



Brief concept

On the berm at Bremner Bay is a door; it's a beautiful deep red colour with a striking black frame. If you open the door there is a gallery inside. The gallery is small but full of promise.

Expanded concept

Imagine an arresting deep red door framed with handsome black architrave and skirting. The look is sleek and modern; the powder coated paint deep and shiny, there's exhibition signage on the door and a discrete message to 'Please open the gallery door'.

The silver handle fits pleasingly in your hand. You can tell there is no room as such behind the door but there is still solidness about it, like the black obelisk in 2001 A Space Odyssey (only not that big!).

You open the door and inside is a space that displays art. It's only about 200mm deep but in that space there is room enough for painting, sculpture, photography, jewellery.

In this democratic, non intimidating space there is room for creativity and exploration.

There is room to view, appreciate and enjoy.

Design and construction

- The front door is deep red
- The metal door will need to feel solid and important in its weight and motion, think opening and closing a Bentley door (thunk) as opposed to an early Toyota Corolla door (boing)
- Both doors need to be lockable, the front one seldom, maybe when it's windy or, if the gallery is in a high traffic area, then maybe late at night to discourage vandalism – possibly it can be fitted with an auto lock on timer
- Both doors should have a quality self shutter on it so that they cannot be accidentally left open. To view the gallery you should have to hold the door open but to do this shouldn't be an effort
- The frame made from the skirting and architrave needs to hold the whole gallery together well
- Behind the opened door will be security glass, Lexan or similar so the art cannot be removed or handled. This panel needs to be able to be removed and replaced in case of damage

- At the back will be a matching door in black, this will be access for the gallery space and have the gallery hanging wall attached on the interior side of it. The wall will be ply for easy hanging. Open the back door up to hang a new show, close it, lock it and walk away
- There will need to be electricity for LED lighting and maybe security. The interior lights come on only when the door is opened – like a fridge. There is maybe discrete lighting above the door at night, which makes the deep red door glow. There is maybe an electrical outlet in the cavity for extra lighting or powering art works that go or glow
- I imagine it would need to have a steel beam right round the whole thing (hidden in the architrave) that also extends into the ground to stop it falling over forwards or backwards, plus a concrete pad for the whole to sit on and keep the lawn mower away
- Or perhaps a raw steel tread plate, the width of the door and skirting, bolted to the steel beam uprights to stabilize sideways movement
- It will need to be very water, graffiti and vandal proof
- OVERALL: I will engage an industrial design firm to make the concept a reality.

Advertising, media, information

- On the front door the artist's name, exhibition title and show dates can be displayed. Block white bold type, justified?
- A small sign to indicate that you can open the door
- There can be limited advertising in paid magazines etc. but hopefully the concept will garner free publicity
- There will also be Facebook and instagram and/or maybe a website? I'm not sure what the best mix is
- On the inside of the front door (also deep red) have beautifully presented information about the gallery, the artist and contact details
- The back door can display contact information and a small "staff only, no admittance" sign

The art

- Small art – maybe up to 600 wide, 1200 high for one big piece. Obviously small size is not a limiting factor. This would be a great venue for a curated show of International miniature art for instance
- Non-bulky art – only maybe 150 deep at the widest point. We are not limited to 2D art but anything 3D needs to not be too deep
- Some shows may require shelving. Make elegant reusable shelving
- The hanging area will be approximately 1.5m²
- I can show any national or international artist that fancy showing at the Deep Red Door

- Every 10th show is a non-selling public show. This is a way to give back – sort of like tithing to the church of creativity
- I imagine the shows would change every 3 to 4 weeks

Positives of small shows and small art

- A large body of works is not necessary to have a solo show
- Easy and cheap for the artists to package and send works to the gallery
- Easy for the gallery to hang the show
- Easy and cheap to return works or send them on to new owners
- Not a lot of storage needed to keep stock on hand

Positives of the concept

- MINIMAL OVERHEADS: No renting space at great expense! No rates, no staff! The only utility expenses are a tiny bit of power, small insurance cost, very little fit out cost, minimal postage and packaging
- MINIMAL HASSLE: No landlords! No staff! Low maintenance and easy clean
- Gallery is 'always open' (imagine looking at this at night!) but never needs to be manned. This idea maybe refined to: the gallery hours are long but the staffing hours are not. This would work with automatically locking the gallery at night between say 11pm and 7am
- It's a relatively unique concept. There are small museums tucked in to city nooks, but this is perhaps a bit more fleshed out and visually refined

What I would provide

- The physical door unit
- The changing art that is displayed
- The administration of the gallery and its media

What I would like the council to provide

- A small piece of land at Bremner Bay for installation (this can be returned to how it was before when the project has had its time in this spot)
- Installation expertise and costs
- Connection to power and power paid for (these costs should be minimal as it will be mostly running intermittent LED lighting)
- Support with publicity
- Maybe put it on the cleaner's rounds so it gets a daily wipe down or check

Wanaka Lakefront Reserves Management Plan - Eely Point Recreational Reserve Landscape Analysis & Concept Design Report (“Report”)

Feedback from Active Transport Wanaka

1. Opportunity

Over the last 18 months there has been a groundswell of support for biking in Wanaka; a desire for the town to be bold and follow international trends in prioritising active over motorised transport to make our community healthy and vibrant.

This Eely Point project is the first opportunity for QLDC to demonstrate, with practical and tangible steps, a commitment to implement the active transport wishes of the community. Eely Point is an important part of the town’s network of shared pathways but enhancement is required, particularly for increased safety.

2. Comments on some specific content in the Report

We note the overarching Wanaka Lakefront Reserves Management Plan (2014) at 5.2.4.1 specifically requires the prioritisation of pedestrian and cycle activity over motorised. This governing principle should be front of mind for all planned improvements to Eely Point Reserve.

We **strongly support** the following Opportunities in the Report (p9):

- Limit vehicle access around the point and prioritise pedestrian, cycle & recreation
- New walking and cycling paths to link with wider lake edge walking path
- Reconfigure vehicle access to boat ramp, parking & buildings to avoid conflict with pedestrian and cycle traffic

We note that the Report’s introduction (p3) describes the reserve as a popular swimming, picnicking and boating area. We would suggest, alternatively, that the primary activity in the reserve, by volume of users throughout the year, is cycling and walking.

We note that the Report’s description of the Existing Site (p4) states “An unsealed loop road provides vehicle access around the point, as well as access for pedestrians.” This fails to reflect the volume of cycling that occurs in the reserve. As a key part of the Lakeside to Outlet Track we have observed that bike movements on the unsealed loop road outnumber vehicle movements by more than 50 to 1.

We note that the Site Analysis (p6) has the yellow dotted Pedestrian / cycle paths (lakeside edge) finishing as they meet the grey vehicle access parts of the map. We would suggest that the yellow pedestrian and cycle paths continue all around the external grey 'road' to better reflect the high usage of this route as a cycle path.



Amended visual showing high volume cycling and walking route around Eely Point (in yellow)

We note the inclusion of historical community feedback from the Eely Point Reserve Development Plan 2000 suggests that the community showed little support for pedestrian and cycle paths so, at that time, none were included within the improvements. We strongly contend, however, that there is now overwhelming community support for improved cycle paths in Wanaka (refer to section *Wanaka Community's Desire for Better Cycle Infrastructure* below).

We note the Possible Activities and Facilities (p10) and agree that there is no need for a pump track in the Reserve.

We note the Planning Principles (p11) and agree with the principles of maintaining open space character and catering for pedestrians and cyclists and improving the circulation/restricting vehicle access around the Point. We do, however, question the purpose of the internal cross reserve connecting trails as adding value to the overall plan and whether this investment would be better used elsewhere. The only caveat is that if a new playground is built, as per Concept Plan B & C, then we believe there will be multiple child movements on cycle and foot between the beach (south side of the Reserve) and the playground.

We note the Site Strengths and Weaknesses (p12) but suggest the inclusion of 'a level gradient cycle route around the south, west and north perimeter of the reserve' as a key strength.

3. Our Recommendations

Active Transport Wanaka recommends Council adopt and implement the following key features of Concept B - Facilities and Concept C - Aspirational with the following comments and amendments below:



Image: Amendments A to G (outlined below) represent the combination of Concept B & C in the above map. These amendments help to improve pedestrian/cycling access and safety as highest priority.

Comment: Closing the current loop road around the perimeter of the Point (boat ramp to Bremner Bay) to public vehicle access is an imperative. We agree with Concept B - Facilities that the loop road only be available for cycling and walking with limited access for Council, Maintenance, Service and other (Marine) Authority vehicles.

Amendment A

A new shared pathway to be built as a continuation of the current cycle trail that enters the Reserve near the Scout Den. This new pathway will run between the current road and the beach along to the boat ramp area before merging with the current shingle road around the Point. This new shared pathway was illustrated in Concept C (see image below). It will allow for walkers and bikers to be separated from vehicles that are accessing the Scout Den, the bbq area or parking on the existing southside road to access the beach.



Amendment A: Concept C - Aspirational included a new shared pathway linking the existing Lakefront track to the shingle road at the boat ramp. We fully support this.



Amendment A: A different view of the new separated shared pathway as a continuation of the current track (that comes from the Yacht Club) heading west towards the boat ramp and running parallel with, and between, the beach and the road. New pathway to the right heading up to Lakeside Road (see Amendment F).

Amendment B

Boat trailer access should be a single road in and out of the Reserve with sufficient space for a turning bay at the bottom of the boat ramp. The current design in Concept B, providing a circular roadway, gives rise to potential pedestrian/cyclist vs vehicle conflict and does not prioritise active over motorised transport - keep the existing bollards in place. Include design features to ensure that cyclists and walkers have priority at the intersection with the boat ramp road.



