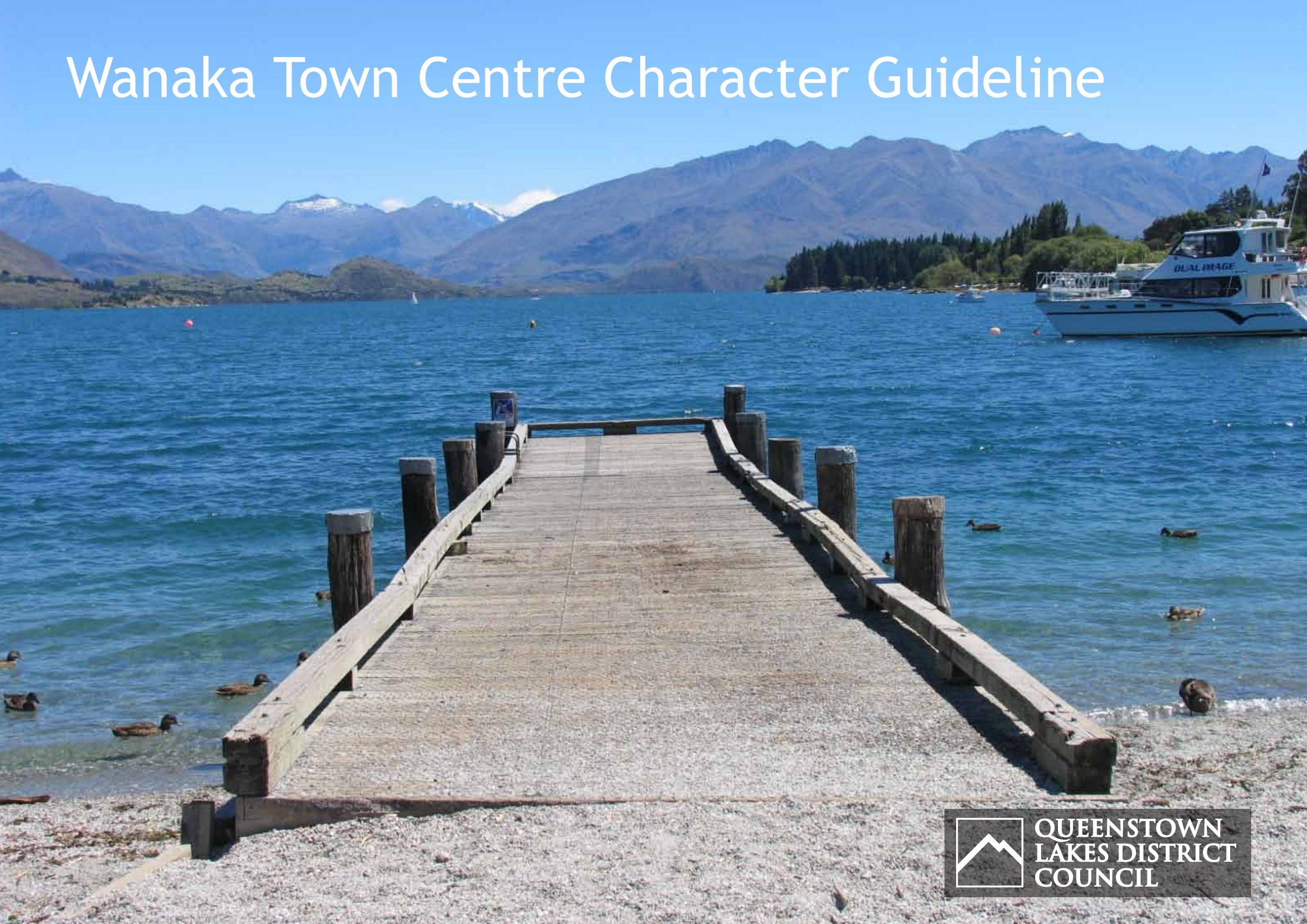
Wanaka Town Centre Character Guideline



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QUEENSTOWN LAKES DISTRICT COUNCIL

Acknowledgements
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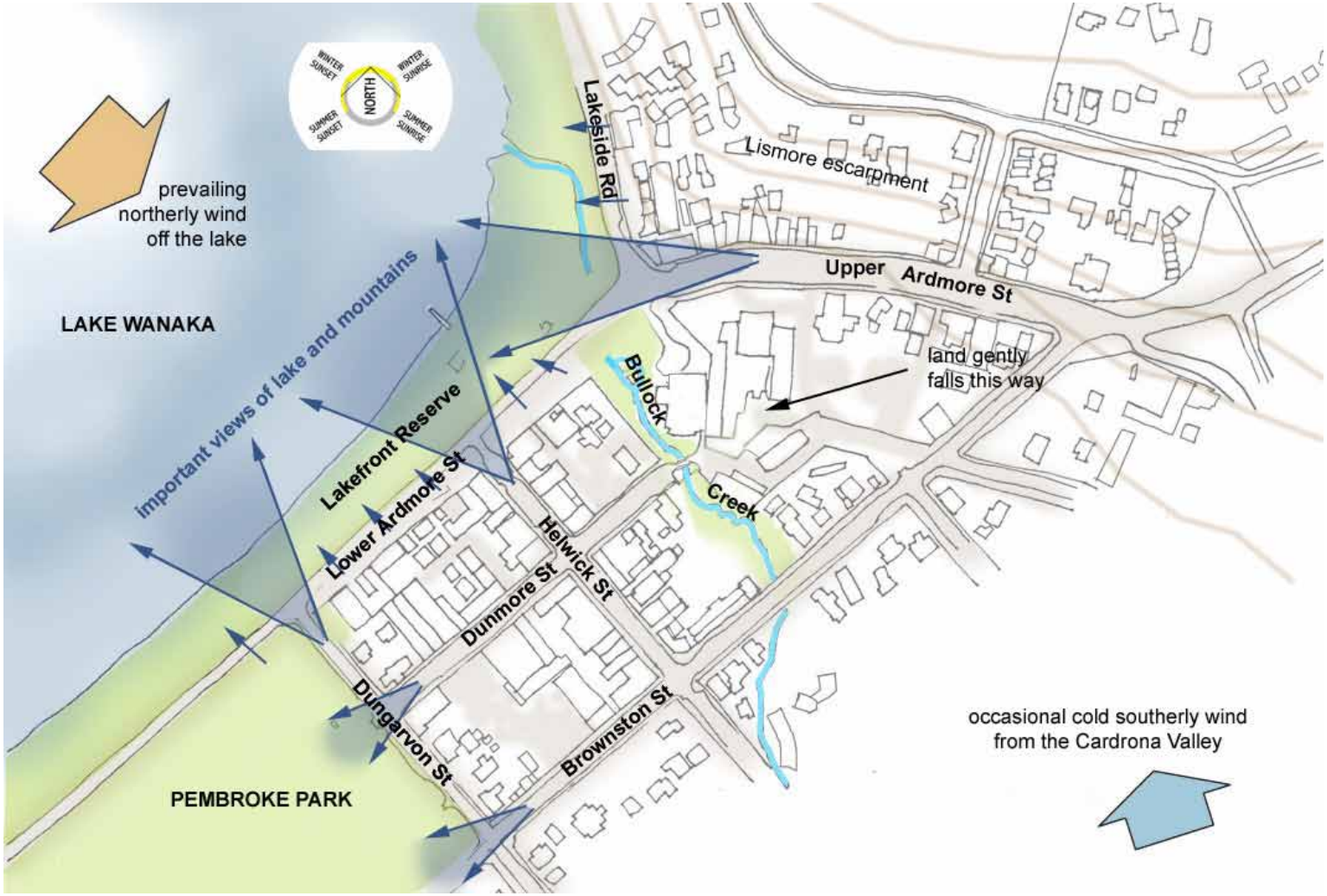

WINTER SUNSET
WINTER SUNRISE
NORTH
SUMMER SUNSET
SUMMER SUNRISE
prevailing northerly wind off the lake
LAKE WANAKA
important views of lake and mountains
Lakeside Rd
Lismore escarpment
Upper Ardmore St
land gently falls this way
Bullock Creek
Lakefront Reserve
Lower Ardmore St
Helwick St
Dunmore St
Dungarvon St
Brownston St
PEMBROKE PARK
occasional cold southerly wind from the Cardrona Valley

Town Centre Vision

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

Wanaka Town Centre Strategy 2009

Who should use this guideline

This character guideline has been prepared to serve the entire Wanaka community. It will assist developers, design professionals, people with an interest in development in the town centre, and the Council. This guideline is advisory and non-statutory.

The Council strongly encourages pre-resource consent application meetings with developers to discuss how the District Plan applies to their development and how this guideline can assist in shaping development to the benefit of the wider community. The Council also encourages early consultation and discussions with neighbours and, where appropriate, the wider community.

As with the town centre, this guideline is anticipated to evolve. This is to be achieved by means of a five yearly review process.

How it relates to the District Plan

Most developments within the town centre will need to obtain a resource consent under the District Plan. This guideline will help interpret the objectives, policies, rules and assessment matters of the District Plan in relation to the Wanaka Town Centre.

The District Plan identifies ‘principal values’ that contribute to the character of the Wanaka Town Centre, and ‘issues in respect of its future management’ as:

- *The general proportions of public open spaces*
- *The low scale of developments*
- *The views to Lake Wanaka and the surrounding mountains from within the town centre, the relationship of commercial activities and surrounding residential, open space and recreational activities*
- *The clear definition of the edge of the town centre*
- *The variety of land use activities established within the town centre*
- *The consolidation, maintenance and enhancement of the existing business area*
- *The retention and enhancement of the visual image and lakeshore amenity*
- *The sustainable use of the existing buildings and infrastructure*
- *Retention of the existing scale, form and intensity of the built form*
- *Ease of access and circulation for vehicles and pedestrians*

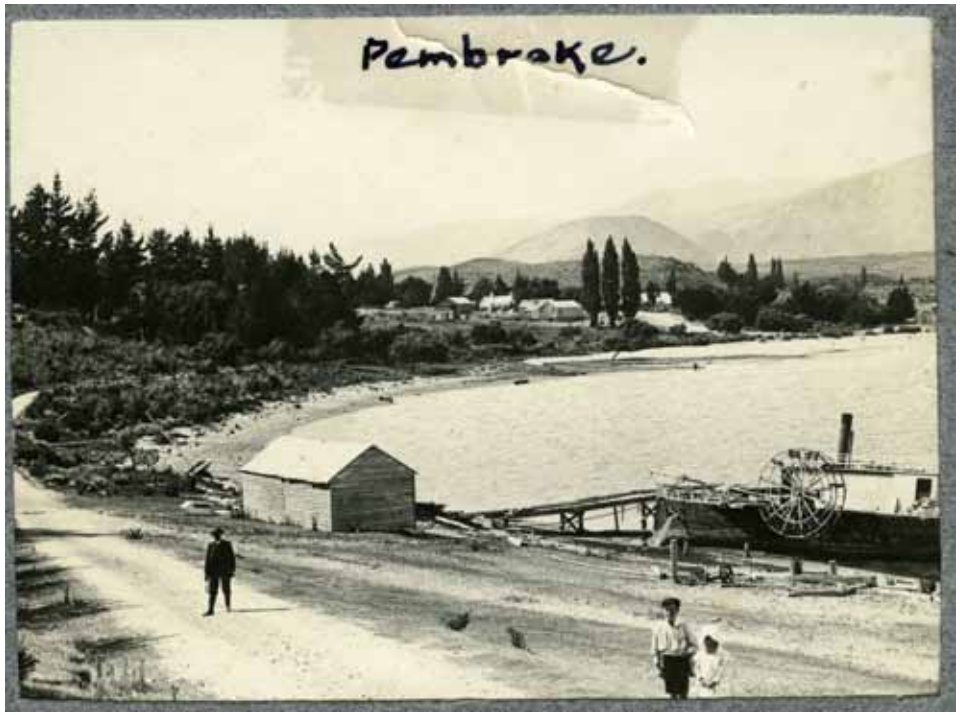
However, the District Plan provides little guidance on the translation of those values into buildings, streets and other open spaces. This guideline therefore sets out to enable all those involved in the design process to better understand the community's expectations for the evolving character of the town centre, and how a development can best contribute toward this.

This guideline also recognises, and should be read in conjunction with, the Council's publications:

- Wanaka Town Centre Strategy
- Learning to Live with Flooding; A Flood risk management strategy for the communities of Lakes Wakatipu and Wanaka
- Infrastructure Code
- Signs Control Bylaw
- Tree Policy
- Southern Lights Policy

The role of the Urban Design Panel

The Wanaka Urban Design Panel undertakes design reviews on behalf of Council for significant public and private development proposals in Wanaka, with particular emphasis on the town centre. The Urban Design Panel will consider how development proposals in the town centre have taken account of this guideline. The panel offers greatest potential benefit when proposals are at the concept stage, prior to lodgement for resource consent. As with the guideline, the panel's role is advisory and non-statutory, however support from the panel can be influential in the outcome of the resource consent process.



