown on the map on the following page.

Location of Central Open Space Site Options



Analysis of the options

Option 1 - The lakefront area

Advantages:

- Central location.
- Easily accessible.
- Public ownership.
- Large area.

Disadvantages:

- Exposed to weather.
- Already provides informal outdoor space.
- Not compatible with retention of all existing parking.
- Lacks definition of edges as larger buildings are not compatible with the reserve management plan.

Option 2 – Dunmore Street car park and adjacent private land

Advantages:

- Central location.
- Easily accessible.
- Potentially sheltered.
- Synergies with Bullock Creek and other civic/retail/car parking functions.
- Could complement the existing Lake Wanaka Centre and the Wanaka Library.
- Links into the Bullock Creek pedestrian connection and laneway to Ardmore Street.

Disadvantages:

- Part of the site is privately owned so may not be available. If available for purchase will incur high costs.
- Competing needs - possibly car parking and civic buildings.

Option 3 - Land adjacent to the west of the Wanaka Hotel

Advantages:

- Currently underutilised.
- Central location.
- Easily accessible.
- Might assist in consolidating the linkage between upper and lower parts of town centre.
- Alongside existing civic buildings (Lake Wanaka Centre).

Disadvantages:

- Small.
- Privately owned so may not be available. If available for purchase will incur high costs.
- Existing configuration of Hotel and Lake Wanaka Centre don't provide good edge definition or supporting activities.
- Exposed to westerly winds.

Option 4 – Council Office and Hotel car parks

Advantages:

- Central location.
- Connects into the Russell Street to Dunmore Street pedestrian connection.
- Partially underutilised.
- Potential for good shelter.

Disadvantages:

- Part of the site is privately owned so may not be available. If available for purchase will incur high costs.
- Competes with existing car parking.
- Slightly removed from the lower town centre.

Option 5 - Bridgeman Green

Advantages:

- Council owned.
- Active edge on eastern side.

Disadvantages:

- Small.
- On the periphery of the town centre.
- Exposed to street corner and Pembroke Park.
- Exposed to westerly weather.

Option 6 - North side of Upper Ardmore

Advantages:

- Central for upper town centre.
- Sheltered from north.

Disadvantages:

- Privately owned so may not be available. If available for purchase will incur high costs.
- Steep terrain.
- Peripheral location.

Option7 - Golf Course corner

Advantages:

- Large site.
- Already a reserve.
- Could form an open space set amongst civic buildings if they locate here.

Disadvantages:

- Remote from the physical centre of town
- Exposed if not accompanied by buildings.
- Not as easily accessible by pedestrians.
- Presently leased.

Option 8 - Brownston Street

Advantages:

- Central location.
- Potentially well sheltered.
- Linked to Bullock Creek pedestrian network.
- Large site.

Disadvantages:

- Privately owned so may not be available. If available for purchase will incur high costs.
- Not an established retail area yet.
- Not well connected to existing pedestrian networks.

Preferred Option

In the long term the preferred option is Option 2, the Dunmore Street car park area and adjacent private land as this area is centrally located, easily accessible; links to the pedestrian networks north/south and east/west; links to the Lake Wanaka Centre and existing and potential civic buildings, and has the potential to be sheltered. Comprehensive site development could also involve complementary retail activities. However as part of the site is privately owned it may not be able to be acquired and may be expensive to purchase.

There are a number of different mechanisms that can be used to acquire and develop both the main public open space and the smaller open space areas along the pedestrian networks. They are:

- Negotiation with landowners/developers and they develop the square.
- District plan rules regarding the development of a square in a specific location.
- Designation and development by the Council.
- Purchase and development by the Council.
- Incentives such as extra development rights such as site coverage and height on the site or transferable development rights for site coverage and height.

Different mechanisms will be relevant in different situations or a combination of mechanism may be appropriate.



10.8 Development Capacity

Brief description of issue

The Council's most recent projections forecast that Wanaka's usually resident population¹¹ will increase from 7,005 (in 2006) to 10,308 by 2016 and to 13,747 by 2026. Visitors are in addition to this and the average daytime visitor population is predicted to be 6,514 people in 2026. Such growth projections makes it prudent for the Council to seriously consider what implications this has in terms of the ability of the town centre to provide for the community's commercial and other needs. A number of studies undertaken in 2007 provide a reasonably reliable basis for this discussion.