Amendment B: Design features and signage required to alert vehicles coming down to boat ramp that cyclists and pedestrians intersecting with this road have priority.



Amendment B & C: Cyclist and pedestrians on a slow day. Keep bollards to direct boat trailers to park back at top of Reserve.

Amendment C

Remove proposed boat trailer park to the east of the boat ramp. As per Concept C - Aspirational, the Boat trailer parking to remain on the grass in the middle of the Reserve.

Amendment D

Create a safe and accessible northbound pathway exiting Eely Point Reserve onto Bremner Bay and the continuation of the lakeside Track.

- The current route is unsafe and technically challenging given the raised kerbs and deep gutters
- The current route is dissected by a vehicle layby/parking which is dangerous and 'bizzare'.



Amendment D: Dangerous raised kerbs on Lakeside Track entering Eely Point, by Bremner Bay, from the north.



Amendment D: Vehicle layby dangerously dissecting cycleway on Lakeside Track entering and exiting Eely Point/Bremner Bay.

Amendment E

Consider sealing the commuting path that runs from Bremner Bay to the Scout Den, parallel to Lakeside Road, along the east side of the Reserve. Include design features to ensure that all vehicles that are entering the Reserve from Lakeside Road give right of way to cyclists and walkers.



Amendment E: Commuter Path down east side of the Reserve. Consider sealing.



Amendment E: Signage and design features needed to ensure vehicles entering Reserve give way to cyclists and walkers.

Amendment F

Outside the front (south side) of the Scout Den:

- a) Create a new pathway that links the current Lakeside Track up the hill to the commuter path running parallel to Lakeside Road
- b) Remove parking; keep as a 10 min drop off/unloading zone and turning circle.

The current parking in the cul-de-sac outside the Scout Den is problematic: stationary cars makes for reduced visibility and often park across the current cycleway. There is currently no logical or easy way to access the Scout Den or the popular beach for walkers or cyclists that are coming from the road (east side).



Amendment F (a): Cul de sac outside Scout Den to be kept free of parked cars. Yellow lines show required route for linking current Lakeside Track up to commuter pathway running along Lakeside Road.



Amendment F (a): Reverse view, showing required route for linking Scout Den, beach and current Lakeside Track with commuter route along Lakeside Road.

Amendment G

Design improvements at the junction where the commuter path down the east of the reserve meets the northern (Bremner Bay) entry point to the Reserve from Lakeside Road. The current route is unsafe as walkers and cyclists conflict with vehicles and other downhill cyclists as this is also the north vehicle access point into Eely Park picnic area, car park and toilets.



Amendment G Junction at Bremner Bay entry point to Reserve. Vehicle/cycle conflict needs to be reduced through design and signage.



4. Importance of Eely Point for cycling

We would suggest the Lakeside Track, running through Eely Point Reserve, is the highest trafficked cycle path in Wanaka. It is a key recreational route for residents and tourists. The cycle path on the east side of the reserve is popular for commuting to and from the swimming and picnic destinations, plus access to the Scout Den. It is also often a route used as an alternative path to town/Dinosaur Park for parents with young children (avoiding busy Beacon Point Road).

“Over 80% of our bike renters would ride the Lakeside Track through Eely Point”.

Scott Rainsford, Head of Bikes at Outside Sports

5. Wanaka Community’s Desire for Better Cycle Infrastructure

The groundswell of community support for immediate action on Wanaka’s Active Transport infrastructure needs, can be seen by the significant Upper Clutha resident participation at recently held forums.

Wanaka’s residents, in particular, are passionate about improving our active transport options and planning for our exponential growth - now. There have been large turnouts with constructive feedback, the delivery of costed & active transport network planning tools and affected behaviour change at the following events:

- 150 attendees - Active Transport Wanaka Forum, November 2017
 - Launch of Active Transport Network Master Plan and agree priorities for accessing via the QLDC 10 Year Plan
- 450 attendees - Save Sticky Forest Forum, February 2017
 - Bike and trail walking/running enthusiasts voicing their concern over the potential loss of mountain bike/walking trails for further urban property development. Note: these much loved tracks are located on land held in trust for Maori beneficiaries.
- 80+ attendees - Shaping our Future - Transport Forum, March 2017
 - Visioning workshop where participants provided feedback into the development of the Upper Clutha Transport Report
 - Report recommends short term implementation of “safe and attractive tracks, including commuter trails, with infrastructure that is fit for purpose connecting our communities residential, recreational, retail and business areas.”
- 230+ active participants - Bike’veember, November 2016
 - A sustainable transport awareness and behaviour change campaign. With over 20 community events, business partnerships, an interactive website and a

successful social media campaign encouraging residents and visitors of the Upper Clutha to 'go by bicycle or other human powered transport for the 30 days of November'.

- Further, 130 participants completed a survey on Active Transport needs within the Upper Clutha

Upper Clutha residents have been showing up, actively participating and contributing significant amounts of volunteer time to fill the gap by developing community-led plans and addressing the need for the appropriate budgets to meet our immediate active transport infrastructure needs.

Our active community participation is backed by actual and increasing usage of Wanaka's existing (albeit fragmented) active transport network of paths and road verges. 2013's Census data shows approximately 14 percent of Wanaka residents cycle, walk or jog to work.^[1] i.e. close to 1,000 residents, well above the national average of 10 percent, commuted by Active Transport Means in 2013. **This is a trend we should be proud of and Council should seek to support with appropriate and safe commuting infrastructure.**

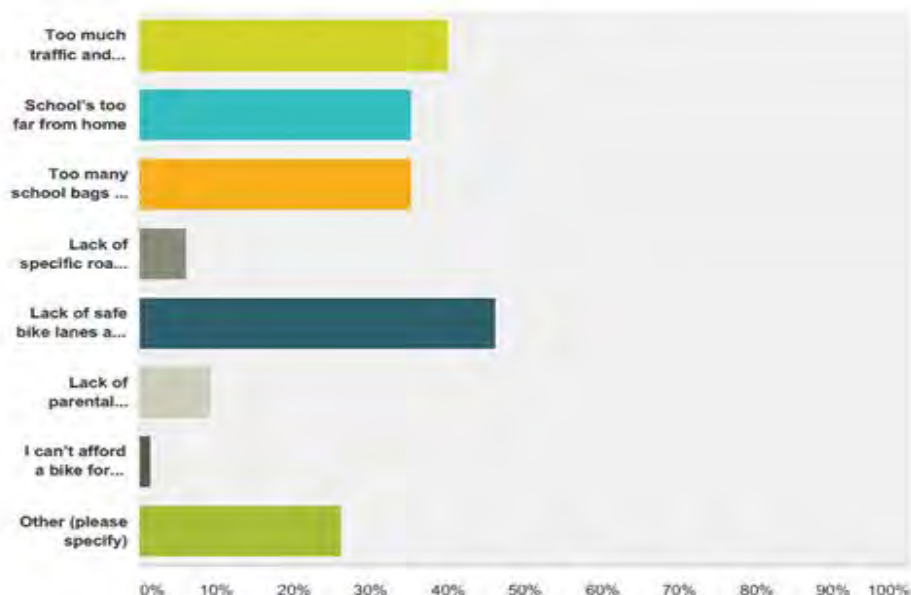
Wanaka's resident population numbers are expected to double from 10,340 in 2015 to 22,509 in 2048 ^[2]. With appropriate fit for purpose infrastructure available, it is anticipated that the Upper Clutha could have more than 3,000 residents commuting by Active Transport means.^[1] Add this trend to Wanaka's expected daily visitor numbers which are expected to double from an average per day of 6,399 in 2015 to 13,391 in 2048 ^[2]- we request **QLDC improves our Active Transport network and the first step could be to recognise Eely Point as a frequented part of that quality active transport network.**

It must be noted that there are significant barriers to the continued growth in cycling for transport in Wanaka with concern for safety and lack of appropriate infrastructure high on the list. According to Bike'vember's survey conducted in December 2016, 130 people responded to the survey, with 50% of respondents having children. School aged children are a rapidly growing segment of our population, currently numbering circa 2,000 (including Hawea) out of an approx 10,000 permanent resident population. **Bike'vember parents cited "Lack of safe bike lanes and other bicycle infrastructure" and "Too much traffic and cars on the road" as the top 2 factors limiting children's participation in cycling.**

These barriers have taken their toll nationally with the number of secondary school students that cycle to school dramatically declining from 20% in 1990 to just 3% in 2014^[3]. Wanaka residents would like to put an end to this declining trend and get their kids out and riding safely to our schools and to the pool again.

Q23 What do you think limits your children's participation in cycling? (select main 3 reasons)

Answered: 65 Skipped: 64



6. Background on Active Transport Wanaka

Active Transport Wanaka is a collective of local organisations committed to developing a comprehensive cycling and walking network for the town. Organisations in the collective include Bike Wanaka (700 members), Upper Clutha Tracks Trust, Wanaka Community Board, Wanaka Primary School, Holy Family School, Mt Aspiring College and Bikeember.

We imagine Wanaka as the envy of the rest of New Zealand, where most residents walk or bike daily, school drop off zones are virtually empty at 8.50am and 3.00pm, the town centre, schools and public amenities are connected by a comprehensive biking and walking network and where commuting from outlying residential areas is safe and seamless.

Active Transport Wanaka supports the idea that a cycling town is a happy, liveable town with healthier people, quieter roads, stronger community, improved air quality and an all-round nicer environment to live in.

We also note and support Principle 5.6 of the *QT Town Centre Transport Strategy* that “Acknowledges the role of transport in promoting the health and well-being of the community” and that “mode of transport affects the liveability of communities”. We assume these principles will be enshrined in all QLDC planning and strategies, including Wanaka

7. Contact Details

We would like to meet with the appropriate QLDC staff to discuss this submission.