Circa 1910

1 Wanaka's Urban Character

Beginnings & Identity

Originally surveyed in 1863 as Pembroke, by which name it was known until 1940, Wanaka began as a settlement at the junction of two roads with a north-westerly outlook over the lake. The population reached 130 in the late 1900s when it primarily serviced the farming families around the lake and had begun to support small tourism ventures. Despite these early beginnings, there is a notable absence of historical buildings within the town centre.

By 1958 the population had reached 350 with about half of the houses being holiday cribs, in many cases belonging to southern farming families. While growth has markedly accelerated since the 60s, this balance between the permanent population and frequent visitors has remained. Long regarded as the long weekend, summer holiday and winter skiing destination of choice among many southern New Zealanders, the mix of repeat visitors and residents gives Wanaka its own particular flavour.

Wanaka's idyllic setting and wide variety of recreational pursuits give it a global appeal. Its attractiveness as a place to both live and play has resulted in growing numbers of increasingly up-market cribs and houses. Yet a key ingredient remains the low key and laid back ambience that reflects the unassuming character of southern New Zealanders.

Circa 1965

Existing Town Centre Character

- Wanaka town centre is defined by the strong visual connection to its landscape setting with wide open, sunny streets, and low built form of one, two, and occasionally three levels nestled into a moraine basin and alpine backdrop
- The town centre fronts onto the lakefront reserve, with outstanding views across the lake to the mountains, creating a clear focal point for social activity
- Lake Wanaka, Pembroke Park and the Hedditch escarpment define clear boundaries to the town centre on three sides
- Bullock Creek, an intact natural stream, bisects the lower lakefront flat from the upper town, which rises to the junction of Brownston and Ardmore Streets, the eastern gateway into the town centre
- A concentration of civic services and amenities around the junction of the upper and lower town reinforces the importance of the town centre as the setting for daily civic life
- Pedestrian lanes complement and interconnect the formal street network
- There is a diverse range of small scale, unpretentious buildings.
- Some new buildings share the attributes of being strong, simple forms using proven locally relevant materials that reflect durability and function over flamboyance
- Strong seasonal variation is expressed by the vegetation
- The lakefront and Bullock Creek express an informal and naturalistic character featuring indigenous vegetation

Core Design Principles

To ensure new development adds quality to Wanaka's town centre:

1. Ensure that the **sense of openness** and good solar access is maintained in streets and public places
2. Retain and enhance the **pedestrian and cycling connectivity and amenity** of the network of streets and lanes and enhance the level of accessibility of the pedestrian network for all users including the young, the elderly and the disabled
3. Apply the principles of **Crime Prevention Through Environmental Design** (CPTED) to the design of public places with particular regard to high levels of passive surveillance through good visual connectivity
4. Work collectively with neighbouring buildings to **spatially define** and enrich Wanaka's streetscapes and other public places
5. Contribute to the sense of activity and **vibrancy in the town centre** through architectural variety with strong visual connections between inside and outside at street level and spaces at building edges that provide opportunities for social interaction
6. Use **strong, familiar, and simple** architectural forms, generous façade depths and proven durable materials in order that buildings respond to and complement the wider landscape
7. Reinforce a **human scale** and avoid large-scale monolithic building forms or the over-repetition of the same or similar smaller forms; large buildings should instead be composed of several varied smaller forms grouped together
8. Champion sustainability and **environmental responsiveness**, including energy efficiency, shading, natural light and ventilation, and the use of local and recycled materials


1

2


4


5


6


7


8

The outstanding natural setting of Lake Wanaka has made the town centre a regionally and increasingly internationally desirable setting for visitors and new residents. The ability to interact with such a profound environment just 'one step' away from the urban area is a key feature and makes Wanaka town centre an extremely desirable place to be in.

Finalising the Wanaka Structure Plan, Queenstown Lakes District Council, July 2007

2 Building Design

2.1 Site & Context

context is everything

When undertaking development within the town centre a good understanding of the site and particularly its context is essential. Designers need to demonstrate that a new development is connected to and coordinated with the surrounding urban structure.

Building designers therefore need to:

- Analyse site topography, solar orientation and exposure to the prevailing north west winds off the lake and the more occasional cold southerlies from Cardrona Valley
- Study the relationship and the orientation of the site to the adjoining street or public place and any rear lane
- Identify any significant vegetation on the site or close by
- Preserve important views from the site and views that might be impacted on by the development
- Examine views of the site from higher ground or buildings
- Preserve and enhance existing pedestrian circulation patterns, key desire lines and potential linkages through the site
- Consider how the neighbouring buildings sit in relation to the site in terms of rhythm, scale and character of neighbouring buildings
- Intergrate with the intended character of the streetscape including the footpath, lighting, parking and services, as summarised later in this document

Site coverage

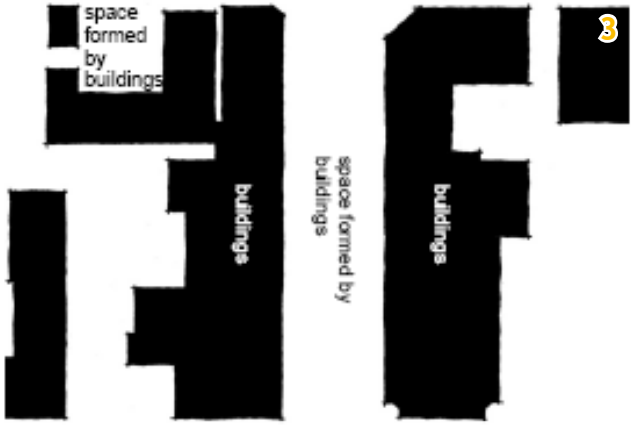
Site coverage over the 80% permitted threshold in the District Plan is likely to be viewed favourably where the site and context and built form guidelines have been effectively applied.

Configure the site logically

- Locate entrances and public uses intended to engage with the community at the front on the ground floor and locate more private uses away from the public realm
- Locate areas for storage, service, and refuse away from the street or public open spaces, preferably within buildings or behind landscaped screens to the rear of buildings. If possible share space for these activities with the neighbours
- Generally town centre buildings sit shoulder to shoulder and front up to public spaces. Acting together the building frontages define the streetscape and other public spaces (1, 2 and 3)
- Consider integrating the site with the public street space, providing more opportunities for socialising and retreat out of the pedestrian flow (2)

The building edges enclose and shelter the street...

and public courtyards...



defining the public realm between the buildings

1

Split level promenade

2

On-site parking in front of building

Building levels in relation to flooding

- Maintain a continuous connection between the footpath and the ground floor level of the building. Where ground floors are raised above the footpath level, this level change must be accommodated on-site.
- When development extends for more than half of an urban block within the flood zone, (e.g. along lower Ardmore Street), consider raising floor levels in conjunction with a raised pedestrian promenade. The Council is open to consideration of a raised promenade on public land if the development is significant in scale and there is sufficient public space adjoining the development. (1)

Parking

- Avoid on-site parking areas in front of buildings, as they detract from the amenity of the streetscape, interrupt pedestrian desire lines and disrupt the continuity of building frontages (2)
- Design office buildings and larger retail outlets with showers for cyclists and provide prominent, convenient cycle parking or storage
- Promote the use of permeable materials for parking surfaces

On-site landscaping

- Integrate landscape and building design at the outset of the design process, as opposed to using landscaping to mitigate weak architecture
- Choose and place plants to complement the building and structure the space
- Match species to expected maintenance levels
- For additional guidance on on-site landscaping refer to the landscape design guidelines in section 3

2.2 Built Form

Use simple, strong architectural forms as the basic building blocks

- The basic forms of the early settlers' buildings of the Upper Clutha - the farm cottage, the rural barn and the holiday crib, provide cues in the enduring simplicity of their gable, hip and lean-to profiles (3)
- A strong front façade enables these forms to address street and other principal frontages in the town centre context (4)
- Parapets, verandas and balconies can further enliven the streetscape (5)
- Solidity, depth and well crafted human-scale detail in the street façade add character and a sense of durability
- To achieve human scale, key building components, such as window and door openings, structural elements, bays and recesses, should be of a size that relates well to people nearby moving at pedestrian pace
- Large building footprints should be broken down to read as two or more smaller forms that reflect the fine grained rhythm and scale of the town centre (5)
- Avoid ubiquitous corporate or franchise signature architecture that sets out to promote the corporate brand at the expense of the local context
- Wanaka is not constrained by its built history - contemporary architecture in sympathy with the local context is encouraged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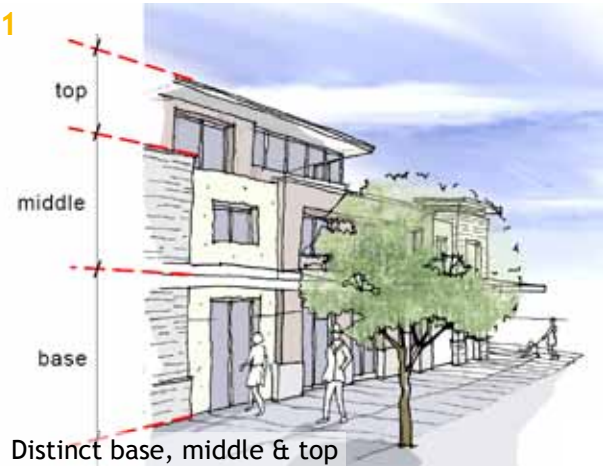


Distinct base, middle & top

2

Human scaled proportions & rhythm

3

Vertical alignment of building components

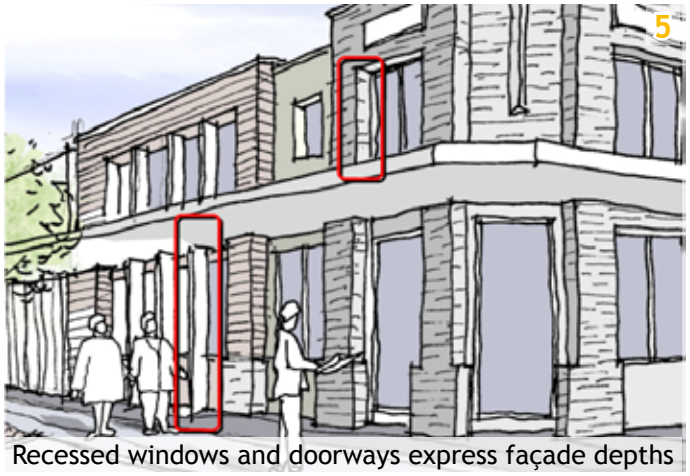
Active edge

For town centre buildings, the key design element is the edge between people in the street and the activities that occur inside the buildings at ground floor level. The vibrancy, vitality and commercial viability of an urban area is closely related to the design of this edge, the front façade.