The most recent study, Wanaka Land Demands May 2007, identifies how much of the maximum floor space in the town centre zone has been developed. The study states that not all of the total possible floor space in the Wanaka Town Centre has been developed (for retail, commercial, office, visitor accommodation and residential) with capacity for a further 12,500m² of gross floor area for all uses (retail, commercial, office and visitor accommodation) still remaining. This report refers to developed floor space not tenanted floor space. There may well be more vacant retail, commercial, office and visitor accommodation space around in Wanaka that this figure may suggest. Also the existing residential houses that are in the town centre zone (such as along Dungarvon Street) are included in this total floor space figure.

Projected demand for additional Town Centre-type retail by 2016 is in the order of 12,000 m², with 2/3 of this future retail development expected to be large format retail (LFR) (8,000m²). It is noted that these studies have all concluded that most of the projected LFR will be located outside of the town centre (Three Parks). Whilst the Council has not specifically projected the demand for other town centre-type uses (such as offices, civic buildings, and visitor accommodation), if the current land use split were to continue¹² this would suggest a demand for a further 24,000 m² for other town centre uses by 2016. Other non-town centre based retail (such as trade-related retail and wholesaling) would be additional to these figures. So the demand is anticipated to be 4,000 m² of specialty retail (some of which will be provided for outside of the town centre), 8,000m² of large format retail, (much of which will be provided for outside of the town centre) and 24,000m² for other town centre uses (such as offices, civic buildings, and visitor accommodation)

Based on these studies, the future demand for commercial and other uses will exceed the remaining capacity within the town centre by or soon after 2016. This raises the issue of whether after 2016 the capacity of the town centre should be increased (either through intensification or expansion) in order to increase the amount of new commercial growth that can be accommodated in this area.

Whilst it is clear that it is neither possible nor, in all likelihood, desirable to try and provide for all this demand within or adjacent to the town centre this still leaves a question as to whether it is appropriate to increase capacity within the town centre after 2016 in order to accommodate a greater amount of commercial growth than would be possible under the current District Plan provisions.

The key questions which need to be answered are:

- Is any more capacity needed in the town centre in the future?
- Even if it is not strictly necessary, is it desirable?

¹¹ Based on the Wanaka Ward, which includes the Hawea, Wanaka and Matukituki Census Area Units. Sourced from report by Rationale Limited in August 2008 titled Queenstown Lakes District, Growth Projections,

¹² The current land use split within the Town Centre is that for every 1,000 m² of retail space, 2,000 m² is occupied by other uses.

- If so, what is the best method of achieving the extra capacity? For example; through outward expansion, through allowing buildings to go higher, or through encouraging car parking to be developed underground, hence enabling surface parking areas to be developed.

Conclusion

The existing Town Centre Zone should cater for the projected demand over the short to medium term (at least up until 2016). Nevertheless it might be desirable to increase the capacity of the Town Centre in order to enable more floor space to be developed beyond 2016 if there is a way to do so where the costs are outweighed by the benefits.

Submissions

The main points that were identified in public submissions on the draft strategy regarding development capacity were:

Need for more commercial land

- Need to enlarge the town centre to provide for future commercial land.
- There is no need to increase the supply of land for commercial use in the town centre
- No need to extend the commercial town centre upwards or outwards when Three Parks is going ahead.

Areas for expansion

- Expand the commercial zone to Upton Street between Helwick and Dungarvon Street.
- The south side of Brownston Street should be zoned commercial.
- There should not be any expansion across the major traffic route of Brownston Street which is the natural edge of town.
- No need to allow more than two storey development as do not need extra commercial capacity.
- Big box developments and supermarket should be at Anderson Heights. Don't create new centres lets use the existing areas.

Commercial capacity study

- The commercial capacity study is incorrect. Well under 50% (between 30% and 40%) of the development potential of the town centre has been used.
- Survey building ages to see what will become available for development-e.g. what is the life expectancy of the THC Hotel?

High density residential zoning

- Need to expand the high density residential zoning around the commercial centre.

Options for adding capacity to the Wanaka Town Centre

1. Do nothing.
2. Increase capacity for additional floor space in the town centre.
 - 2A Intensification by enabling increased building heights.
 - 2B Intensification by encouraging underground car parking and developing existing parking lots.
 - 2C Expansion of the existing town centre.