Simon Telfer



Colleen Nisbet



8. References

- ^[1] NZ Census 2013 - Main means of travel data
- ^[2] Shaping our Future Transport Report March 2017
- ^[3] Ministry of Transport, 25 Years of NZ Travel, 2014
- ^[4] Bike'vember Public Survey Results 2016

16th January 2018



Queenstown District Council
(services@qldc.govt.nz)

Wanaka Lakefront Development Plan Eely Point Recreational Reserve Landscape Analysis & Concept Design Report.

Coastguard Wanaka Lakes Submission: To be read in conjunction with "Application for Lease" dated 10th July 2017.

Coastguard Wanaka Lakes fully supports the appropriateness for the Wanaka community to have an input into the potential development of Eely Point: this via "Wanaka Lakefront Development Plan Eely Point Recreational Reserve Landscape Analysis & Concept Design Report" on which the communities views are now being sought.

We note that QLDC, in all its options, includes a major upgrade to the boating ramp - which acknowledges that, by default of there being few if any alternative options, that this area is becoming ever busier and in reality will become a centre for recreational boating.

The proposed Wanaka Marine Rescue Centre will provide a base for both Coastguard and the Harbour Master - the design has been proofed against known future enhancements.

Coastguard Wanaka Lakes has been in discussion with QLDC Staff and the Wanaka Community Board since November 2016 in regard to Leasing Land from QLDC for a Marine Rescue Centre to house both Coastguard and received by the Wanaka Community Board on 14th September 2017 is to house the Marine Rescue Centre just to the North of the Scout Den at Eely Point. This site was selected primarily as it provides the fastest launch time whilst having a relatively small impact environmentally (not seen from the Lake or Lakeside Road, limited earthworks and tree removal) details can be found at <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/WCB/2017/14-September-2017/1b.-Attachment-B-Coastguard-Wanaka-Lakes-Application-documents.pdf>

Contained within the Lease Application were letters of support some of whose authors have submitted support for a Marine Centre in response to the Development Plan. Other support has come direct to Coastguard as shown here from Julian Haworth of the Upper Clutha Environmental Society:

*From: Julian Haworth [mailto:julianh@xtra.co.nz]
Sent: Saturday, 16 December 2017 8:43 p.m.
To: Jonathan Walmisley
Subject: Re: Coastguard and Eely Point Development Plan - Submission*

thanks jonathan..very interrrsting..i'm in Spsin at the moment but am happy for you to say you have spoken to the Society and they support the coastguard building....i have inspected the str and polrs...Julian

This, Coastguard Wanaka Lakes, submission should be read in conjunction with the original Lease Application Documents. For ease the following is attached

- **CWL Wanaka Marine Rescue Centre Report** which clearly outlined the process Coastguard Wanaka Lakes has been through to find a location for a Marine Rescue Centre and the support that there is for that Centre to be at the location applied for in the lease, namely to the North of the Scout Den.
- **CWL Landscape Report and Attachments** which clearly shows that the selected site has minimal impact on the environment nor an impact on other users of the area as its laid back off any road or track.

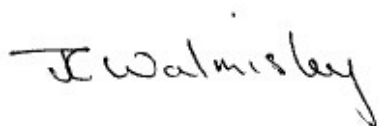


The Site in Concept B, to the South of the Scout Den is not preferred. It will be highly visible from the Lake and Lakeside Road. It will require considerable earthworks to cut into the bank, hence cost: the cost which will have to be raised from the local community. Any building in this location would either require a relatively high retaining wall close to the footpath adjacent to Lakeside Road or have the building walls be that retaining wall and have a living roof: Both these solutions will increase costs significantly and each will have major risks of individuals falling off the edge, a risk which will be hard to mitigate. The frontage onto the existing road in front of the scout den will be in the region of 14m in width and include the vehicular/trailer accesses for both the Coastguard Rescue Vessel and Harbourmaster jetski; this is virtually the total width of the turning circle at that end which will need to be kept clear at all times. There will be a need to provide guaranteed parking for responders to park their vehicles which will further decrease the utility of the existing space as a parking area for beach users.

Coastguard Wanaka Lakes preferred site is the location shown at Concept C, North of the Scout Den. [This site at Eely Point was selected after consideration of in the order of 5 other sites, and Coastguard Wanaka Lakes has been working on this project for over a year]. The site was selected after initial consultation with a number of community groups and also QLDC Parks and Recreation - this particular site provides the least obtrusive view of the proposed building: it not being visible from either the Lake or Lakeside Road and is tucked under the canopy. In addition it provides rapid access for deployment and parking for the volunteer responders, a drive through boatshed which increases efficiency, and a relatively level site for construction, hence minimising costs. Also it provides minimum if any disruption to other users as it is off the road and a fully contained site. The Unit has funded a number of reports which have been submitted to Council and these clearly show how it is proposed to minimise any environmental impact.

The key issue from Coastguard Wanaka Lakes, and we **sincerely believe** the communities, perspective is that a site on the East Side of Roys Bay minimises deployment time and hence radically increases the survivability of a person in trouble on the lake – during the Summer it can take between 30 to 90 minutes to deploy, the proposed site will enable a deployment time of between 20 to 25 minutes to be achieved. For those who are not wearing a wetsuit in our lakes the survival time is short ie: about 1 – 3 hours.(as derived from Wissler Model, Modified by Hayes, 1987).

We therefore believe that our proposal of the 10th July 2017 has significant merit, with minimal environmental impact and will enhance Coastguard Wanaka Lakes' ability to provide a greatly enhanced operational performance in effecting rescues and potentially saving lives.



Jonathan Walmisley
President
Coastguard Wanaka Lakes

Attachments
CWL Wanaka Marine Rescue Centre Report
CWL Landscape Report and Attachments

Feedback from participants at the Link Upper Clutha Café session in December

Let's be careful not to overdevelop, I know there's lots of 'wilderness' out there but for lots of families and tourists this is an easy access un-development.

Adult fitness stations

Parking at Eely Point for better connections & reducing congestion in Bremner Bay swimming beach where people park all over the grass.

Café at Eely point and Maritime building

Could Coast guard be co-located with SAR and share facilities?

Marine Rescue building ok limit too many buildings.

Eely Point tree replacements in clumps/groups of fast growing trees eg poplars and a mix of natives eg Kowhai, Ribbonwood etc.

No need for Coastguard to be on scarce waterfront space. A boat storage facility could be on top land or with SAR

Should be a separation of beach activity and boat launching. Kids and trailers do not mix. Present arrangement works well.

Marine Rescue centre on east side of Roys Bay offers quickest deployment

Pedestrian point Track

Will there be a swimming lane?

Separation of the boat trailers & swimmers/kids/picnic - Danger!

BBQ and playgrounds on top to encourage people to use the top area

Don't increase boat traffic - already in conflict with picnic - noise and safety

Playgrounds x 2 - on scouts side as well for parties. Community consultation on native play on scouts side. Need a place to have Birthday parties, picnics. Café too please.

Is there room for a café? Wanaka lacks a good lake edge café.

WANAKA LAKEFRONT DEVELOPMENT PLAN - EELY POINT RECREATIONAL RESERVE

Landscape Analysis & Concept Design Report - November 2017

Community Feedback on Concepts - January 2018

1. Opportunity

This submission is specific feedback to the Eely Point Recreation Reserve, Landscape Analysis & Concept Design Report. We feel that the community would benefit greatly if two items within Concept B and Concept C, could be brought forward into the current planning phase and implemented within the short term rather than later when Wanaka is already suffering from a lack of community facilities and a rapidly growing population.

The aim of this submission is to create more child and user-friendly community facilities. Firstly, by renovating the existing Scout Den and secondly, by building a new nature based playground immediately adjacent to the Scout Den.

Additionally, we support all recommendations within the Active Transport Wanaka submission on Eely Point Reserve. That Eely Point is in fact and foremost a facility for cyclists and pedestrians year-round and therefore priority should be given to improving pathways over boat ramps and increased parking facilities. Eely Point could then become Council's first step in creating Wanaka's network of quality Active Transport commuting trails that link to Wanaka township and other recreational trails.

Please note that I have approached this submission with a Community-led placemaking and Community Partnerships perspective. I have included examples from my previous employer Waverley Council (Bondi).

2. Detailed Feedback

Overall, we feel that Concept A only goes so far to improve the ecology of the site and does not fully recognise Wanaka's growing community needs or that Eely Point is a community recreational space for a broader and growing population. We do however, support a combination of Concept B – Facilities and Concept C – Aspirational and suggest the following areas could be included within any development plans and subsequently budgeted for implementation in the short-term.

A. Scout Den – renovate, maintain and manage as a multi-purpose and hireable community asset

The Scout Den is located close to town and is a fantastic community asset. However, it appears dowdy and under-utilised. To increase hall usage for a broader community (it's assumed that it's currently managed by QLDC) the hall could be given a basic renovation, promoted and managed by Council or other local community body. That renovation could also include a small number of chattels e.g. chairs, trestle tables, wall mounted screen/TV, heating – and a kitchen in working order.

The Scout Den could be converting into a user-friendly community hall made available for commercial hire (long term and short term) for multi-purpose community uses such as children's birthday parties, toy library, christenings, mum and bubs play groups, charities, fitness groups and other community meetings. Rates could be variable dependent on use, i.e. community vs for profit. Storage facilities would need to be considered for confirmed long term leases.

A small renovation would be required to bring the facility into modern venue hire condition eg new kitchen, fresh internal painting, heating, solar roof panels, floors polished and outside swept and maintained.



WANAKA LAKEFRONT DEVELOPMENT PLAN - EELY POINT RECREATIONAL RESERVE

Landscape Analysis & Concept Design Report - November 2017

Community Feedback on Concepts - January 2018

Ideally Council/Community body could use an online booking system with rate card available.