1. Locate buildings and main entrances on the front boundary, with setbacks only provided for pedestrian plazas, and occasional recessed entries
2. Buildings should generally occupy 100% of a site's frontage, excluding any necessary vehicle or pedestrian lane access to the rear
3. Articulate a distinct base, middle and top to each building (1)
4. Design the façade's proportions and rhythm at a human scale (2)
5. Emphasise recessed entrance points as distinctive features in the façade design (2)
6. Make use of features such as balconies, projections, and recesses to break up the mass of the building (2)
7. Use cantilevered or recessed decks and balconies to vary building form, and to respond to varying sunlight, wind, acoustic privacy, and visual privacy considerations (2)
8. Emphasise the vertical rather than the horizontal by aligning building components such as structural elements, windows and veranda posts across different floor levels (3)
9. Windows should generally emphasise the vertical dimension over the horizontal, by being tall and narrow as opposed to short and squat
10. The spaces in between windows should be at least 0.3m wide and be clad with the main cladding material of the façade (3)

11. Where possible align the principal horizontal elements, including parapets, verandas and window with the corresponding features on adjoining buildings (4)
12. Avoid flat, planar facades by recessing windows and doors to express a generous façade depth of not less than 300mm at ground level and 200mm above ground level (5)
13. Locate smaller shops in front of large format uses and any car parking. This 'sleeving' helps to avoid blank walls and out-of-scale building mass being presented to streets
14. At ground floor level, between 50% and 70% of front façades should be glazed (6) and window displays should not prevent pedestrians seeing shop interiors, in order to provide passive surveillance between inside and outside for crime prevention and personal safety and to contribute towards an engaging street frontage

Horizontal components aligned with neighbours



Recessed windows and doorways express façade depths

Excessive glazing and window display deactivates façade

1

Corner emphasised

2

Scale, volume & height

Corner sites

- Emphasise and celebrate street corners
- Give equal emphasis to both street elevations in the design of buildings on corner sites (1)
- Consider wrapping the parapet around the corner, accentuating height, splaying the corner and creating a main entry, or creating a corner roof feature

Double fronted sites

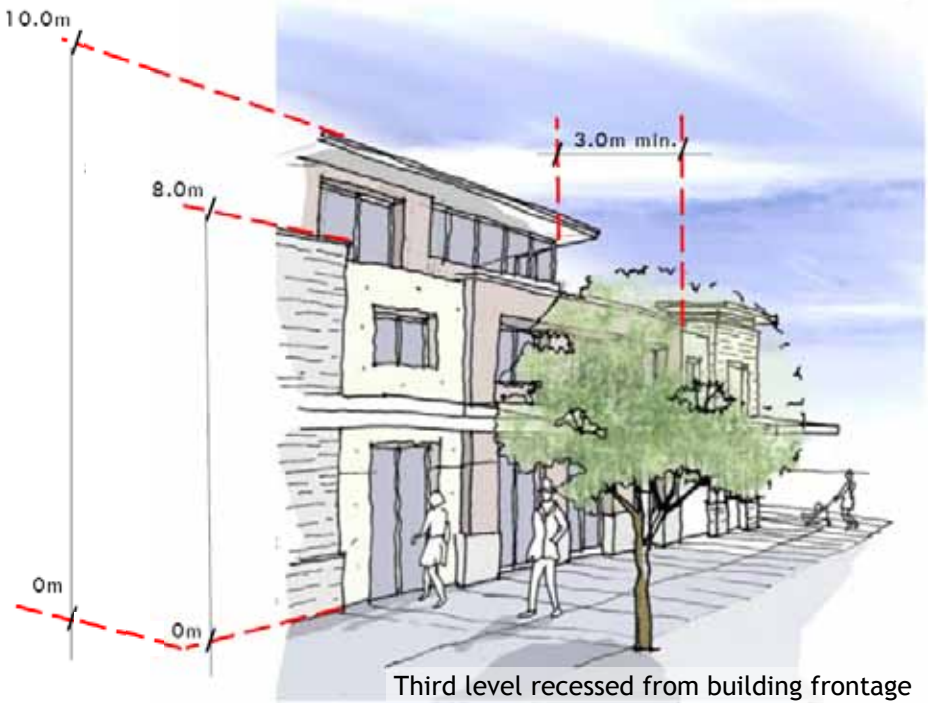
- Give equal emphasis to both street elevations in the design of buildings on sites that face streets, lanes or public space at both ends

Building scale, volume and height

- The maximum building volume that reads as a single built form should not exceed 8m x 9m x 15m (height x width x depth), or approximately 1,200m^3 (2)

- Building heights should not generally exceed 8m at the street frontage, where they should read as a maximum of two storeys in height - roofs pitched above this height may be used if not visible from the street
- Any third level should be a secondary volume set back a minimum of 3m from the building frontage and should not appear to be higher than 10m when viewed from the street (3)
- Larger developments should appear as two or more distinct adjoining buildings that work in harmony (4), using techniques such as:
  - Varying the roof line, shape and height
  - Changing the façade depth and detailing
  - Changing window and/or doorway proportions
  - Varying the texture, material and colour of the cladding system
  - Individualising the veranda for each building segment
  - Contrasting solid heavy forms with lighter more transparent forms
  - Creating a rhythm of bays and recesses

3



Third level recessed from building frontage

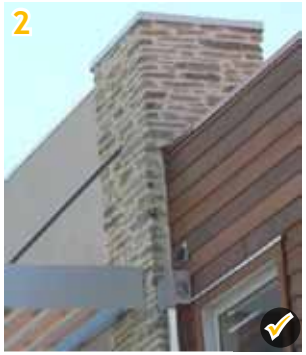
4

A single large development appears as several distinct adjoining buildings

1

Roof articulation accentuates key elements at ground level

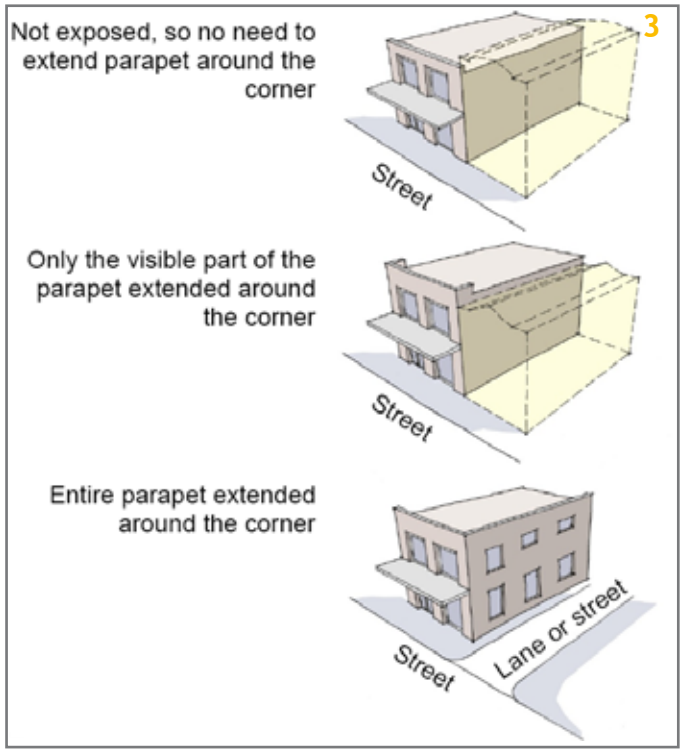
2



Extended parapet

Parapet detail exposed

3



Roofs

- Strong, simple geometry should drive the roof shape
- Useable roof terraces are encouraged
- Roof pitches should not typically exceed 40 degrees
- Use the roof shape to accentuate the location of important façade elements at ground level, such as entrances (1)
- Occasional slender roof features that extend beyond the height limit can be appropriate, for instance to terminate a vista, accentuate a corner, or identify a significant public building
- Where parapets are used, extend the parapet around any exposed corners (2 and 3) in order that they appear solid, as opposed to two-dimensional

Pedestrian cover

- Provide continuous pedestrian cover along the main retail streets, on other streets provide at least canopies over the entrances
- Integrate verandas with the architecture of the building and individualise verandas for each building to accentuate the rhythm of the streetscape (4)
- Consider glazed verandas where more light is desired down to the ground level frontage of buildings
- Ensure that the design of the supporting structure is integrated with the vertical articulation of the building
- Locate verandas at least 3m above the footpath, with a recommended depth of 2m and a maximum depth of 3m - set verandas back from the kerb by at least 0.3m, even if the footpath is narrower than 2.3m

Articulation of verandas corresponds to articulation of building façades

Sunny courtyard

Bland blank wall exposed to public area

Passive solar design and building performance

- Orientate the largest areas of glazing to the north and east and incorporate solid concrete or stone walls and floors within buildings in locations which receive sufficient direct sunlight in order to absorb and slowly release solar energy
- Consider opportunities to shade the western side of the building to naturally help avoid build up of afternoon heat
- Include opening windows which are positioned and sized to enable cross ventilation and natural lighting
- Position private outdoor spaces in order to receive direct sunlight, particularly the low winter sun (22 degrees in midwinter at midday), yet provide summer shade and shelter from predominant winds (1)
- Consider providing more insulation than required by the Building Code to cope with the wide temperature range in Wanaka

Building adaptability

- Design ground floors with a minimum 3.5m floor-to-ceiling height, with 4m recommended in dedicated retail spaces
- Design internal spaces to be as flexible as possible by creating simple open plan volumes

Side walls visible from public places

- Larger new buildings should not expose significant areas of blank side walls visible from public places (2). Provide visual relief by suitably detailing or texturing these wall areas or providing fire rated fenestration
- Consider vegetated features such as green roofs and green walls - green walls can be effective where the sides or rear of buildings are exposed to public view and blank solid walls already exist or cannot be avoided

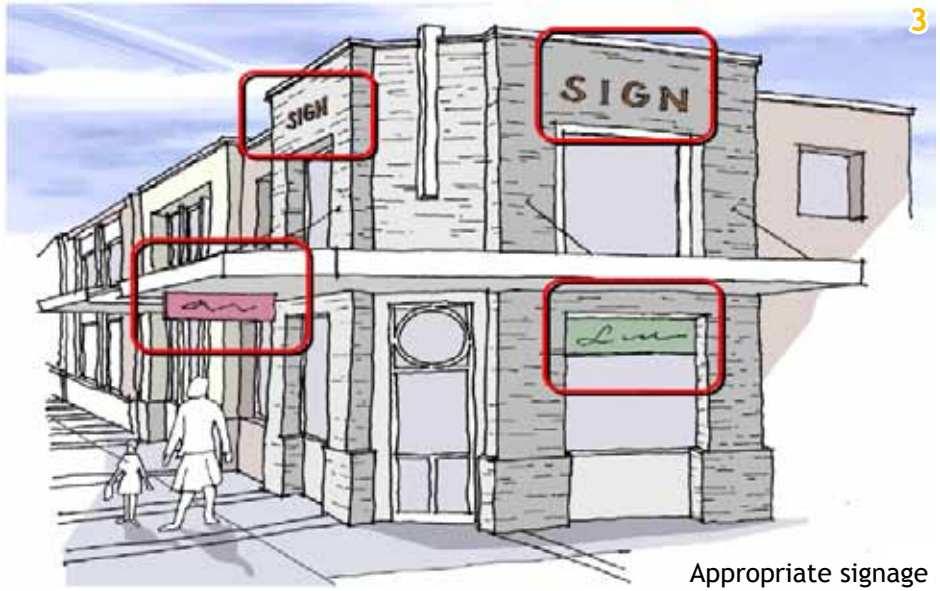
Services

Integrate services into the building design and avoid locating services where they are visible from public places.

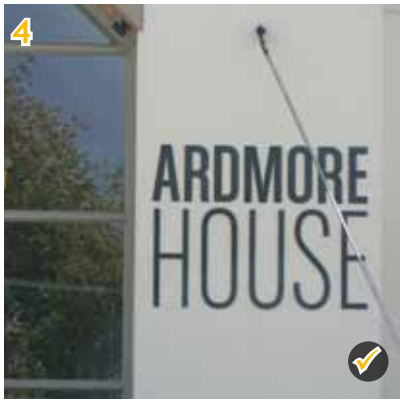
Signage and lighting on the facade

- Integrate signage to be part of the façade, by aligning and proportioning the signage with the architectural detail (3), as opposed to making it look like an afterthought
- Concentrate signage below veranda level and restrict above veranda signage to permanent and integrated signage such as the building name embossed in the façade material (4 and 5) or cut-out lettering in a durable material spaced off the facade
- Use indirect sign lighting (i.e. washing light over a sign or back lighting cut out letters) rather than self-illuminated signage, and generally also consider using up or down lighting to accentuate feature façade details to create a subtle form of signage
- Avoid large amounts of uniform fluorescent lighting. Instead use softer, more targeted spotlighting to accentuate key features
- Avoid using extended areas of corporate colour around signs that effectively extend the size of the signs and clash with the local context
- Avoid neon or flashing signs

For requirements on the size and location of signs as well as other regulations on signage, refer to Section 18 of the District Plan as well as to the Signs Bylaw of the Council.



Appropriate signage



Embossed sign

Cut-out lettering


1


2


3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2.3 Materials & Detailing

Straightforward simplicity is valued, whereas fashion will inevitably date. Strong, well-crafted detailing is preferred to visually complex ornamentation. The strength of the basic building form should take precedence over lightweight or insubstantial detailing (1 and 2).

Preference should be given to materials that are locally sourced and traditionally used in the area. Recycled or re-used materials often have an aged look and bring many sustainability benefits.

Materials should relate to building structure and internal use (3). Heavier materials (stone and concrete) are generally suitable for the lower floors, whereas materials that appear lighter (timber, glass, metal) are useful for the upper storeys or sections of infill (4). It is recommended that changes of material occur at internal rather than external corners.

Materials most closely associated with Wanaka's architecture are schist, timber, metal and concrete.

Schist

This locally sourced metamorphic rock embodies a character of solidity and durability. Early settlers in the region often built with the schist that forms a prominent part of the natural landscape. The strong connection between schist buildings, local heritage and the landscape, endures today. Typical Wanaka stonework has splashes of warm earthy colours and features larger pieces rather than the thinly layered stacked look.

Locally relevant attributes:

- Effectively connects a building to the ground
- Adds texture and richness to walls
- Adds mass, solidity and depth to form especially when extended around the external surfaces of a building volume or component, rather than being isolated to small areas such as feature walls or columns

Local sources of Schist include:

- Cluden Schist (Tarras area)
  A light grey coloured stone with hints of brown highly regarded for its notably straight grain ideal for dry-stack styles, and schist paving slabs.