Analysis of the options

Option 1 - Do nothing

While this option will not create more development capacity it still represents a 24% increase in floor space as compared to a May 2007 baseline.

Advantages:

- Will encourage existing vacant buildings to be occupied.
- Infrastructure, including roading and car parking, can cope.
- There would be no need to prepare a Plan Change (i.e. no costs incurred).
- Would retain Wanaka's current character including its compactness and walkability.

Disadvantages:

- Won't necessarily promote public transport as there is unlikely to be enough pressure on car parking or the critical mass to make public transport viable.
- As the town centre is 80% fully developed, land prices are likely to increase, potentially stagnating town centre development.

Option 2 - Increase capacity for additional floor space in the town centre

Advantages:

- The increase in the supply of town centre land should reduce land prices, make it more competitive, and attract/retain a diverse mix of uses.
- Would improve the feasibility of public transport.
- Would defer but not prevent the development of Three Parks.
- Would make efficient use of infrastructure.

Disadvantages:

- Increased pressure on the roads, car parks and perhaps other infrastructure.
- Requires more car parking (negative urban design effects).
- Would impact on infrastructure, which would require further modelling (cost).
- Requires a Plan Change (cost).
- Would risk an over-supply of commercial space.
- Would not meet potential demand for large format retail.
- Any large format retail that did occur would have adverse effects on the town centre character etc.

If the Council decides it does wish to increase capacity, then there are 3 key options for achieving this, as outlined below. Note that the advantages and disadvantages listed above in relation to increasing capacity are common to all of the following options.

Option 2A - Intensification by enabling increased building heights

Advantages:

- Would provide an additional 12,500m² of above-ground floor space to be developed, which is significant.
- Extra height can have positive urban design outcomes.
- Means more offices could be developed in the town centre, helping to retain a balance of visitors and residents.
- Would avoid sprawl of the town centre.

Disadvantages:

- Significant effect on the character of, and views from, the town centre.
- May attract some considerable opposition.
- Could give rise to land use conflicts from the use of above ground floor space.
- Will provide very little additional retail floor space (as not at ground level).

Option 2B - Intensification by encouraging underground car parking and developing existing parking lots

Advantages:

- Would improve the streetscape and amenity.
- May avoid any expansion of the town centre.
- Would retain existing character.

Disadvantages:

- The added capacity is minimal. There are only two Council-owned car parks within the town centre (being Dunmore St which would provide an additional 836m² and Ardmore Street which would provide an additional 707m² of floor space).
- Underground car parking is costly, and it would be difficult to provide adequate incentives to encourage developers to develop it.
- There may be flood issues.
- As multi-level underground car parks are unlikely to be feasible, they will not necessarily vacate much land for development as surface parking/ parking structures are also likely to be needed to meet parking demand.

Option 2C - Expansion of the existing town centre

There are a few different areas where the town centre could expand to provide increased commercial zoning. Some areas on the edge of the current town centre zone which are zoned residential are already being used for commercial activity. These options need to be explored in detail if it is decided that increased commercial land is required in the town centre.

Advantages:

- Would enable quite significant increases in capacity.
- Recognises that some commercial use already exists.
- May enable some large format retail to locate in the town centre.

Disadvantages:

- Cost of doing a Plan Change and background work.
- Time delays as a result of the Plan Change process.
- Makes town centre less compact, less consolidated and less connected (especially for pedestrians).
- Likely to increase the amount of traffic in the town centre and a greater requirement for car parking.
- May result in commercial uses (with liberal opening hours etc) – conflicts with adjoining residential zones.
- Unless all sites were developed for commercial use, it would be very disjointed.
- Would reduce the capacity for Visitor Accommodation and residential development within easy walking distance of the town centre.

Preferred Option

Based on the Council's available information and assumptions, there is no need to increase capacity in the town centre up until 2016. However beyond that the Council is likely to need to undertake one of the options for increasing capacity if it wishes to enable additional floor space to be developed in the town centre beyond 2016. Otherwise, the majority of new commercial development beyond 2016 will occur at Three Parks.