Electronic key pad with passcode could be used for remote management. For example, see Thomas Hogan Reserve, Scout and Girl Guides Hall in Bondi. This venue is similar in that it is within an ecologically important park along with a popular playground adjacent.

http://www.waverley.nsw.gov.au/recreation/venue_hire/indoor_venue_hire/thomas_hogan_reserve

Another very heavily booked example is the community hall at Burnie Park, Clovelly. This multi-model hall is used by many community group and parents as it has a playground adjacent

<http://www.randwick.nsw.gov.au/facilities-and-recreation/buildings/Centres-and-halls/burnie-park-community-centre>

B. Build a New Nature Themed Playground – adjacent to the Scout Den

With a growing and very young population, Wanaka sorely in need of a new playground. One that is located just outside of town, easy to get to by bike or car, is within a shaded and protected site that has multiple attractions and community facilities available (public toilets, hall hire, beach etc). With a new school being built within in the three parks development and our existing schools bursting at the seams – it's not hard to see that our 2 playgrounds within Wanaka township get jam packed on any day of the week.

It appears that a new playground area has been established on the Bremner Bay side of Eely Point within Concept B – Facilities. We feel that this is not the best position for a playground - given this side of the point is exposed to the prevailing North Westerly winds, and would also be very hot and sunny in summer. We suggest that instead a nature themed playground could be built directly adjacent the Scouts Den where it would be protected from the wind and shaded by the existing foliage. There also appears to be a relatively flat area where the playground would naturally fit. If parking were to be included as per Concept C – Aspirational, then access to the playground would be from slightly above and in the centre of the park.

We would suggest building a playground instead of the proposed Coast Guards Building as children already use this space heavily. We agree with the Coast Guards verbal feedback given at the Link Upper Clutha consultation session, that the coast guard building should be located further down the point - providing for wider lake views and easier access to the boat ramp. A coffee shop within that building would be an excellent addition to the area.

Also having a playground adjacent to the Scouts Den which could act as a community hall, would be a bonus for local children's functions or any future playgroups.

Building a playground would also formalizes this existing nature play area – this area is currently used by children – who use a swing tied to a tree (community installed) – kids also play on the side bank which is suffering from erosion, they love to jump up and down the bank. The area is well worn with children's play. I would suggest including a slide down the bank, ropes, flying fox and log based play equipment (see examples from Waverley Council and Canberra below).

The beach in front of the Scouts Den is heavily used by local children as it is protected from wind, it is also clearly defined as a safe deep swimming and paddling area and has less flow through vehicle access - making this space safer overall and child friendly.



WANAKA LAKEFRONT DEVELOPMENT PLAN - EELY POINT RECREATIONAL RESERVE

Landscape Analysis & Concept Design Report - November 2017
Community Feedback on Concepts - January 2018

Refer master plan for Thomas Hogan Reserve – a similar type of plan with ecological sensitive nature reserve, playground and Scouts/Girl Guide Den

http://www.waverley.nsw.gov.au/_data/assets/pdf_file/0004/8545/Thomas_Hogan_Reserve_PO_M2011.pdf



Image: this is what kids make at Eely Point now



Image: simply nature play – from the web.



WANAKA LAKEFRONT DEVELOPMENT PLAN - EELY POINT RECREATIONAL RESERVE
Landscape Analysis & Concept Design Report - November 2017
Community Feedback on Concepts - January 2018



Image: Net play at the Arboretum, Canberra



Image: Bronte Beach playground – is built into a sloping landscape, using the slopes for a slide and other nature play themes e.g. sandstone rocks and a cubby house style structure.



WANAKA LAKEFRONT DEVELOPMENT PLAN - EELY POINT RECREATIONAL RESERVE

Landscape Analysis & Concept Design Report - November 2017

Community Feedback on Concepts - January 2018



Image: McPhearson Park, Bronte (nature themed playground, small budget, designed by a kiwi landscape architect, which included much community consultation, completed early 2016)

3. Contacts:

We're available for comment – see contact details below.





19th January 2018

Queenstown Lakes District Council
Private Bag 50072
Queenstown 9348

To Whom It May Concern:

Re: Eely Point Development Report Feedback

Please find our feedback on the Eely Point Development Report below with some history and details about our club, sport and the existing nine hole disc golf course at Eely Point:

The Eely Point Disc Golf course installed in February 2017 is already a very popular recreational resource with regular and casual players alike. Players pick up rubbish and provide presence, increasing safety in this area throughout the day. Disc Golf is co-existing beautifully with other users of the reserve. The Queenstown Lakes District Council obviously valued the installation of the course as they provided the bulk of the funding for it.

Disc Golf Wanaka Incorporated members have been one of the more frequent users and custodians of Eely Point. Myself and other members have been playing disc golf here for the last 8 years on a weekly basis experiencing all the changes in weather and seeing all the various user groups use. For this reason I believe we are well placed to support the council with input into any proposed changes for the betterment of Eely Point.

Disc Golf is one of the few cheap/free fun activities that locals and tourists can enjoy when visiting Wanaka. It is enjoyed by a wide range of the community from all walks of life - young, old, families, casual players and serious players. It's a great family activity and a fun way to get people out and about enjoying the outdoors.

For these reasons, we strongly encourage the council to retain the existing disc golf course at Eely Point and to block off vehicles from being able to park on any of the holes. We do however support any ideas that allow the people of Wanaka to further enjoy Eely Point.



After carefully examining the council's development report, our preference goes towards the 'Ecological' concept but brings in some of the ideas from the 'Aspirational' and 'Facilities' concepts.

As indicated in the included graphic, our suggestions would be as follows:

1. Native tree succession as per the ecological concept A.
2. A new boat ramp & trailer park – restricting vehicle access around point, create two separate vehicle entrances.
 - 2b. Walking paths down from the trailer park and car parking that avoids the disc golf hole number one and two.
3. New open picnic area etc...
 - 3b. Sealed turn around area for cars.
4. We do have concerns about the suggested staging area on the point as this is a very windswept area and will become far more so if pines are removed. In our included plan, we suggest that the staging area be situated on the raised ground back from the point so as to create more shelter from the wind and to avoid interference with an existing signature disc golf hole.
5. Set back vehicle access road from edge of Bremner Bay etc.
6. Possible Wanaka Marine Rescue Centre position to the right of the scout den as per included graphic.

We appreciate being given the opportunity to have our input heard on the future of Eely Point and look forward to open ongoing communication.

Best regards,

Martin Galley
Chairperson





Big Moves:

- Minor adjustments to existing lays
- ① Native tree succession
- Remove sections of pine
- Ecological enhancement around lake edge
- Planting of deciduous trees around edge - removal of weed species trees
- ② New Boat ramp & trailer park
 - Restricting vehicle access around point, create two separate vehicle entrances
- ③ New open picnic area on North edge of peninsula, with scattered shade trees, seating, tables, BBQ shelters & open grass areas
- ③a Sealed turn around area
- ④ Lookout back from end of headla raised mound of earth
- ⑤ Set back vehicle access road from edge of Bremner Bay with parking strips
- ⑥ Possible Wanaka Marine Rescue Centre

- Existing Disc Golf Course
- Sealed vehicle access
- Gravel
- Pathways
- Native tree succession
- Specimen trees (ie. poplar, willow)
- Buildings

Eely Point Recreational Reserve Development Report – draft

Feedback Form

Name (optional): Gemma Kaler

Email (optional):

Please circle one:

I am a visitor

I am a ratepayer

I am a resident

I have read the Eely Point Recreational Reserve draft report and would like to submit the following comments:

Please not tons of car
parks!

Go A the eco option!

WANAKA LAKEFRONT DEVELOPMENT PLAN EELY POINT WANAKA

The procrastination that has occurred in regard giving approval to Coastguard Wanaka Lake's to build a Marine Rescue Centre is appalling – **and could/can potentially result in unnecessary fatalities.**

The key issue from CWL prospective, as we understand it, is that a site on the east side of Roy's Bay reduces deployment time from currently up to 90 minutes (during the holiday periods) to 20/25 minutes.

We are aware that CWL has investigated up to 5 alternative sites and that the proposed site has significant operational merit, when compared with the others considered.

Please make a decision that will result in the Marine Rescue Centre being built at Eely Point (Concept C Location) and allow CWL to attend to the marine rescue needs of the community – **in doing so you could well save a life!**

[REDACTED]
[REDACTED]
[REDACTED]

Wanaka Lakefront Development Plan Eely Point Recreational Reserve

The following is a response to the Concept Design Report for this reserve.

Eely Point

Eely Point is currently used for largely passive activities. These include:

- Walking and cycling, both on the paths and generally through the area including under the pines.
- Picnicking and swimming at the South Beach, partly associated with the ski lane but also general use by the public. This beach has shade and is sheltered from prevailing winds and has limited traffic adjacent to it.
- Picnicking under the trees on the north side where there is shade and spectacular views up the lake. Car parking though can be intrusive and kill the grass where it is intensive.
- A disc golf course has been established under the trees and seems to cause little conflict with other uses.
- Boat launching takes place from the beach to the west of the south beach and associated parking takes place on the upper grassed area. Trailers are prohibited at the South Beach. Boat launching occurs almost exclusively over the summer holidays peak, at other times the ramp at Roys Bay copes with demand. The launching from the beach seems to work satisfactorily with the upper parking area close to capacity at times. Major expenditure for a few weeks use a year would need to be carefully considered as the existing arrangements can push the parking capacity.

Bremner bay is contiguous with Eely Point and needs to be considered as part of the same recreation complex. Bremner Bay is a good safe swimming beach and much used in the summer. It is however somewhat shallow especially when the lake is low. There is little back up land or shade to the beach.

Management Plan 2014

Any development plan for Eely Point needs to recognise the overarching management plan for the reserve.