- Clutha Schist (Tarras area)
  A notable overall pastel tone of grey with flecks of brown and black. Larger pieces are ideally suited as lintels. Often used for the smeared mortar or 'bagged' look of the gold rush era.

- Hyde Schist (Eastern Central Otago)
  Available in grey, brown or grey/brown combinations. Features a hardness and grain enabling a clean cross grain cut ideal for uniform layering and dry-stack styles and schist paving slabs.

- Gibbston Schist (Gibbston Valley)
  A uniformly light grey stone with many linear quartz lines that create a silver shimmering effect in direct sunlight. Can be split down to a thin profile and laid in a tight and contemporary looking dry stacked style.

- Alexandra Schist (Alexandra)
  Predominantly rusty reds and brown with grains of black, green and quartz veins running through.

Types of Schist


Cluden


Clutha


Hyde (Grey)


Hyde (Brown)


Alexandra (smeared mortar)


Gibbston

Large exposed timber members


Timber café doors


Stained weatherboards

Timber

As in the rest of New Zealand, timber has a strong tradition in Wanaka as the principal framing, cladding, joinery and trim material. Preference should be given to sustainable sources of timber.

Locally relevant attributes:

- Large exposed timber members are often visually attractive and contribute to the robust local character in both buildings and landscape features.
- When unfinished, timber can be prone to cracking when exposed to the dry Wanaka climate, therefore oversized members and a 'rough sawn' finish is recommended, however avoid rough sawn finishes where human contact is likely

Traditionally the primary native species for construction and joinery timber were Rimu and Totara - while sustainable supplies are virtually exhausted, recycled stock can occasionally be sourced

Beech is also locally sourced and continues to have limited application as an internal finishing material, where a pale clear appearance is desirable

Exotic species available locally include:

- Macrocarpa: The dry climate makes this moderately durable timber suitable for cladding and structural members where the exposed natural appearance is desirable
- Douglas Fir (or Oregon): Better resistance to moisture than radiata species and is used for cladding and structural applications
- Cedar: Although imported it is widely used owning to its stable dimensional properties that resist warping and cracking
- Lawsons Cypress / Larch: New South Island plantations are becoming available and proving popular

Metal

Steel has long been the primary local roof cladding material (1) and has had a traditional role in bridges and larger format buildings where its strength enables substantial spans. Exposed steel is used in verandas and lintels as a clear expression of the structure (2).

Locally relevant attributes:

- Exposed large steel members have a robustness and strength of character
- The dry local climate means galvanised or pre-rusted treatments are sufficient for long term external protection and the dull patina is a more appropriate finish than shiny metal finishes

Weathered copper and zinc are also appropriate for cladding, roofing and detailing.

Metal roof

Steel columns & lintels

1

Concrete

Concrete offers strength and mass, making it compatible with the strength and simplicity of form appropriate in the town centre.

Locally relevant attributes:

- Provides thermal mass when used internally and insulated from exterior
- Concrete is resilient when exposed to strong UV light, frosts and high winds prevalent in Wanaka
- Pre-casting enables rapid construction
- Care needs to be taken to avoid large expressionless surfaces or the excessive repetition of pre-cast elements; surface relief can be provided by:
  - Exposing the aggregate, inlaying timber or local stone, or combining it with other materials (1)
  - Textured or patterned finishes achieved through proprietary formwork
  - Board formed concrete as found in traditional agricultural structures
- Locally sourced river aggregate adds to the variety of textures and colours in exposed aggregate or honed finishes
- Colour additives in earthy tones can achieve a more natural appearance and lower reflectivity

Colour

The use of materials in their natural colour is both appropriate and enduring. Colours that refer to the local natural environment, in particular earth neutrals, help relate the town centre to its wider context. (2, 3 and 4).

Specific principles and issues to consider:

- Avoid high gloss and highly reflective finishes
- Accents of bold colour (but not bright primaries) can be used to emphasise key building features and to contrast with the natural colours of the environment and materials - this avoids the risk that buildings become ‘over-muted’
- Contrasting light and dark colours can give added emphasis to built form
- Stains and oils reveal the natural grain of timber and offer a more natural look that is easier to re-apply than paint
- Avoid corporate colours and colour schemes that reinforce corporate or franchise architecture and branding
- Due to the surrounding topography, the visual impact of roof colours is potentially significant; therefore use roof colours that blend in with the natural environment

Excessive repetition of units

Balconies and pergolas enliven street façade

2.4 Additional Guidelines For Apartments & Visitor Accommodation

- For Helwick and Ardmore Street, apartments and visitor accommodation should only occur above ground floor level
- For other town centre streets, apartment or visitor accommodation units at ground level should have a front setback of between 1.5m and 3.0m, and have their floor level at least 0.8 metres above footpath level to ensure both outlook and privacy
- Fences, hedges, or walls along front boundaries should not exceed 1.2m, however this can be measured from the front patio or deck level on the inside of the fence, hedge or wall
- Use the architectural features common to these building types, such as entrance canopies, balconies, decks and stair/lift wells, to contribute to a varied and interesting street façade
- All apartment and visitor accommodation buildings should have their principal pedestrian entrance lobby addressing the principal street frontage at ground level
- Ensure that any car parking or garaging is located away from the frontage; either underground, to the side of or behind the building
- Where apartments are intended for permanent use:
  - Avoid providing access through long internal corridors or extended external decks; by using frequent stair and/or lift lobbies to provide access to between 2 and 4 units per floor
  - Enable cross ventilation in each living unit; and avoid bedrooms that rely on borrowed light through other rooms


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High Quality Public Realm Amenity *that complements the appeal of the natural setting and fosters both commercial vitality and community wellbeing.*

Goal 4.2 of Urban Design goals and objectives, from: Urban Design Strategy, Queenstown Lakes District Council, November 2009

Public space clearly defined by the built edge

3 Streets, Lanes and Open Spaces

This section addresses the design aspects of public spaces in the town centre. Even though these areas are mostly managed by the Council, private parties need to integrate their development with:

- The envisaged functions of the different streets, lanes and open spaces
- The aspirations the local community expresses for the character of its public areas

The first section of this guideline established that strong, familiar architectural forms are appropriate in the Wanaka town centre. It follows that the design of the public realm should be similarly straightforward. Function and durability of materials and simple design should take precedence. To a significant degree, Wanaka owes its sense of place to its landscape setting, and it is appropriate that the design of the public realm becomes an understated urban extension of that landscape.

This section outlines the design principles for:

- Streets
- Lanes
- Future public open spaces
- Lakefrontage
- Bullock Creek corridor

3.1 Streets

The design of streets in the town centre should cater for the needs of all users of the street, including, but not limited to, pedestrians, cyclists, the disabled and passengers and drivers of vehicles. These needs are very diverse and streets must accommodate the specific needs of each group, including: accessing the various land uses on either side of the street; moving through and across spaces; browsing, sitting, socialising and dining; enjoying the distant scenery; and driving, parking and manoeuvring vehicles.

Different streets have different predominant functions and therefore their streetscapes designs need to set the appropriate balance between the needs of their user groups, ranging from a pedestrian focus in the main retail streets to a higher vehicular focus in the main through-traffic street.

Streets also accommodate utilities. Utility lines can place restrictions on the design of streets and often influence the location of street trees.

The town centre's street types (1) are:

- Park Edge Streets: Dungarvon Street, lower Ardmore Street and Lakeside Road (town end only)
- Main Retail Street: Helwick Street
- Through-traffic Street: Brownston Street. This is the envisaged future main arterial through the town centre and the interface between town centre and residential zones
- Business Streets: upper Ardmore Street, Dunmore Streets. These include mixed land uses such as business, civic services, fuel stations home occupation residences, and visitor accommodation

1

Ardmore Street

Park Edge Streets

Dungarvon Street, lower Ardmore Street (1), and Lakeside Road form key edges to the town centre, with retail and commercial uses on one side and large open space on the other side.

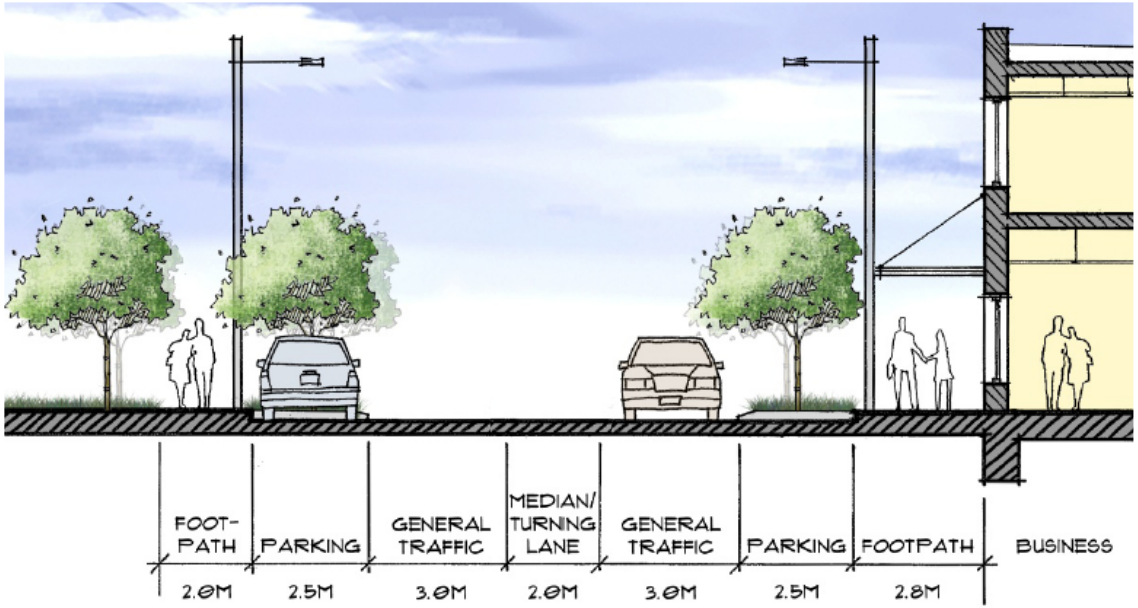
Desired Outcomes - Park Edge Streets

Enhance the strong physical and visual connection between the town centre and lakefront reserve that has to date been compromised by Ardmore Street's function as the principal through-route.

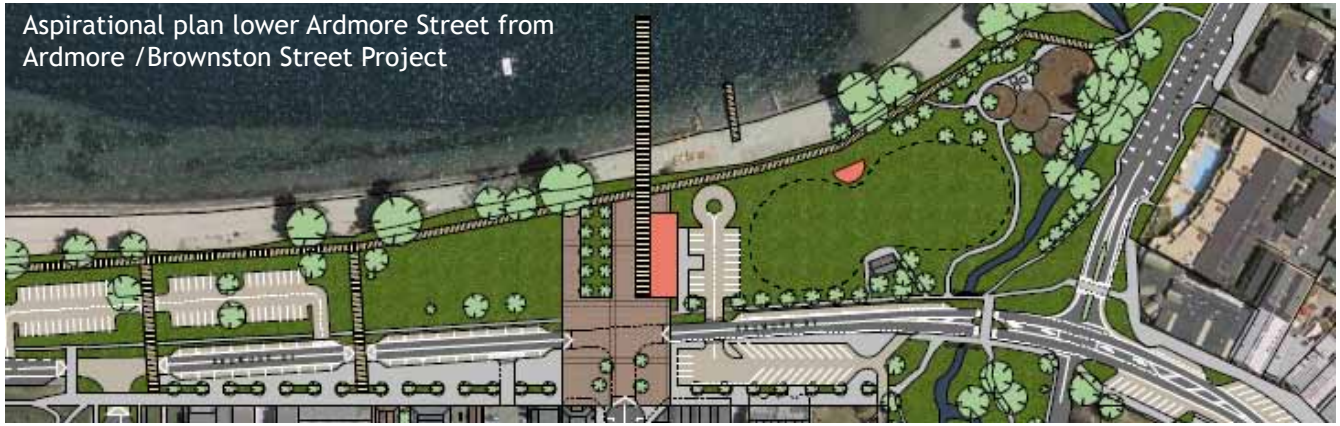
Dungarvon Street lies between the town and Pembroke Park yet the character is utilitarian. A direct relationship to the park is compromised by a four-row car park and a sewerage utility. The land uses present an eclectic mix of café/restaurant, accommodation, retail/office, residential (older style) and medical. Few buildings have an active social street frontage. Footpath paving treatment lacks cohesion.