The figures regarding the amount of the total possible floor space in the Wanaka Town Centre that has been developed have been disputed through submissions as being too high. The calculation was based on out of date development data (2000) and included development for retail, commercial, office, visitor accommodation and residential uses not just retail uses. The next study of development capacity will use current data and if possible include separate calculations for retail, commercial, office and visitor accommodation uses. Nevertheless the submission and the Council studies both agree that there is adequate capacity in the town centre up until at least 2016.

The preferred option is Option 1, the do nothing option until 2010, when further studies should be commissioned to investigate the supply and demand of commercial land in the town centre. This further study is currently underway and uses up to date information and a rigorous methodology. Depending on the outcome of these studies these options (and any other options that may arise) may need to be considered further at this time.

The disadvantages of the various increased capacity options are relatively significant and need to be carefully weighed up against the advantages. They need to be considered in light of how much more capacity will realistically be enabled, within what timeframe and whether it will realistically meet the type of demand that is projected. None of the options for increasing capacity will prevent the Three Parks Zone from being necessary. Any increase in capacity will require a Plan Change, which will incur cost to the Council and community.

The advantages and disadvantages listed are preliminary and a summary only. Further work would be required (especially in terms of the effect on transport, car parking, and roading) to more fully understand the effects of enabling increased floor space in the town centre.

Wanaka Town Centre Concept



11. Implementation and priorities

This document outlines a series of recommended actions to address the issues outlined in Section 10. As the strategy is a long term strategy spanning 20 years and the sheer number, complex nature and high cost of actions the actions outlined in this strategy can not all be implemented at once. Instead there will be a staged approach to achieving the desired long term goal with implementation based on priorities and funding availability.

A list of actions that arise out of each of the recommended approaches for each of the project areas is outlined in section 10 of the strategy document. Each action has been given a proposed timeline and a department of the council that is responsible for implementing this action.

There are a large number of projects identified but funding constraints limit the ability to progress all this work in the short term. Funding for these projects will be allocated through the 10-Year-Plan process. The 10-Year-Plan has been adopted and due to the current economic climate a number of projects have been deferred in the early years of the 10-Year-Plan. Therefore the projects will need to be staged across a number of years.

The Working Party has discussed the priorities for these projects. For many of the projects scoping work needs to be undertaken before design and construction can commence. The working party recommends the following priorities:

1. Scoping and design work for roading changes as outlined in section 10.5 of this report.
2. Scoping work for the lake-front, car and cycle parking, pedestrian connections, the central open space and civic area projects
3. Design work for lakefront and car parking projects.
4. Changes to the District Plan including height, car and cycle parking and flood provisions.
5. Policy work on monitoring the capacity of the town centre.

It is important that there is a group that monitors and reports on the implementation of the recommended actions in the strategy. Such a group needs to be formed and as such this has been included in the list of actions in Section 9 of the strategy document.

Appendix 1 – The Wanaka Town Centre Strategy Working Party Brief

DRAFT BRIEF

WANAKA TOWN CENTRE WORKING PARTY

Purpose

This brief sets out the terms of reference for a Council / community working party to provide direction for the future enhancement of the traditional Wanaka Town Centre, and guidance to assure that any proposals for future urban precinct hubs in the Upper Clutha are complementary in nature. The task is primarily to:

- a) integrate a range of planning projects (plan changes, transportation, recreation, social services etc) within the Wanaka town centre precinct.
- b) undertake consultation with stakeholders (e.g. the business and community sectors) aimed at identifying a common vision and identity for the Wanaka town centre.
- c) generate a work programme that can be included in the 2009/18 LTCCP.

The Queenstown Lakes District in general, and the Wanaka Ward in particular, are undergoing immense change. In order to be well prepared for this challenge the Council has a substantial policy and investment programme in planning and delivery. Of necessity this process involves breaking work down into functional pieces with the risk that elements may not be entirely integrated, or that the unique needs of localities are not taken into account. This is the key objective of this working party.

What's the Problem?