The report quotes from the management plan and some relevant points are:

- Retain a high level of unrestricted access to and within the lakefront reserves and facilitate formal lake access.
- Eely Point has a distinct passive recreation Zone.
- Minimise structures in the reserves and their impacts on the landscape.
- Retain an informal landscape character and open spatiality in the reserves
- Support the construction or redevelopment of public boat launch facilities and associated parking and access at Eely Point.

From the above I consider that uses in the reserve should be largely passive; beach use, picnicking, walking, cycling, disc golf, etc. There should be a minimum of formal development and roading and parking, but barriers may be needed in places to limit vehicle access where there is conflict with other users. Boat launching should be facilitated but with access and parking away from the beach with its high pedestrian activities. A Marine Rescue facility could be included if it was located discretely and of limited size.

Some issues arising from the report are;

The Pines

The report seems dismissive of the pine trees on the reserve, “*30+ year old pine trees, some are unstable, poor understorey ecology*”. It is proposed that there be “*progressive native tree succession*”.

Attached is an aerial photo of the area from 1946. This shows fairly large trees on the point at that time. It is probable that at least some of the trees are 80 years or more in age. Trees of this age are to be valued in urban areas and should not be discarded lightly. They are an asset to the district and form a continuity with similar stands of pines in Lismore Park, both ends, and in Domini Park. Such stands of trees are very much part of the Wanaka character.

I am not aware of the pine trees being unstable, they seem in good health to me. I am aware however of gum trees in the park dropping branches as they are wont to do. In Wanaka Station Park there are Douglas Fir trees over 150 years old and not showing health issues. It should be noted that a number of the “pines” at Eely Point are Douglas Firs, particularly near the pump station, and the “pines” cover a range of species.

The lack of understory is noted in the report and seems to be seen as a negative. Personally I and my dog enjoy walking on the needle covered open floor under the pines and these areas are well used as part of the park, including for disc golf. This is to be contrasted with areas such as the area between Wanaka Station Park and the lake where there is a good understory under the sycamores, and the area is unused and unusable. In my opinion, the openness under the pines is to be valued, not denigrated.

It is proposed the pines be replaced with natives. I am not aware of any natives that would thrive in this area, with lack of water due to very low rainfall, free draining soils, exposure to winds and heavy frosts in the winter. Prior to European settlement there were no native trees in the Wanaka area, just grey scrub: matagouri, kanuka and coprosma. These were the only natives that could tolerate the conditions. The nearest native bush was beech in the Matukituki, and at Makarora, where the rainfall is very much higher than in Wanaka. Any attempt to replace the pines with natives will probably result in a denuded reserve.

In my opinion the pines should be valued and retained for what they are, mature, attractive trees that do well in this situation. However, I do support some tree removal where this will enhance the reserve, particularly the proposal to create a view shaft at the point and in other areas where open space will improve the usefulness and amenity of the reserve.

Boat Launching

The report proposes to reintroduce boat traffic and parking adjacent to the south beach.

Some 13 years ago the Council developed a boating strategy for Wanaka following extensive public consultation. A result of this was that Eely Point was identified as a desirable location for boat launching, mainly to cater for the short peak over the summer holiday period when the Roys Bay ramp was overloaded. The large grassed upper area was seen as having the capacity to handle this peak parking need but also be available for other use at other times. A need for an upgraded ramp was seen.

However as part of the consultation, a major problem was identified with boat trailer movement and parking adjacent to the beach. This activity took over parking which could support the beach activities, and created a nuisance and hazard for beach users. Accordingly, the strategy recommended closing the road access to Lakeside Road near the Scout Den, cutting the road connection from the beach to the boat ramp, and banning trailers from the beach area.

A \$300,000 improvement programme was carried out in 2006, forming roads, improving parking, cutting road access at the Scout Den and by the launching ramp and banning trailers from the South Beach. This has worked well since that time.

In my opinion, this separation of beach and boat launching activities should continue with boat launching access from the upper level only and all boat parking on the upper level.

The Boat Ramp

The report shows a new ramp at the point, pointed south and with 5 separate ramps. I have some reservations. The beach in this area has a shallow slope and it may be hard to attain the desirable 1:8 to 1:10 slope for efficient launching. In addition manoeuvring onto the ramp may be difficult. One wide ramp would seem more desirable than 5 ramps with steps between them.

In my opinion an alternative location of the ramp to the north as shown on the attached sketch may be worth considering, if the expenditure on a ramp is considered justified. This layout seems to give better manoeuvring, access into deeper water and would free up the beach to the south for other activities. However any ramp must have detailed engineering, and hydrological input for a successful outcome.

Marine Rescue

The report shows locations for a marine rescue facility in the vicinity of the Scout Den. My understanding of this facility is it is primarily a storage facility for a rescue boat with associated space for other support activities. It will need parking available for operators. The boat would need to be taken to a launching ramp for use and there is no apparent benefit from being close to the beach.

The south beach is the only sheltered swimming and picnic beach in Wanaka and is heavily used in the summer. Parking and even beach space is often at a premium. It does not seem to be a good idea to insert a boat garage into this area to use up scarce backup land for the beach when the activity could be elsewhere. It may also not be a good location for the activity due to congestion and lack of parking in the area making it difficult to actually access the facility at times when it is needed.

In my opinion other locations should be looked at for this activity. Within the reserve a site on a flat area under the trees to the north of the access road down to the launching ramp as shown on the sketch plan attached may be more suitable. Other sites in other areas such as near the SAR facility could also be looked at.

The Point Road

With the closure of the through road connection past the south beach, the road around the point does not serve a useful function and there are conflicts between cyclist and pedestrians and vehicle on the narrow road. There is little potential for widening to avoid the conflict.

The report mentions erosion at the point both below and above the road. My understanding is this is the result of storm waves coinciding with very high lake levels. This can be expected to reoccur.

In my opinion the road around the point should be closed to vehicular traffic between the launching ramp and the memorial seat, and developed for cyclists and pedestrians only.

Improvements

In my opinion, areas where improvements are desirable in addition to the above are:

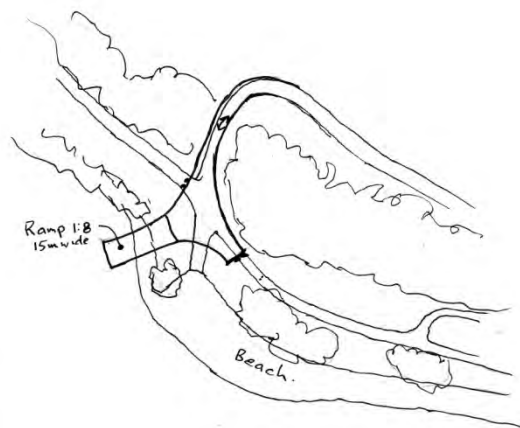
- Improved parking opportunities at the south beach, with some regrading, and forming of parking areas, but not necessarily sealing.
- Moving the north road away from the lake a little and terminating it near the memorial seat with a turning head suitable for campervans. Regrading and reforming adjacent to the road to improve parking opportunities.
- Restricting vehicle access near the lake edge on the north side to provide shaded grassed picnic areas. Some opening up of views up the lake may be needed from these areas
- Opening a view shaft from the end of the reserve and forming a viewing area, probably with rock retaining walls and paving rather than wooden structures.
- Making provision for a mobile cafe near Bremner Bay providing coffee, tea, ice creams etc for users of the beach and reserve as well as cyclists and pedestrians on the walkway. This could be near the BBQ and near the toilets where services are available. Some seating could be provided.

A sketch showing some of these changes is attached. I consider that these changes are all that are needed and conform to the intentions of the Management plan.