Desired Outcomes - Dungarvon Street

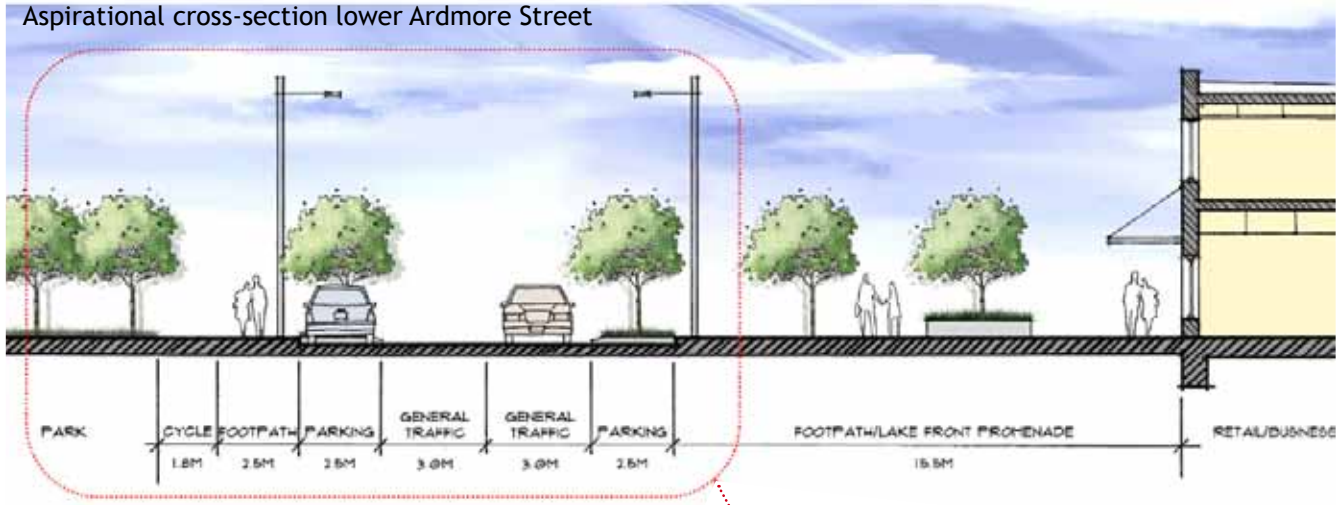
- Achieve a stronger pedestrian function by:
  - Narrowing carriageways and widening footpaths
  - Providing several clear, safe and convenient pedestrian crossings
- Integrate Pembroke Park reserve and the town centre by:
  - Creating green pedestrian linkages through the car park
  - Avoiding vegetation that obscures views of the reserve
  - Using trees to integrate street, car park and reserve
- Improve street amenity by:
  - Removing overhead lines
  - Having a consistent street lighting and furniture theme
  - Installing uniform permanent paving on footpath
  - Planting street trees



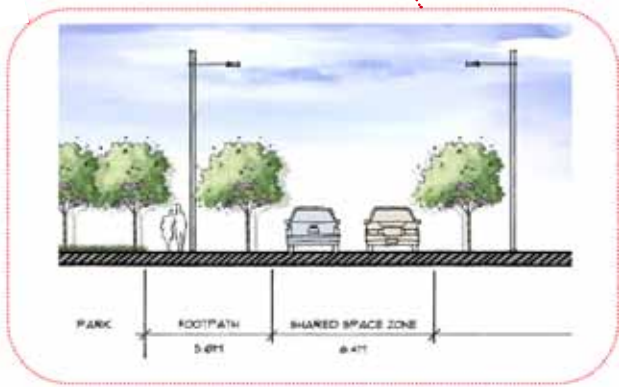
Aspirational cross-section Dungarvon Street



Aspirational plan lower Ardmore Street from Ardmore /Brownston Street Project



Aspirational cross-section lower Ardmore Street



Aspirational cross-section lower Ardmore Street - shared space treatment option at intersection with Helwick Street

Lower Ardmore Street (1) links the town centre and the lakefront. The close relationship with the lake and the fact it allows a northwesterly orientation to the town is the greatest attribute of Wanaka. This provides prime opportunities to sit, eat and drink overlooking the lake and surrounding mountains, both on private land and within the spacious road reserve and lakefront area.

Lakeside Road overlooks the Bullock Creek corridor and the lakefront. Large trees partly obscure views of the lake and lakefront activity.

Desired Outcomes - Lower Ardmore Street/Lakeside Road

- Strengthen the physical and visual connection between the town centre and the lakefront by:
  - Providing easy pedestrian movement across street to better integrate town centre with lakefront
  - Increasing on-street parking to reduce parking on the lakefront and in parking slip bays and promoting lower traffic speed through side friction
  - Designing, where possible, parking areas that are legible to users, but when not occupied appear as an attractive integral part of the wider street or park design
  - Reducing vehicle parking and manoeuvring space on the lakefront and removing planting that prevents views of the lake, except where a significant windbreak function is required
- Improve the amenity of the town side of the street, so as to encourage people to stay and enjoy the lakefront setting by:
  - Providing shade, clear spatial definition and green amenity through planting and structures
  - Protecting and enhancing key views
  - Providing for greater use of street space for seating, socialising and outdoor dining (2)
  - Integrating streetscape and lakefront elements (paving, lighting, seating, etc) with design reflecting the nature of the space
- Develop lower Ardmore Street as a clearly recognised bicycle through-route for locals and tourists with conveniently placed cycle stands (3)
- Design safe, clear and convenient pedestrian linkages at the intersection of Ardmore Street, Lakeside Drive and Lake Wanaka Centre that still accommodate cars towing boats


1

Lower Ardmore Street looking west


2

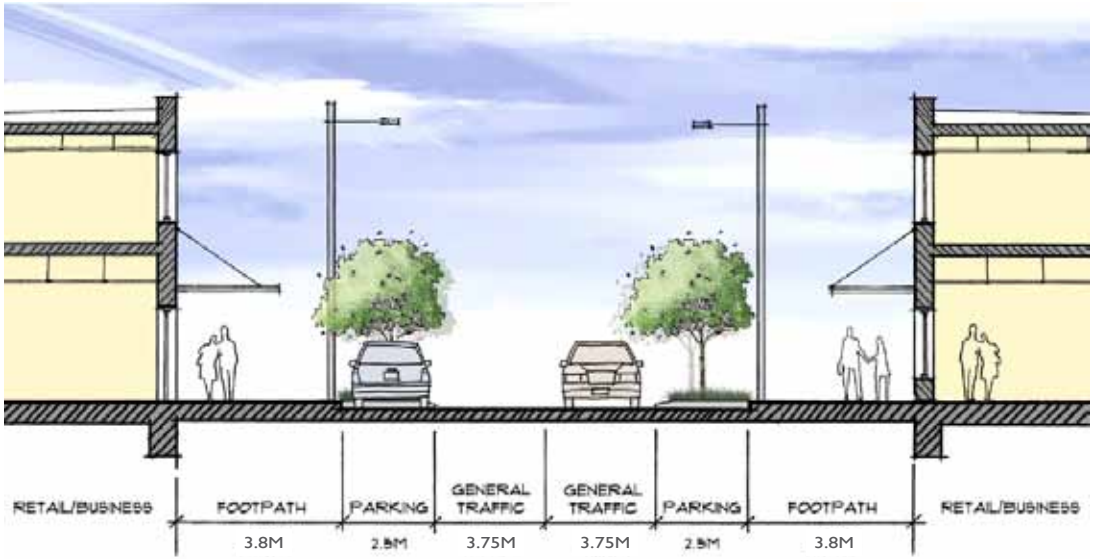
Street edge amenity


3

Cycle stands

Narrow footpaths

Excessive carriageway width



Aspirational cross-section Helwick Street

Main Retail Street

Helwick Street forms the hub of the lower town centre retail area. It accommodates retail at ground floor for most of its length, with occasional upper level businesses (1). It has high pedestrian traffic volumes relative to vehicular through traffic, yet the footpaths are narrow compared to the very wide traffic lanes, restricting opportunities for pedestrian amenity (2). There is a notable inconsistency between the lower town centre block and the upper town centre block in terms of streetscape detail, accentuated by an inconsistent approach to the design of pedestrian crossings.

Desired Outcomes - Helwick Street

- Prioritise pedestrian traffic over vehicular traffic by a revision of footpath width relative to traffic lanes
- Reinforce the ease of pedestrian movement across the street and to comfortably accommodate bicycles in the traffic lane by lowering traffic speed to 30kph
- Retain on-street parallel parking to assist the vitality of businesses and to provide an effective buffer between vehicles and pedestrians along both sides of the street
- Provide for delivery vehicles on street
- Develop consistent streetscape layout and detailing between the upper and lower blocks of this street
- Add deciduous street trees to provide visual amenity, traffic calming and further emphasise the sense of intimacy and enclosure of the street

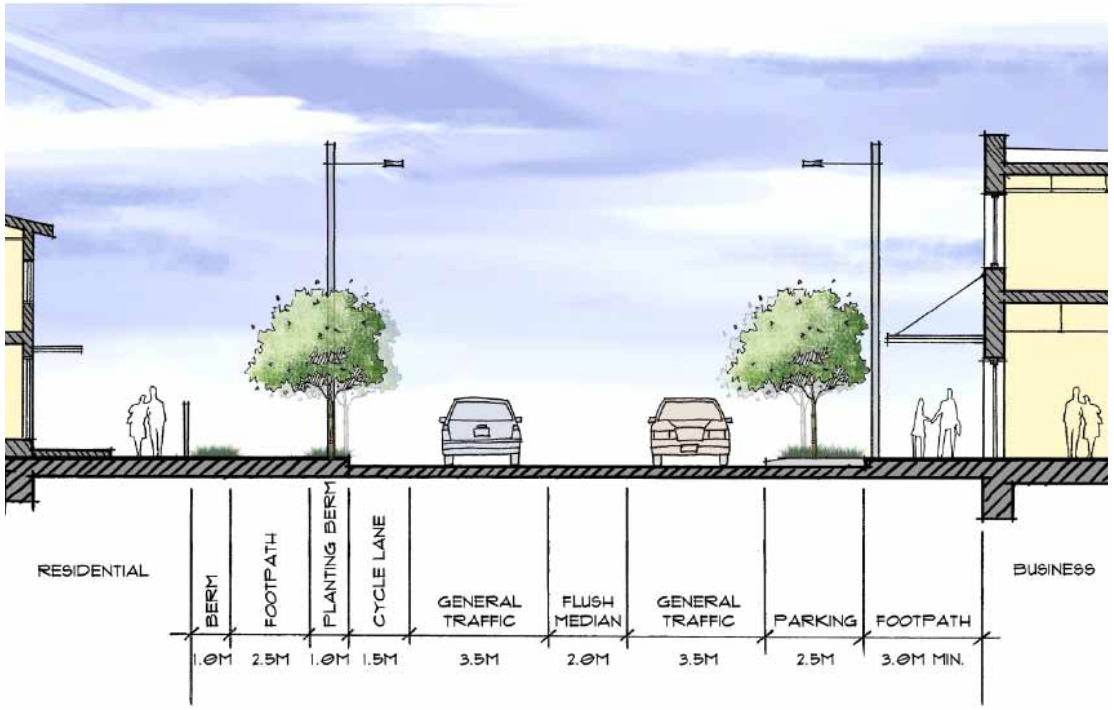
Through-traffic Street

Brownston Street (3) is the principal route for vehicular through-traffic between the east and west sides of Wanaka. It currently forms the transition between the town centre zone to the north-west and residential zones to the south-east. The north-western side features a mix of activity including visitor accommodation and retail. The south eastern side, although predominantly lined with older buildings of domestic residential character, retains very little residential activity and houses activities such as offices and professional services.