This project has been initiated primarily for three reasons:

- a) the community of Wanaka is concerned at uncertainty created by a proposal for an additional urban precinct in the 3 Parks Development (and any other similar proposals that might arise). It is unclear what impact any additional urban precincts may have on the "traditional" Wanaka town centre. The community is eager to ensure that the original town centre remains both vibrant and commercially successful in the face of evident growth. While the issues under this heading are primarily commercial in nature, the project also encompasses canvassing and responding to expectations the Community may have as to the shape, form and function of the "traditional" town area.
- b) The centre of the original town centre has grown in a somewhat random fashion. While that remains a key part of Wanaka's charm stronger guidance may be necessary to ensure character is enhanced. These issues are primarily to do with urban design (i.e. architecture, building context, and Council's investment in the public estate).
- c) Continuing growth in the popularity of the town centre, especially for night time recreation, has led to concerns regarding community safety. These are issues of urban design and regulatory policy settings (e.g. policing, liquor sales, and CPTED).

The brief for this working party cover all three sets of issues.

What Constitutes the CBD?

'CBD' stands for central business district. 'Town Centre' refers to the same thing. That area is delineated by the map shown in appendix two.

The CBD has the following features:

- a) it is naturally acknowledged as the 'centre' of Wanaka.
- b) it is substantially commercial in nature providing a wide range of services including retail and professional offices. There is also an element delivering social and community services. The result is that there are many reasons for residents and visitors to go there and inter-mingle (contributing to the overall experience of both).
- c) It also has a strong 'recreational' element. People come to the area to be in the 'heart' of things.
- d) It's a meeting place for locals and visitors.
- e) It is an area of natural charm which exhibits high levels of urban design (in the past mainly due to history but increasingly by design).
- f) It exhibits high standards of access (by car and pedestrian) and security.
- g) It reflects the features of Wanaka both by being centrally located adjacent to easily viewed natural beauty and adjacent to areas where this can be enjoyed (water-front).

These features need to be preserved, supported and enhanced.

Because the CBD needs to be seen in context a 'sphere of influence' has been drawn on the attached map. This is an arbitrary construct but allows the working party a wider brief to discuss issues that might contribute to the effectiveness of the town centre. However, given that the Wanaka Structure Plan has defined future opportunities for growth in the CBD, this brief does not include the opportunity to redefine where growth in the CBD might occur.

The brief specifically does not include:

- a) Revisiting strategies, plans and policies that have already been adopted (e.g. the Wanaka Structure Plan) by Council. Specifically the working party should not re-litigate the proposed 3 Parks development which is within the jurisdiction of another working party.
- b) Altering the brief for projects underway.
- c) Any issues which are the jurisdiction of other parties (e.g. the Wanaka Sports Facilities working party).
- d) The initiation of any fresh research or investigation, or the appointment of outside consultants or advisors, without the specific approval of the Council. That approval may come from council representatives on the working party (to the extent they have appropriate delegated authority).

Some Basic Principles

The following basic principles should guide discussion:

- a) The Council has taken ownership of this project. That implies commitment to the outcome subject to statutory processes.
- b) Proposals need to build on current knowledge found in the foundation documents and not discard it. The working party can however test the robustness of that information and the conclusions that arise from it.

- c) Council is responsible for developing a wide range of community facilities to meet the needs of the community over a long time horizon. Community facilities very naturally and commonly occur in town centres (e.g. theatres, event venues and community development agencies). Proposals for opportunities to house appropriate facilities in the town centre are welcomed. These should be on the basis of 'footprint' and not involve detailed design.
- d) The project needs to provide a long term planning horizon for a town centre based on Council population growth models.
- e) The Council has a wide range of statutory obligations in regard to consultation under the Reserves Act, Local Government Act, the RMA and others. These requirements need to be observed. Implementation of projects also requires statutory procedures (LTCCP, etc) that need to be provided for in the work of the working party.
- f) Council owns considerable land in, or adjacent to, the CBD. The working party is invited to consider how this land might be used to best deliver the range of services that are seen as key to the "development" of the town centre or Wanaka generally. This extends to identifying opportunities to acquire land in the CBD to facilitate any of the purposes of the brief.

Membership

It is proposed the membership of the working party be:

- Independent chairperson
- A councillor from the QLDC.
- An elected member of the WCB.
- 3 representatives from the wider community (ranging across both the commercial, residential and service sectors).
- The Council's General Manager Policy and Planning
- A nominee of the General Manager Utilities.