Graham Dickson
BE, DipTP, FEngNZ

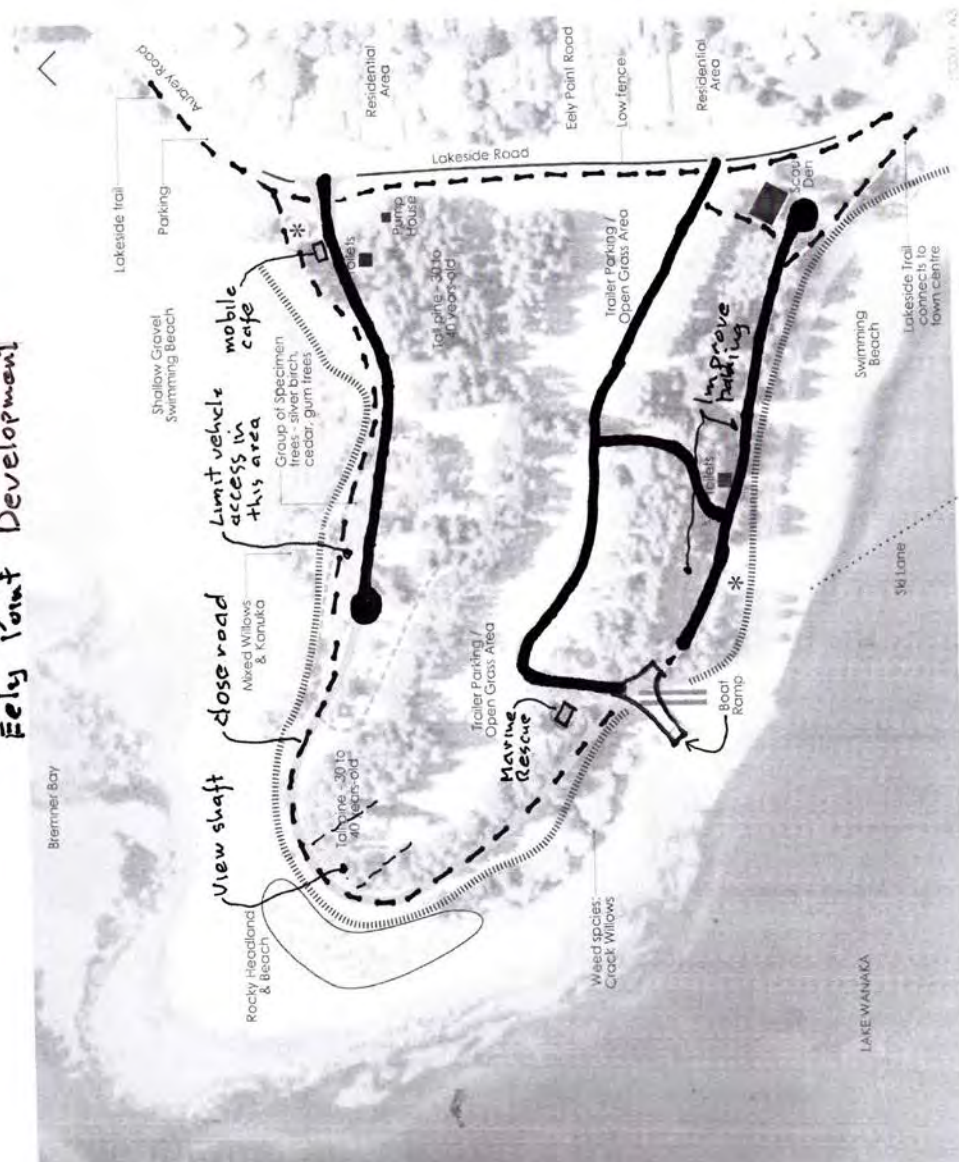


WANAKA 1946



Launching Ramp
Fely Point.

Early Point Development



Eely Point Recreational Reserve Development Report – draft

Feedback Form

Name (optional): *Loris King*

Email (optional):



Please circle one:

I am a visitor

I am a ratepayer

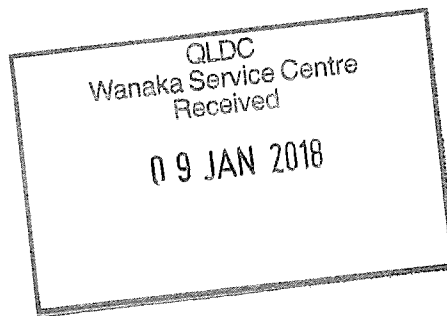
I am a resident

I have read the Eely Point Recreational Reserve draft report and would like to submit the following comments:

See attached.

QLDC
Wanaka Service Centre
Received

09 JAN 2018



8th January 2018

Submission

Re: Eely Point

In Wanaka we are all very aware of how fortunate we are to have a number of reserves in close proximity to the township.

Having reserves where all can walk, swim, relax or play is a bonus, and Eely Point is one such place.

However for the experience to be fully enjoyed this can only happen without vehicles driving through this 'public' area

The configuration of Eely Point is ideal for vehicles to be kept **off** the main public beach area, as the large flat area up the rise above the beach is already an ideal car park area, and has potential to be upgraded plus with properly formed pathways leading to the beach these would make the beach very accessible and the paths user friendly for wheel chairs and prams etc.

Vehicles with boats to be launched at the boat ramp do not need to come through the main beach area as they could access the boat ramp from the north end of the car park or from the road into the area from Bremner Bay.

After launching their boats vehicles would then be able to drive up into the car park to park, or drive back out to Bremner Bay.

The road coming into Eely Point off Lakeside Road should **stop** at the entrance (closest to the at the Scout Den) and be just a drop off point, as the access to the carpark area above the beach already has its own access off Lakeside Road.

The area close to the Scout Den is a logical place for the Coast Guard building, but **no** other building should be allowed on our foreshores.

If the Coast Guard building was built in the area it would be common sense for the Coast Guard vehicles (or ambulances, police or fire brigade vehicles) to be the only vehicles to have direct access off Lakeside Road and through to the boat ramp in an emergency.

Our open spaces and our wonderful tracks are amazing, and a real feature of our area.

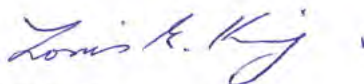
Sadly the cavalier attitude of many cyclists on our tracks has recently taken away the pleasure we have had in enjoying and cherishing a walk on our favourite track or area, as many cyclists refuse to alert walkers of their presence, and seem to take delight in flying past

(sometimes also with dogs in tow) with little regard to the safety of adults or children. I believe all cyclists should be required to use a bell or voice otherwise fewer and fewer walkers will use our tracks.

The cycle hire businesses should be asked reinforce this message when people are hiring bikes and perhaps a printed sign at the start of our popular tracks would also help .

I agree with improving the walking tracks at the Ely Point Reserve, plus incorporate seating options, bins, toilet and changing block but this is **no** place for frisbee golf, skate park, and flower gardens .

I wish to be heard.



Loris King



Eely Point Wanaka 2018 submission.

Eely point has by default become the boating center for Wanaka. This is largely due to the fact that there is only 30 odd car parks at the main launching ramp closer to town.

As it stands it is totally unsatisfactory as a launching facility for modern craft. Mixture of jet boats and upmarket ski boats launching into gravel is not the way for a modern recreation town.

Firstly the boating fraternity needs to be acknowledged as the primary recreation for the area. A modern well designed launching facility with the ability to launch multiple craft. Pontoons as per the one at lake Hawea are essential given the distance to the parking. I would like to see people that have direct experience in boating being involved in this design. With Wanaka growth being acknowledged as going into the 20,000 plus in the near future plus as we are seeing the visitor numbers increase, boat launching facilities need to be built for the 30 year plan. It has been my observation over several decades in recreational areas Lake Taupo for example, that the boating and lake craft access is always poorly planned. Wanaka is acknowledged also as the best boating lake in the district.

The Elephant in the room is facilities for commercial craft. Large commercial craft have to be slipped on a regular basis for survey and maintenance purposes. To date this has been undertaken at Waterfall creek. The beach needs to be graded for the trailers to be deployed for haul out to be feasible. Unfortunately despite fencing, ground covers and all the environment mitigation that could be expected there is still a few members of the public that find this to be an issue. They have to come out somewhere. Is Eely point that place. Or does the council acknowledge Waterfall creek and make the necessary designation. Note Queenstown well serviced in this area.

The beach can be improved, removal of the larger rocks and maybe sand trucked in to improve the comfort of the beach. In the past there has been platforms built on the beach at Eely point. In my view designed with the practice aspect of their purpose ignored. Boards vertical, are they to sit on? Try and have picnic and you loose things trough the gaps. They are too low to the ground to access. Please lets get practical with what is done.

The end of the point that looks up to Treble Cone etc. What a fantastic opportunity this presents. Do we go right out there and build a mini Opera house. How cool would that be into Wanaka's future. Once the wailing has died down it would be seen as futuristic planning.

Eely point is a huge opportunity. Lets not try to please everyone. Main reason for that comment is bikers keep getting mentioned. They do have lots of tracks around. A not so perfect few hundred meters for them may not be such an issue. Frisby golf catered for at Lismore, still waiting to see anyone play.

Peter Marshall



Wanaka

Eely Point Recreational Reserve Development Report – draft

Feedback Form

Name (optional): Peter and Anne Presland

Email (optional)

Please circle one:

I am a visitor

I am a ratepayer

I am a resident

I have read the Eely Point Recreational Reserve draft report and would like to submit the following comments:



~~Flowing~~

~~Sch. Dist.~~

~~Hans. Pass.~~

~~Rickn.~~

~~Sleeco S.~~

~~6~~

~~3~~

~~3~~

~~6~~

~~5~~

~~26 day x 4 = 104~~

~~99~~

~~Tekap.~~

Unlike Queenstown Wanaka is a boaters paradise
Imagine if you can boaters towing their boats down
Shatower St yet it is the norm in Ardmore St
in Wanaka

Quite evidently the numbers are increasing and
the marina area can not cope with the cars and
trailers

Although we would wish to see Eely Point Reserve
become something akin to Queenstown Gardens it
does behove us to consider why the boaters
come to Wanaka.

Wanaka Lake is outstanding in its many sheltered
beaches. We know of no other NZ Lake with such benefits
This said my submission is as follows.

Eely Point Reserve should be developed as a boaters Paradise
The Trailer Parking endless
Car Parking endless
Launching ramp as needed.
Toilets as required
Present Park planning one in P. Road
Coast Guard Base

QLDC
Wanaka Service Centre
Received

19 JAN 2018

Security
manageable

~~All above charged for Maintenance,
they will pay for such a facility
Set up a pay gate Launch \$5
Lunch \$5
Ferry \$2~~

From Peter robert Young <[REDACTED]>**To** services@qldc.govt.nz.

CC BCC +

coast guard building.

ATTACHMENTS

Signatures ▾ Options ▾

 **B** *I*     Formats ▾ Font Family ▾ Font Sizes ▾ A ▾ A

I would like to strongly oppose the suggested siting of the Coast Guard building at Eely Point.

I believe it is totally inappropriate to site it in the middle of the swimming area where there is no direct access into deep water for the rescue boat, and would have to be towed somewhere to launch it. This in itself could mean major time delays at busy times and could mean someone's life.

I would suggest it should be sited in the bay just beyond the Yacht Club. There you could have a purpose built building with a ramp directly into the lake. Speed is the essence of any rescue, and that won't happen at the suggested site, as very frequently this area is extremely busy with people everywhere. This will create time delays when urgency is needed.

The building at the yacht club area could be designed to give access for the boat to be hooked on and towed to elsewhere if needed for emergencies somewhere else.

I firmly believe it is imperative that the boat needs to be on the water's edge to eliminate every minute that is unnecessary to getting underway.