Brownston Street looking west

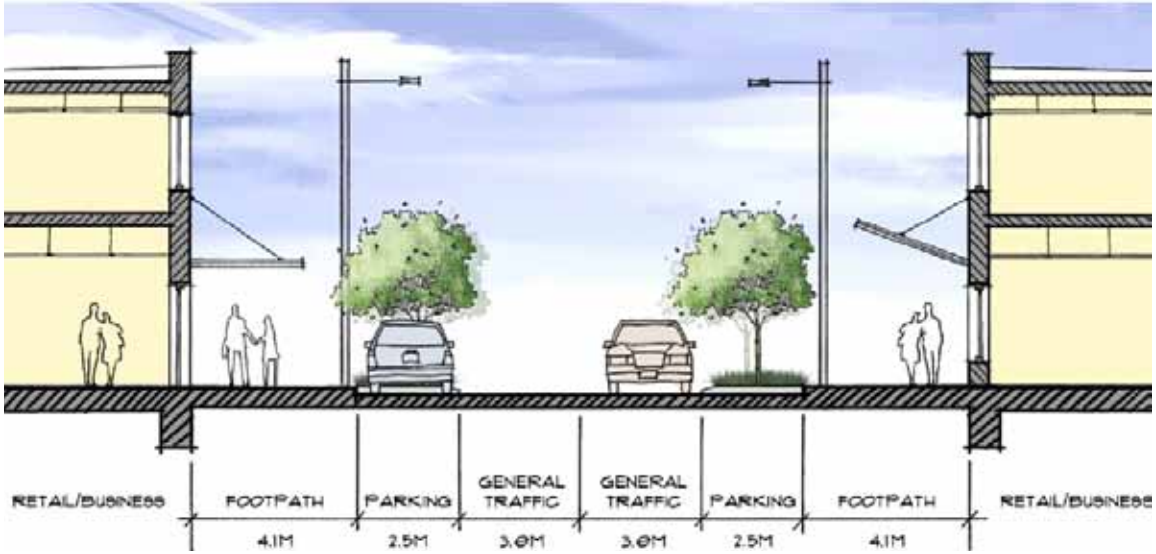
Desired Outcomes - Brownston Street

- Ease pedestrian crossing at key locations to enable strong walking links between the town centre and adjoining high and low density residential zones
- Retain on-street parallel parking to assist the vitality of businesses and provide an effective buffer between vehicles and pedestrians along both sides of the street
- Promote efficient vehicular movement along Brownston Street, as it forms a key east-west connection for visitors and locals
- Add street trees to provide visual amenity and contribute to calming traffic and a greater sense to enclosure to the street
- Remove overhead wires
- Provide uniform permanent paving on footpath



Aspirational cross-section Browntson Street

Dunmore Street looking west



Aspirational cross-section Dunmore Street

Business Streets

Dunmore Street and Upper Ardmore Street accommodate a mix of land uses including retail, restaurants and cafes, offices, petrol stations and visitor accommodation.

Dunmore Street runs through the middle of the lower section of the town centre and includes street frontage to a large supermarket (1), a branded motel and two large areas of car parking. At its eastern end it links to the main pedestrian route connecting the upper and lower towns. Two civic facilities – the library and the Lake Wanaka Centre – directly adjoin the eastern end, across Bullock Creek. The western end leads to Pembroke Park with good views to Mount Alpha.

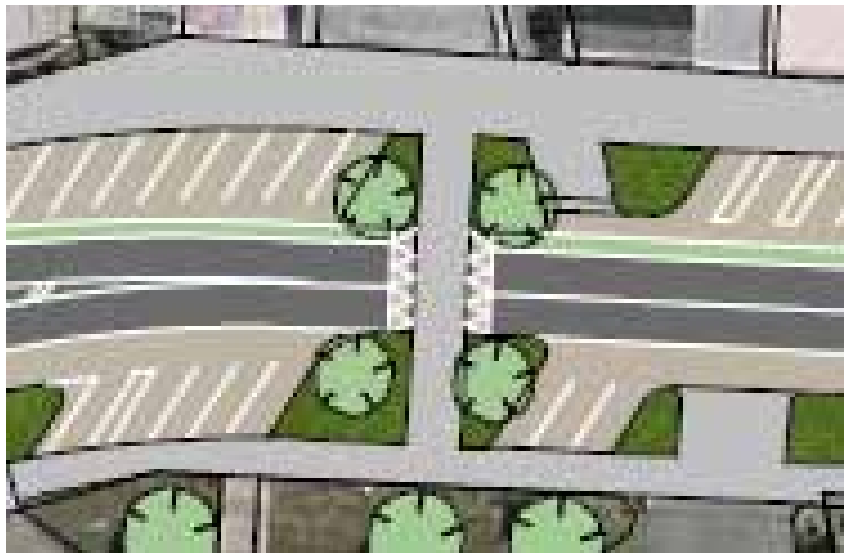
Desired Outcomes - Dunmore Street

- Improve amenity for pedestrians by:
  - Widening footpath and narrowing carriageways
  - Retaining on-street parallel parking to assist the vitality of businesses and provides an effective buffer between vehicles and pedestrians along both sides of the street
  - Providing for delivery vehicles
  - Reinforcing the ease of pedestrian movement across the street and comfortably accommodating bicycles in the traffic lane by lowering traffic speeds to 30kph
  - Creating easy, convenient pedestrian access at key points across the streets
  - Planting street trees
  - Eliminating overhead wires

Upper Ardmore Street's former through-traffic function has switched to Brownston Street. At 30m this is an unusually wide street that enables angle parking along both sides. Excessive width and vehicular dominance are exacerbated by the presence of two service centre forecourts and the fire station fronting onto the street. There is a marked lack of street trees and the level of amenity is low. The junction with Brownston Street and the Wanaka-Luggate Highway forms the entrance to the town centre from the east. Important views to the lake are presented when moving down Ardmore Street from east to west.

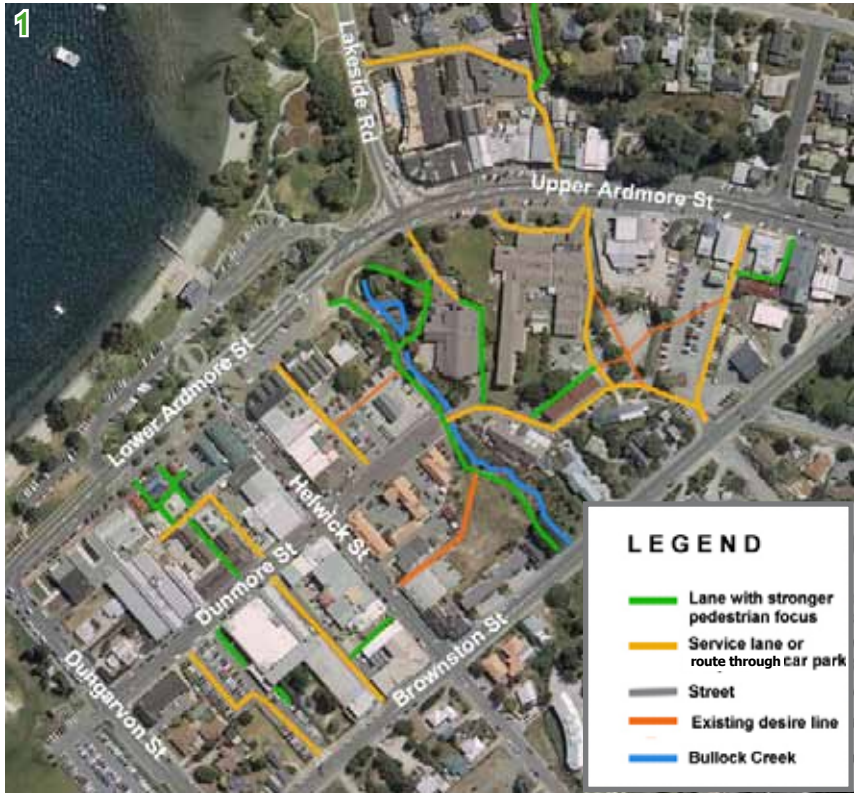
Desired Outcomes - Upper Ardmore Street

- Improve amenity for pedestrians by:
  - Planting street trees and providing seating
  - Designing attractive street detailing, consistent with other town centre streets
  - Avoiding open forecourts directly adjoining the footpath
- Reduce perception of street width to lower vehicle speeds by:
  - Adding street trees along both sides close to the traffic lanes
  - Changing material, texture and/or colour between parking and traffic lanes
- Retain on-street parking to support commercial vitality and buffer pedestrians from vehicular traffic
- Ease pedestrian access across the street at key locations
- Retain of key views to the lake down Ardmore Street
- Consider cycle lane in uphill direction between footpath and angle parking



Aspirational plan-segment upper Ardmore Street - showing change in colour between parking and traffic lanes, pedestrian crossing point and trees near traffic lanes - from Ardmore/Brownston Street Project

Lane Types



Pedestrian/cycle focussed lane

Service/parking focussed lane

3.2 Lanes

A number of off-street connections for pedestrians and cycles exist within the town centre (2). In some cases these also enable vehicle access to carparks and/or service vehicle access (3). A significant opportunity has been identified to enhance the function and appearance of this network of lanes and to extend it to improve pedestrian access through the town centre. Some lanes such as Pembroke and Monley are part of the formal roading network.

Elsewhere pedestrian and, in some cases, vehicular routes have been established across wider mid-block areas of Council owned land. The large urban block between Ardmore, Brownston and Helwick Streets incorporates several of these desire line short cuts.

A further category of lanes exists around a group of small retail buildings on private land that enables public access tp connect Pembroke Lane with Lower Ardmore Street.

A distinction should be made between lanes with a stronger pedestrian function, and lanes with a stronger focus on a service function (1).

Pedestrian Lanes

For lanes that serve primarily as pedestrian connections, the focus should be on encouraging the maximum number of pedestrians to use the lane and avoiding a situation where the lane is an unattractive, dark, secluded and unsafe environment. Several existing pedestrian routes are along key desire lines, making them potentially viable locations for business or community activities that would in turn generate further pedestrian traffic and contribute to making them feel more like lanes (4 and 5) and less like ad hoc access routes.

Some existing pedestrian desire lines are currently through car parks and are not defined by any form of enclosure or distinguishing paving, such as the path through the car park behind the fire station. These paths could utilise built and landscape structures to define them.

Some service-oriented lanes could transition into more pedestrian oriented lanes (3). This includes the lane between Brownston and Dunmore, Pembroke Lane and Monley Lane between Ardmore Street and the steps to Lismore Street. The routes between Upper Ardmore Street and the east end of Dunmore Street are vehicle dominated at present. Clearer more attractive routes for pedestrians are needed.

Outdoor cafe seating enlivens lane

Active edges, upper level balconies & considered planting

Rear lane provides access to rear parking

Storage/rubbish area screened

Service Lanes

The main role of these lanes is to facilitate 'back-door' uses and vehicle-associated functions, such as servicing, loading, refuse collection and parking (1). 'Ugly uses' should not be denied as the town centre's functionality depends on such activities. Private areas accessed from service lanes, should be able to be closed off at night to avoid anti-social behaviour.

For enhancing service laneways consider the following:

- Clutter-free design
- Security lighting at a height of at least 3m mounted on the walls of surrounding buildings
- Where seen from public spaces, include pedestrian lanes, use screening to hide rubbish and storage areas (2) and manage odours to minimise offensive smells

Desired Outcomes - Lanes

- Distinctive and attractive pedestrian oriented spaces defined by:
  - Arbours or similar landscaping devices to define laneways where built form is absent, for example through car parking
  - Simple, uncluttered street furniture including seating, planters, lamp stands and, where needed only, bollards
  - High quality paving with neutral natural finishes up to built edges
- Low intensity object-focussed indirect lighting is preferred
- High pedestrian use of lanes achieved by:
  - Key attractions within the lane and/or at either end such as character restaurants, cafes or bars, niche or boutique shops, art pieces and galleries
  - Widenings along lanes to form small pleasant outdoor spaces for socialising, relaxing, street entertainment or eating and drinking with at least one active building edge that encourages people to pause and congregate
  - Opportunities for locating weekly markets or entertainment activities at a suitable laneway/car park confluence to raise the public profile of both the laneway and any establishing permanent activities
- Active edges to laneways for new and existing buildings achieved by
  - Opening ground level businesses onto lanes
  - Upper level activities, including apartments and offices, providing height to better enclose lanes, making them feel more intimate, as well as providing social activity and passive visual surveillance night and day
  - Avoiding entrapment spots within the lanes with poor lines of visibility preventing passive surveillance from other users and adjacent activities.
- Lanes are accessible to service vehicles where required while retaining a clear pedestrian priority bias
- Where vehicles are permitted, consider shared space treatment where the absence of street markings and signage encourages drivers to defer to pedestrians

4

5

Consider reinforcing existing desire lines

Simple honed concrete slabs can reveal rich local aggregate

Avoid excessive detail

Avoid excessive clutter

Large pieces of single materials & movable seats

3.3 Detailing Streets & Lanes

The urban streetscape should be restrained so as to accentuate the strength of the town's landscape setting. Selection and detailing of materials should support this by:

- Focusing on local materials, with emphasis on natural colours and textures (1)
- Restricting the palette for paving and street furniture to achieve overall consistency but allow for individuality between different lanes
- Avoiding excessive visual clutter of signage, pedestrian barriers, parking poles, bollards and road markings
- Using simple, high quality, durable surfaces for the majority of the streetscapes, with detail focused on the corners and gathering spaces (6)
- Highlighting gathering places by using additional or contrasting detail
- Creating flexible spaces that give people a choice of how they interact with the space