Deliverables

The working party is expected to deliver, to Council:

- a) A clear 'vision' statement for the role of the traditional Wanaka town centre defining its future purpose, scope, form and key features. Specific consideration should be given to issues surrounding retail, commercial and service sector requirements, as well as to demands for traffic and pedestrian movements, open space requirements, and urban design considerations;
- b) A detailed appreciation of how (a) above is complementary to, and synergistic with, any other proposed precinct developments close to Wanaka township, including that under consideration at 3 Parks; and
- c) a project plan sufficient to support the inclusion of a set of specific projects into the Council's next LTCCP, i.e. from 2009.

Attached, as Appendix 3, is a chart of the process that will need to be followed in order to achieve the deliverables. The expectation of the working party is that it will carry out the stage of the processes coloured red in that chart, i.e. taking the current foundation documents to the point where a proposal can be confidently included in a draft annual plan and LTCCP for that stage of public consultation.

In achieving this process the working party is expected to:

- a) Understand the foundation documents, the statutory processes that the Council is obliged to follow, and issues of funding and affordability. The foundation documents have been provided to the working party in a separately bound document.
- b) Having reviewed the foundation documents, to develop:
 - i. A suitable 'vision' statement.
 - ii. a prioritised / staged and costed concept development plan for public facilities (which may include buildings, infrastructure, services and/or open space) in the Wanaka town centre (or the immediate environs).
 - iii. A prioritised / staged and costed proposal for policy / regulatory interventions in the Wanaka town centre.
- c) Inform, and consult with, the community about that plan in a way that satisfies the Council's statutory obligations.
- d) Assess the affordability of these proposals.

Timelines

Council's preparations for the 2009/18 LTCCP commence in September 2008. The working party needs to provide an indicative report by 1 October 2008 and complete its report as soon as practical thereafter.

By September 2008, the working party will need to deliver its finished report as required by the brief. That timing will allow the proposed projects to be included in the Council's draft 2009/18 Long Term Council Community Plan.

Public Consultation

The working party will be expected to satisfy the Council's obligations for public consultation and communication up to the point required by this brief. Specific attention is drawn to Sections 76 – 81 of the Local Government Act 2002.

In some areas the work of the working party will encounter known tensions in the community. If those tensions are not addressed in a timely way they may delay the implementation of the outcome of this project.

The working party's brief excludes:

- a) The processes required of the LTCCP
- b) Any consenting requirements under the RMA.

Both of these processes will be the responsibility of Council.

Current Financial Provision

The following funding is available for this work:

Wanaka Town Centre Strategy	07/08	\$30,000.00
Draft	08/09	\$70,000.00

Professional and Administrative Support

Council will provide:

- a) Administrative support in the form of secretarial services.
- b) Professional and technical expertise as required from within Council staff or its agencies.
- c) Funding for a suitable project manager and supervision of that role.
- d) Funds (within budget) to produce a successful result.

Scope And Outcomes

25 year horizon
10 year forecast
3 years in detail
(2009 – 12)

Footprint for facilities
Council land / acquisition opportunities
Capital investment programme
Regulatory considerations
External influences
Affordability
Parking
Sustainability for all centres
commerciality

'Wanaka Town Centre Development Strategy And Plan'

Council structures to deliver ownership project mgmt funding

Work And Resources

Wish to ensure Plans integrated in traditional town centre

WORKING PARTY

Report regularly

Gaps?

Define external Pressures and tensions

FORMULATE RESOLUTION

Understand Applicability of foundation docs to town centre

Identify Internal Inconsistencies

Understand LGA, RMA, Reserves Act
Consenting
Consultation
Funding / affordability
Timing for above

REPORT

Priorities & Staging

Foundation Documents

Function / activity Based study has delivered

New Contract Specifications

Population Projections

Bylaws

Wanaka Transportation Strategy

Foreshore Proposals

Sustainable Wanaka

Foreshore commercial uses

QLDC capital programme

Waste Mgmt Strategy

Wanaka Structure Plan

District Plan Policies

LWT tourism marketing strategy

Urban Design Panel reports

Lighting Strategy

Wanaka 2020

Liquor

Plan Change Proposals
Local and district wide

Pembroke Park Management Plan

Table and Chair policy

Flood mitigation

Heritage, trails and other policies

Appendix 2 – Summation by Kobus Mentz of the Wanaka 2020 workshop in May 2002 on urban design issues and opportunities for the Wanaka Town Centre.