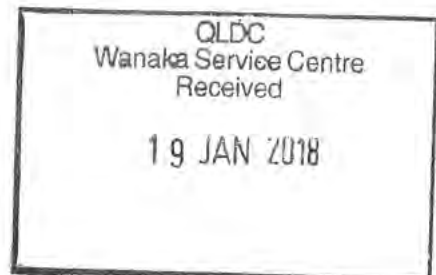
Peter Young

Wanaka

SEND

SAVE

DISCARD



Eely Point Recreational Reserve Development Report – draft

Feedback Form

Name (optional):

Stanley Hall

Email (optional):



Please circle one:

I am a visitor

I am a ratepayer

I am a resident

I have read the Eely Point Recreational Reserve draft report and would like to submit the following comments:

I the under signed prefer Concept C :- Aspirational.

1. Reasons :- Car parking not on Lake shore.
2. Buildings more secluded i.e. not easy seen from on Lake or from shore.
3. Possible Wanaka Marine Rescue Centre. No. 6. this is my preferred place. Boat needs to be very easy to move to Lake or trailered out. Quick Parking for Volunteers, easy access to building from car park or lake.
4. Pine Trees are at there end off life. New plantings need to start when trees harvested along with New Foot Plan.

S. P. Hall



Stewart Films

443 8040.

Meet Rhododendrons Please!
more colour please!



WANAKA LAKEFRONT DEVELOPMENT PLAN

EELY POINT RECREATIONAL RESERVE

Landscape Analysis & Concept Design Report

November 2017

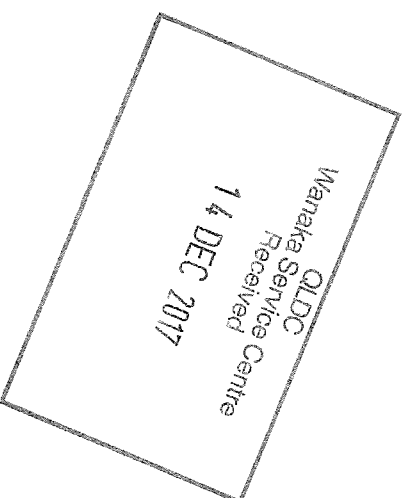
Queenstown Lakes District Council
Reset Urban Design

WANAKA LAKEFRONT DEVELOPMENT PLAN

EELY POINT RECREATIONAL RESERVE

Landscape Analysis & Concept Design Report

November 2017



Project:

Manakia Lakefront Development Plan
Eely Point Recreational Reserve, Lake Wanaka
Landscape Analysis & Concept Design Report

Prepared for:

Queenstown Lakes District Council (QLDC)

Prepared by:

Reset Urban Design Ltd

Document Status:

Revision	Version	Date Issued
A	Draft Analysis Report	August 2017
B	Draft Development Plan	October 2017
C	Draft Development Plan	November 2017



Reset Urban Design Ltd
09 489 1681
www.reseturban.co.nz



Queenstown Lakes District Council
03 443 0024
www.qldc.govt.nz

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Introduction



Location Map



This Landscape Analysis & Concept Design Report has been prepared in accordance with the Wanaka Lakelront Reserves Management Plan, 2014.

Ely Point Recreational Reserve is on a peninsular on the eastern shores of Roys Bay, Lake Wanaka, and is a key landmark framing views from the Wanaka Township.

The reserve forms part of the Lake Edge Walk around Roys Bay.

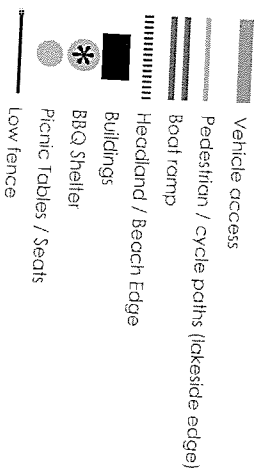
An unseded road runs around the point linking to the boat ramp and Scout Den, and is used by vehicles, cyclists and pedestrians. A track near the Scout Den links to the Yacht Club & Lakeside Road, as well as a track from Bremner Bay.

The reserve is currently capped by mature stands of tall pine creating a distinctive headland landscape.

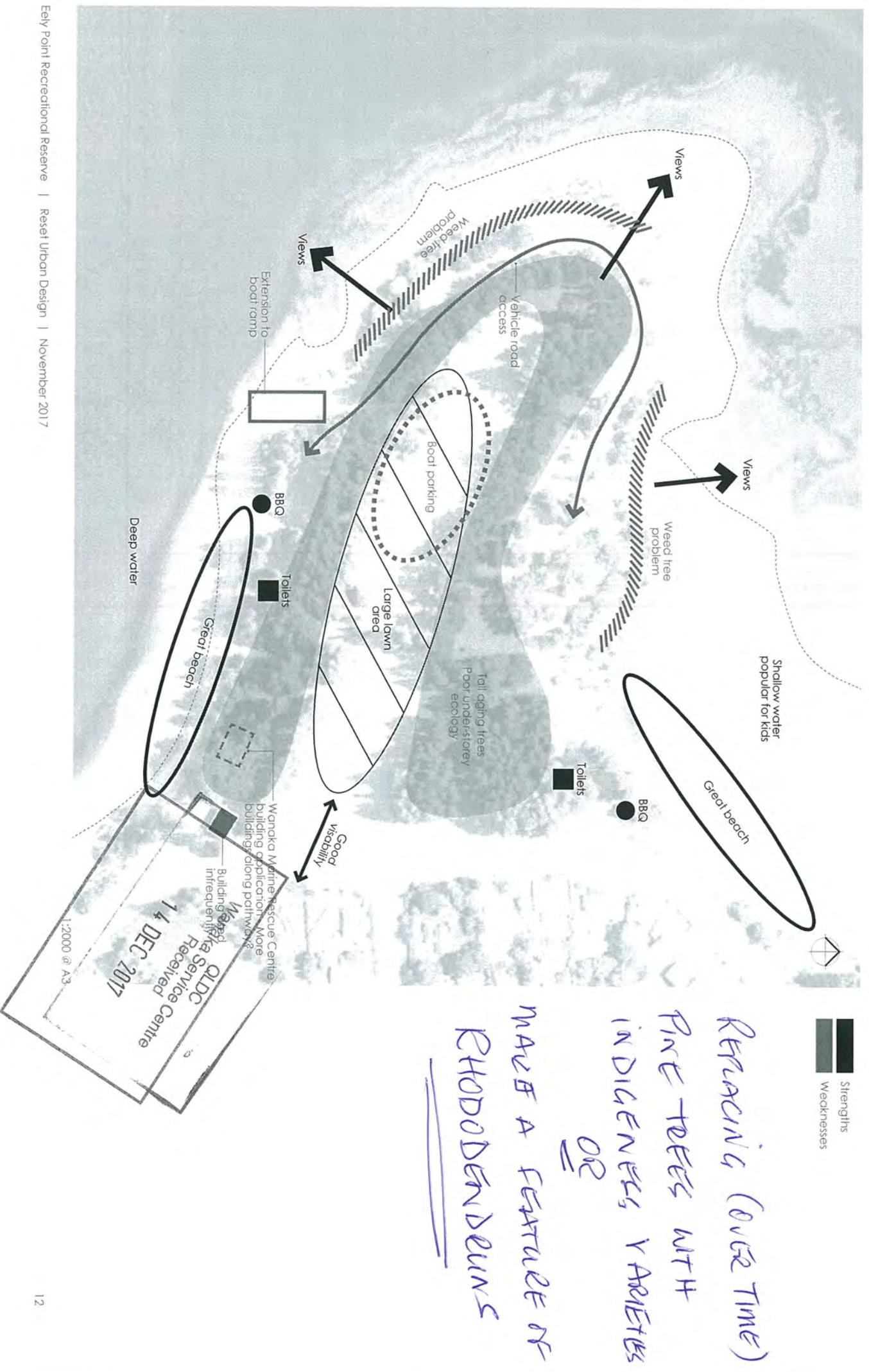
The reserve is largely an informal open space and is a popular swimming & picnicking area, with several BBQ shelters and tables throughout. A popular boat launching area generates a high level of activity during the summer months, with informal boat trailer parking along the shore & on the flat open grass areas on top of the headland.

There is one main building located on the point, currently used as a Scout Den. There are two small toilet blocks, one on either side of the reserve.

NO MORE BUILDING PLEASE

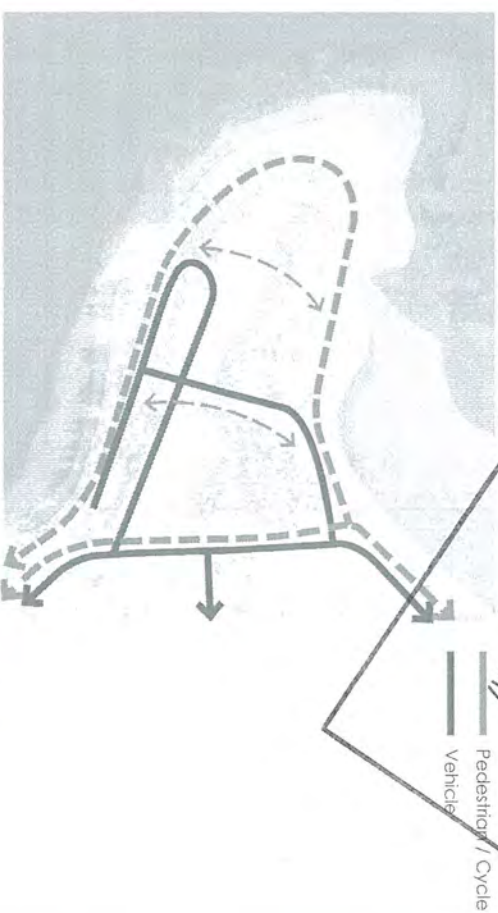


Site Strengths & Weaknesses



Planning Principles

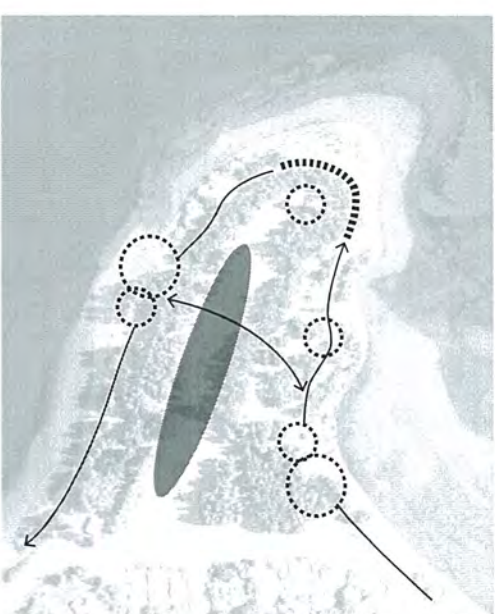
Improve connectivity with existing networks & wayfinding within the reserve