Materials for Paving and Street Furniture

- Use large format pavers or in situ paving in large scale patterns with recessive natural colours and textures and square cut edges (6 and 7)
- Avoid visually busy and distracting patterns arising from paving units smaller than 200mm square
- Use finer detailed units in lanes than in streets and open spaces to emphasise the more intimate spaces
- Use locally sourced stone (e.g. schist) for walls and avoid wall cappings in contrasting colours and materials
- For street furniture, use familiar and practical shapes and uncomplicated, robust detail
- Minimise signage poles by combining signs and lighting on a single pole or integrating signage into paving, kerbs and street furniture
- Consider using large pieces of a single material for seating, tables, stages and art works (4)
- Consider using large dimension timber without embellishment for steps, retaining walls, paving edges and street furniture and structure (8)
- Ensure that all paving surfaces are well drained, frost proof and do not become slippery in winter. Avoid smooth finishes. Consider exposed aggregate and honed concrete finishes to expose local river gravels
- Use non-reflective (recessive) materials and avoid glare from pale materials in the sun
- Use expansion joints in concrete surfaces to create a sense of rhythm
- Focus areas and key corners may be emphasised with features of cut stone or slabs of materials that could be used as seats, tables, stages, or art work (9)


6
Exposed aggregate highlight detail


7
Exposed aggregate in-situ paving


8
Timber seat


9
Adaptable feature detail


10
Avoid unit pavers


11
Avoid strong colours unrelated to Wanaka

Subtle highlighting

Recessed bollard lighting

Downward facing light head

Lighting

- The style of street lighting needs to be appropriate for Wanaka and reflect concerns over light pollution impinging on the renowned night skies (1)
- Comply with the 'Southern Lights' policy
- When using bollard lighting consider visual clutter and lighting performance.
- Consider integrating lighting into walls and slab furniture details (2)
- Lighting on poles should have the light head downward facing with a flat glass face
- Light pole design and materials should be consistent, non-period specific, and with clear lines that lack ornamental details (3), so that they do not visually compete with the Wanaka basin backdrop, visible at the end of many of the streets. The poles should be recessive in colour such as natural timber or dark grey paint
- Lighting design should uphold the principles of Crime Prevention Through Environmental Design by creating sufficient levels of lighting along major pedestrian routes and public spaces, to enable passive surveillance while avoiding the glare of excessive spot lighting that creates dark danger zones elsewhere

Street Planting

- Build upon both the natural and cultural heritage, selecting from locally occurring native species and distinctive exotic species brought to the area
- Embrace the strong seasonal variation in climate (5, 6 and 7); leaf colours may help drive the landscape design and species selection
- Deciduous trees are important for the strong seasonal contrast and the ‘festival of colour’ in autumn for which Wanaka is renowned
- Street planting should be informal to loosely formal, avoiding beds of annual flower plants and focusing on permanent planting
- Shrubs and groundcovers should be predominantly plain colours. Avoid harsh flower and foliage colours,softer richer colours are more appropriate Ensure that trees do not block important view shafts. Use deciduous trees in streets with important views to create expanded winter views. Upright forms better protect and frame viewshafts
- Locate street trees between on-street parking bays, as opposed to within the pavement
- Avoid species that drop fruit on the pavement or have brittle branching
- Do not locate planting across desire lines
- Consider hardiness of species in relation to Wanaka's climate as well as maintenance requirements and select accordingly
- Consider enlivening spaces with container plants or raised planter beds but ensure they are well maintained, especially with watering
- For hedging and free standing ‘green walls’ consider using native shrub species local to the area or ‘classic settler’ species (see table below)
- Consider using resilient groundcover planting between or in place of paving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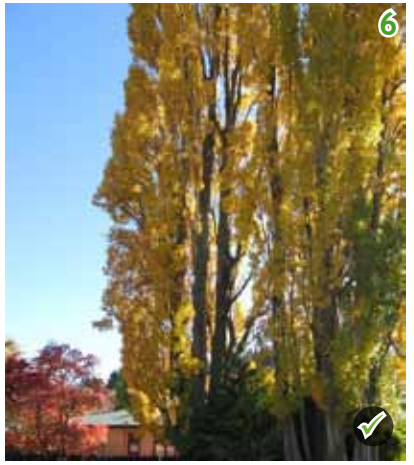
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Recommended street and lane tree species

	Botanical name	Common name	Approx 10 year height	Approx height at maturity	Notes - including autumn colour
Native trees	Sophora microphylla	South Island Kowhai	5m	8m	Eco-sourced from Wanaka trees Only in selected places as drops seed pods
	Pittosporum tenuifolium	Kohuhu	6m	10m	Eco-sourced from Wanaka trees
	Metrosideros umbellata	Southern Rata	8m	10m	Only where warm and sheltered
	Pseudopanax ferox or crassifolium	Lancewood	5m	6m	
	Cordyline australis	Cabbage Tree	6m	10m	Only in selected nodal points

	Botanical name	Common name	Approx 10 year height	Approx height at maturity	Notes - including autumn colour
Deciduous trees	Acer platanoides “Autumn Red” Acer platanoides “Columnare”	Norway Maple Columnar form	10m 8m	15m+	Orange red Golden
	Carpinus betulinus “Fastigiata”	Upright Hornbeam	8m	15m	Brown
	Fraxinus velutina “Golden Glow” Fraxinus angustifolia Fraxinus oxycarpa “Raywoodii”	Arizona Ash Desert Ash Claret Ash	8m 8m 8m	12m - 20m	Golden Burgundy
	Liriodendron tulipifera “Fastigiata”	Tulip Tree	10m	15m	Golden
	Quercus “Fairlie” Quercus “Fastigiata”	Oak variety Column Oak	15m 10m	varies	Erect habit, very tidy dense form Nut brown
	Sorbus aria “Lutescens”	Whitebeam	5m	10m	
	Ulmus parvifolia “Frontier” Ulmus procera “Louis van Houtte	Chinese Elm Golden Elm	10m 10m	15m	Rich burgundy Golden
	Liquidamber cultivars: “Palo Alto” “Richared” “Worplesdon”	Sweet Gum	8m	20m	Orange/red/burgundy Shelter from wind
	Pyrus calleryana	Ornamental Pear	6m	15m	Burgundy/red/green

Recommended street and lane tree species - *continued*

Evergreen trees	Botanical name	Common name	Approx 10 year height	Approx height at maturity
	Magnolia grandiflora “Blanchard”	Evergreen Magnolia	10m	15m+
	Olea europea	Olive Tree	8m	12m+

Hedge species	Botanical name	Common name	Notes
	Corokia cotoneaster	Korokio	
	Coprosma crassifolia	Coprosma	
	Coprosma intertexta	Coprosma	
	Pittosporum tenuifolium	Kohuhu	
	Sophora prostrata	Prostrate or dwarf Kowhai	
	Escallonia	Escallonia	
	Elaeagnus x ebbingei	Silverberry	
	Choisya temata	Mexican Orange Blossom	
	Pyracantha	Firethorn	
	Carpinus betulinus	Hornbeam	
	Rosmarinus officinalis	Upright Rosemary	
	Osmanthus delaveyii	Osmanthus	
	Prunus lusitanica	Portugese Laurel	
	Banksia Rose	Banksia Rose	thornless, cream flowers

Sketch of future civic space alongside Bullock Creek

3.4 Future Civic Space

The Wanaka Town Centre Strategy identified a long term need for a centrally located civic open space to create a more sheltered, enclosed forum for community activities than is provided for on either the lakeside reserve or Pembroke Park. A number of potential locations were identified around the centre of Wanaka in the general vicinity of Bullock Creek.

Guidelines for the creation of such a future civic place:

- Line edges with buildings that present active edges to the open space (1) and provide for occupation of the edges by enabling such commercial activities as boutique scale shops and cafés.
- Focus on walkability by connecting the space to the existing pedestrian and cycling network
- If car parking has to be provided, locate it on the fringes of this space. This avoids fragmentation and maximises the useable space for events, gatherings, markets etc
- Prioritise high exposure to direct sunlight, and shelter from prevailing winds. A microclimate/solar access study should be developed to identify areas with a good microclimate at key times of the year

3.5 Lakefront

The relationship of the town centre to the lake is fundamental to the character of Wanaka. The Wanaka Town Centre Strategy identified the following three factors that undermine the connection of the town centre and the lakefront:

- The physical and visual separation of the lake by Ardmore Street
- The lake frontage is dominated by car parking and vehicle access space
- Vegetation planted along the lakeside obscures views from the town centre and presents night time safety issues

In order to address these fundamental issues it is important to take a comprehensive approach to lakefront design in order that each time improvements are made, they become positive steps towards achieving the wider vision.

Desired Outcomes - Character

- Create a simple but engaging and lively environment
- The lake, the gravel beach, the grassy foreshore and the mountain backdrop are the dominant elements – all other elements are subservient to these elements
- Develop a relaxed, informal and more natural than structured character
- Use enduring, place-specific design with strong references to the lake setting
  - heavy timbers typical of jetties
  - timber decks with bollards
  - typical lake edge plant species
  - beach gravel surfacing
  - art sculpture on lake theme
  - strong function as a swimming/water-sports beach in summer
  - passive viewing and promenading in winter
- Embrace the fluctuating lake levels and flooding potential

Lakefront car parking

Lakefront planting

Desired Outcomes - Configuration

- Provide for relaxing, eating/picnicking, viewing and recreational activity especially swimming and water sports (informal grass and beach areas, constructed elements such as platforms and decks, seating tables)
- Accommodate commercial waterfront activities (e.g. kayak hire)
- Minimise parking especially buses and campervans - parking areas should appear attractive and seamless with surroundings when not occupied
- Provide cycle parking
- Prioritise visual and physical connections along entire lake edge of urban centre, acknowledging key views to lake and desire lines e.g. from main outdoor seating areas
- Strengthen visual axis down Helwick Street to the lake with consideration given to a jetty extension
- Create a continuous pedestrian and cycle path along the lakefront
- Integrate toilet block and the Dinosaur Park into any future design
- Incorporate performance and stage areas
- All key features should be located according to a legible and logical overall structure, related to key view shafts and main paths of movement

Desired Outcomes - Surfacing

- Provide large natural areas of grass and gravel beach for lying and sitting on facing the lake
- Make paths from compacted gravel or exposed aggregate concrete, following informal relaxed alignments along natural desire lines, with variable widths
- Design hard surfaces of exposed aggregate concrete or hoggin using local gravel
- Consider stone and timber inserts as borders
- Elevate timber decking, especially linked to jetties (using only sustainably grown or recycled timber)
- Consider permeable surfacing for parking areas


Exposed aggregate path


Elevated timber deck


Lakefront bollard


Lakefront light


Path edge details

Simple design using natural materials

Interactive art

Desired Outcomes - Site furniture

- All furniture should be durable and of simple design using predominantly natural materials, reflecting an active lake setting (1)
- Focus on flexibility and multi-use of site elements, to suit uses over time
- Consider providing interactive or static art pieces that relate to the dynamic nature of the lake (2)

Desired Outcomes - Planting

- Use kowhai as the key native lakefront tree and the weeping willow or golden willow as exotic species
- Avoid planting over desire lines
- Planting should generally be below 1 metre or clear trunked to 2.5 metre to avoid blocking views of lake
- Use suggested species for planting areas are in the table opposite
- Native species should be grown from locally sourced and grown plant stock

A selected palette of species should be used across the entire lakefront area to strengthen the integrity of the lakefront

Recommended lakefront species

	Botanical name	Common name	Approx 10 year height	Approx height at maturity	Notes
Native trees	Sophora microphylla	Kowhai	5m	8m	Eco-sourced from Wanaka trees
	Cordyline australis	Cabbage Tree	6m	10m	Only in selected nodal points
	Pseudopanax ferox or crassifolium	Lancewood	5m	6m	
	Nothofagus menziesii	Silver Beech	8m	20m+	
	Nothofagus solandri var. cliffortioides	Mountain Beech	8m	20m+	
	Pittosporum tenuifolium	Kohuhu	6m	10m	Only where warm and sheltered
	Metrosideros umbellata	Southern Rata	8m	10m	Eco-sourced from Wanaka trees
	Griselinia littoralis	Broadleaf	8m	12m	

	Botanical name	Common name	Approx 10 year height	Approx height at maturity	Autumn colour
Deciduous trees	Salix babylonica	Weeping Willow	10m	12m	Gold/orange
	Salix chrysocoma	Golden Weeping Willow	10m	10m+	Golden
	Acer platanoides Autumn Red”	Norway Maple	10m	15m+	Orange/red
	Cotinus obovatus	Smoke Tree	6m	10m	Orange/red/purple
	Fraxinus oxycarpa “Raywoodii”	Claret Ash	8m	20m	Burgundy
	Fraxinus velutina	Arizona Ash	8m	10m	Golden

	Botanical name	Common name	Approx 10 year height	Approx height at maturity	
Evergreen trees	Azara microphylla	Vanilla Tree	6m	6m	Fragrant cream flowers
	Maytenus boaria	Chilean Mayten	6m	8m	

3.6 Bullock Creek

Bullock Creek (1) is a well preserved natural stream that runs through the town centre between Brownston and Ardmore Streets. A culvert takes it under Ardmore before it emerges in the lakefront reserve where it extends to its outlet north of the Dinosaur Park Playground. Its margins form a meandering green corridor through the middle of the town.

Desired Outcomes - Character

- Retain the natural character as the dominant feature
- Choose predominantly native vegetation but allow selected exotic species (mainly trees)

Desired Outcomes - Configuration

- Retain and enhance the stream as a feature within a generous naturalistic corridor
- Maintain pedestrian/cycle access with, varied distance from water for interest and to encourage interaction with the stream edge
- Provide places for natural enjoyment (grassy areas, rocks to sit on and seats oriented to the water)
- Promote access to the water edge by shelving gravel, grassy surfaces, timber decking or rocks/stepping stones
- Retain timber bridge crossings
- Orient adjacent built development to visually interact with stream corridor, avoiding barriers and separation (2)

Desired Outcomes - Surfacing

- Use primarily compacted local gravel (3) with exposed local aggregate concrete only where required
- Use timber decking in appropriate places
- Provide some grass areas

Desired Outcomes - Site furniture

- Utilise simple, robust, enduring elements made of predominantly natural materials, related to the lakefront elements
- Search out opportunities for art to enhance the nature of the place

Desired Outcomes - Planting

- Use predominantly local native species with an emphasis on enhancing biodiversity and protecting water and habitat quality, and providing a green link for birds and insects (see table below)
- Plant selected exotic deciduous trees to complement natives, especially for autumn and winter colour and interest and for bird fodder

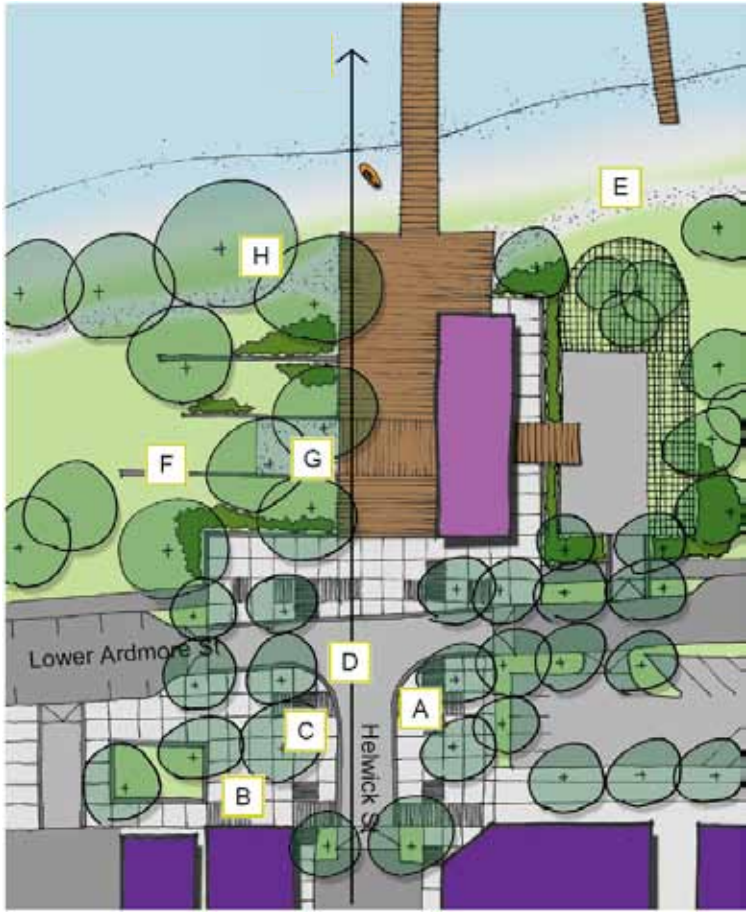
Compacted local gravel path

Recommended Bullock Creek species

	Botanical name	Common name	Approx 10 year height	Approx height at maturity	Notes - including autumn colour
Native trees	Nothofagus species	NZ Beech	8m	20m+	
	Hoheria angustifolia	Lacebark	6m	8m	
	Hoheria lyallii	Mountain Ribbonwood	4m	6m	
	Sophora microphylla	Kowhai	5m	6m	
	Podocarpus hallii	Halls Totara	10m	15m	
	Prumnopitys taxifolia	Matai	8m	15m	
	Cordyline australis	Cabbage Tree	6m	10m	
	Pseudopanax ferox or crassifolium	Lancewood	5m	6m	
	Carpodetus serratus	Marble Leaf	6m	10m	Eco-sourced from Wanaka trees Only in sheltered partly shaded sites
	Metrosideros umbellata	Southern Rata	8m	10m	Only where warm and sheltered
	Fuchsia excorticata	Tree Fuchsia	8m	8m	Requires shade and moisture
	Pittosporum tenuifolium	Kohuhu	6m	10m	
	Myrsine divaricata	Weeping Mapou	6m	6m	

Recommended Bullock Creek species - *continued*

	Botanical name	Common name	Approx 10 year height	Approx height at maturity	Notes - including autumn colour
Deciduous trees	Acer species	Maple	8-12m	varies	
	Cornus spp.	Dogwoods	6-10m	varies	
	Malus spp.	Crabapples	4-6m	varies	
	Sorbus spp.	Rowans	6-8m	varies	
	Prunus sp.	Flowering Cherries	4-8m	varies	White flowering only
	Cotinus coggyria	Smoke Bush	6m	10m	
	Populus nigra 'Italica'	Italian Poplar	10m+	25m	
	Fagus sylvatica	English Beech	8m	15m	
	Liriodendron tulipifera	Tulip Tree	10m	15m	
	Nyssa sylvatica	Tupelo or Sour gum	8m	15m	
	Taxodium distichum	Swamp Cypress	10m	20m+	
	Quercus species	Oak	8-12m	varies	
	Betula spp.	Birch	8-12m	varies	
	Amelanchier canadensis	Shadbush	4m	6m	



Concept plan for Ardmore, Helwick, lakefront junction

3.7 Summarising the Design Approach

Diagram 1 depicts a design approach to the streetscape and lake edge landscape around the intersection of Lower Ardmore and Helwick Streets, applying the guidelines. The diagram builds on Council's design concept, produced in the Ardmore Brownston Project.

Key features include:

A) Details in surface and material selection are used to highlight corners and key areas.

B) Simple large scale surface and materials underpin the design

C) Planting frames view shafts, sets up lake connection and enhances biodiversity

D) The design opens an unobstructed view shaft to the lake

E) Informal path with no edge conveys informality

F) Heavy scale materials consistent with the natural environment frame the planting

G) Flexible landscape areas encourage people to form their own use patterns

H) Planting (mainly trees) enhances microclimate and deflects wind

Diagram 3 depicts a design approach to the streetscape and lake edge landscape around the intersection of Lower Ardmore and Dungarvon Streets, applying the guideline as described.

Key features include:

A) Details in surface and material selection highlight corners and key areas.

B) Simple large scale surface and materials underpin the design

C) Planting frames view shafts, sets up lake connection, and enhances biodiversity

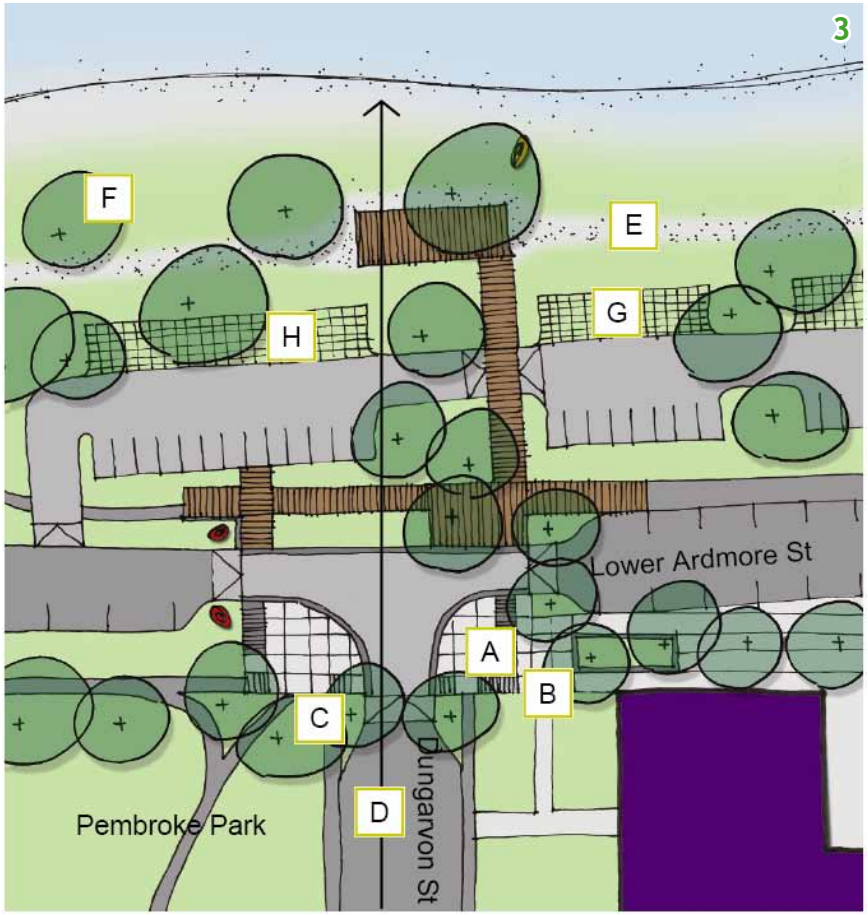
D) The design opens an unobstructed view shaft to the lake

E) Informal path with no edge conveys informality

F) Planting (mainly trees) enhances microclimate and deflects wind

G) Grass pavers visually reduce the size of the carparks without reducing their capacity.

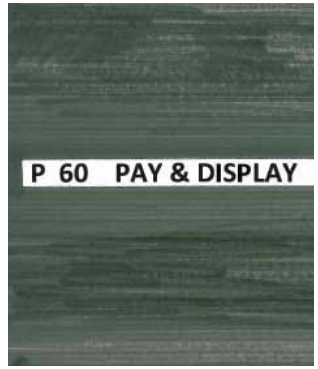
H) Permeable surface parking soaks up rainwater and decreases area of hard surfacing



Concept plan for Ardmore, Dungarvon, lakefront junction

3.8 Palette of Materials - Streets & Lanes

Footpaths and surfacing					
Description	Honed aggregate concrete pavers large dimension	Exposed aggregate concrete pavers - finer detail for key locations	Exposed aggregate concrete	Hoggin	Asphalt with exposed aggregate concrete, stone or timber inlays
Location	Ardmore Street Helwick Street	Highlight areas High pedestrian volume corners	Other streets Pedestrian only lanes	Proposed paths/lanes Upper Ardmore to Dunmore Street	Lanes with vehicular access

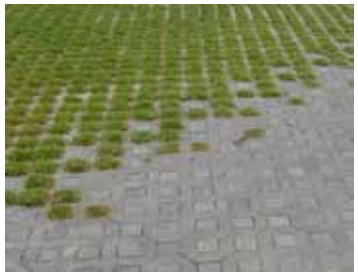
Street furniture					
Description	Timber bollard	Standard rubbish bin	Bike stand	Signage poles Deep grey finish	Signage stencilled onto parking lines
Location	All locations	All locations	All locations	To replace all white poles	To replace parking signs on poles

Street & Lanes *continued*

Seating					
Description	Slabs of single materials (timber, stone or concrete)	Grouped slabs (timber, stone or concrete)	Standard proprietary seats	Simple robust furniture	Seat detail
Location	As required	Key amenity areas	As required	As required	As required

Light poles					
Description	Wilson pole	Helwick pole	Octagonal steel section	Existing wooden power utility	Recessed bollard light
Location	Town centre standard	Helwick Street	Phase out	Phase out	Lanes

3.9 Palette of Materials - Lakefront & Bullock Creek

Hard Surfaces				
Description	Exposed aggregate concrete	Hoggin/compacted limestone	Gravel paths	Grass pavers for parking
Location	High traffic volume paths - along road edge	Other paths - lakefront and Bullock Creek	Bullock Creek and lakefront	Lakefront

Furniture for all lakefront and Bullock Creek locations				
Description	Wilson pole	Timber	Standard beach seat	Standard park seat
Furniture *continued*				
Description	Standard rubbish bin	Bike stand	Standard lake bollard	Bollard seat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