Enhancing the ecology of the site & re-introducing native succession planting & erosion control measures



Accommodate a variety of facilities, activities & events that cater for a range of users, & functions as an informal recreation park



Maintain open space character and cater for pedestrians and cyclists



Possible Activities & Facilities

To Include:

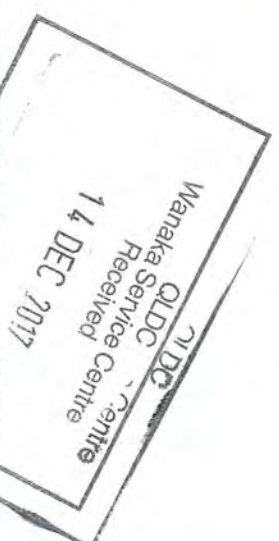
- Kayak / canoe / paddle-board launch ✓
- Ski lane / boating area markers ~~No~~ - TENNIS
- Boat ramp & parking ✓
- Swimming ✓
- Pontoons ~~No~~
- Water interaction
- Toilets / changing / shower ✓
- Picnic areas & BBQ's ✓
- Sculpture ✓
- Education / interpretive signage
- Kicking ball around OK
- Running OK
- Walking / dog walking OK
- Cycling OK
- Fitness equipment / trail OK
- Seating ✓
- Bins ✓
- Tables ✓
- Event areas & stage - outdoor movies / music
- Decks - lounging / viewing ✓
- Gathering areas ✓
- Shelters
- Viewing lookout - binoculars & signage
- Interpretive map signage ✓
- Botanical information & signage ✓
- Swing ✓
- Yoga classes - informal

Possibly Include:

- Courts & skate park
- Volleyball court
- Frisbee golf
- Playground
- Boat ramp course
- Strolling / flower gardens ✓
- Boat storage
- Club rooms Seating OK
- Outdoor classroom ✓
- School programmes ✓
- Toy boats
- Pier
- Coastguard facility

Not Suitable: — correct

- Outdoor table play i.e. ping pong
 - Mini golf
 - Pond / bridge
 - Life size games i.e. chess
 - Pump track (already at Lisimore Park)
 - Frisbee golf
- } NO!



Opportunities

Facilities

Recreation

Ecology

Wanaka Service Centre
ALDC
Received
14 DEC 2012



- Improve walking track *OK ✓*
- Reconfigure vehicle access to boat ramp, parking & buildings to avoid conflict with pedestrian & cycle traffic *OK ✓*
- Incorporate a series of park furniture including seats, bins, B&B's shelters & signage *OK ✓*
- Upgrade to existing Scouts building to incorporate other clubs *OK AS IS ✓*
- Upgrade / New toilet & changing block near boat ramp & at Bremner Bay *✓*
- Upgrade boat ramp *✓*
- Improve informal parking facilities *✓*
- Possible Wanaka Marine Rescue Centre *✓*

SCOUTS WATER LAKE COAST



- New walking & cycling paths to link with wider lake edge walk *✓*
- Link walking tracks at Bremner Bay & near Scout Den *✓*
- Separate trailer parking & informal recreation areas *✓*
- Central space to remain open to allow for informal events or gatherings *✓*
- Limit vehicle access around point, and prioritise pedestrian, cycle & recreation *✓*
- Provide easy access to waters edge at a number of locations *✓*
- Provide a number of picnic & seating options around the edge of the reserve, maximising views *✓*

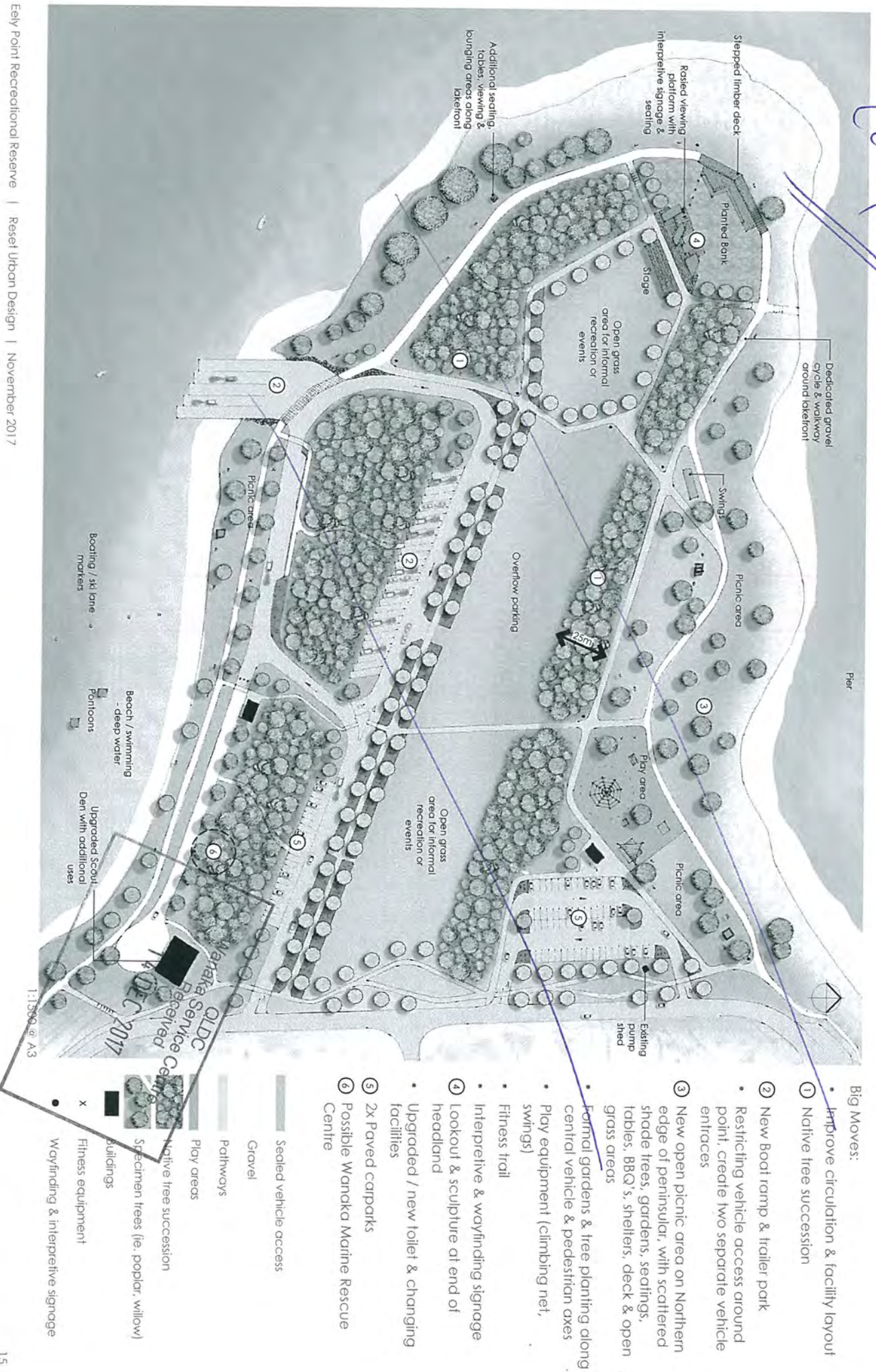
Possibly incorporate a fire bee soil



- Removal, pruning & management of some existing trees - *NOW IN DECISIONS*
- Create tree succession plan - *IN NATURAL AREAS*
- New informal planting around picnic areas *RHODODENDRONS*
- Plant deciduous trees for shade & Autumn colour *RHODODENDRONS*
- Additional native foreshore planting to connect to existing areas *✓*
- Weed & pest control throughout reserve *✓*

Concept C - Aspirational

16/15/15



14 DEC 2017

Site Photos



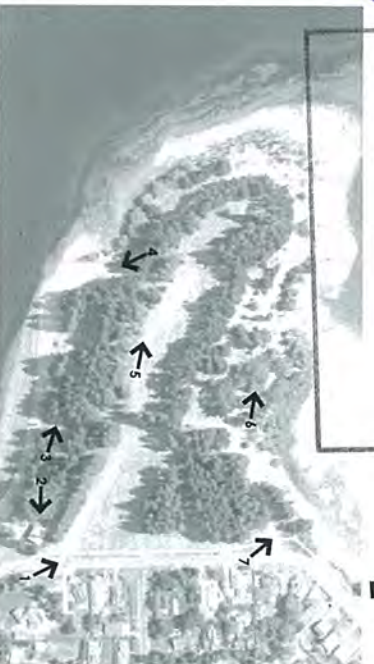
Low fence & vehicle entrance off Lakeside Road



Scout Den



Lake edge lane on Southern side



Boat ramp & view back to Manuka Town Centre



Central grass plateau



Lake edge lane & mixed planting at Bremner Bay



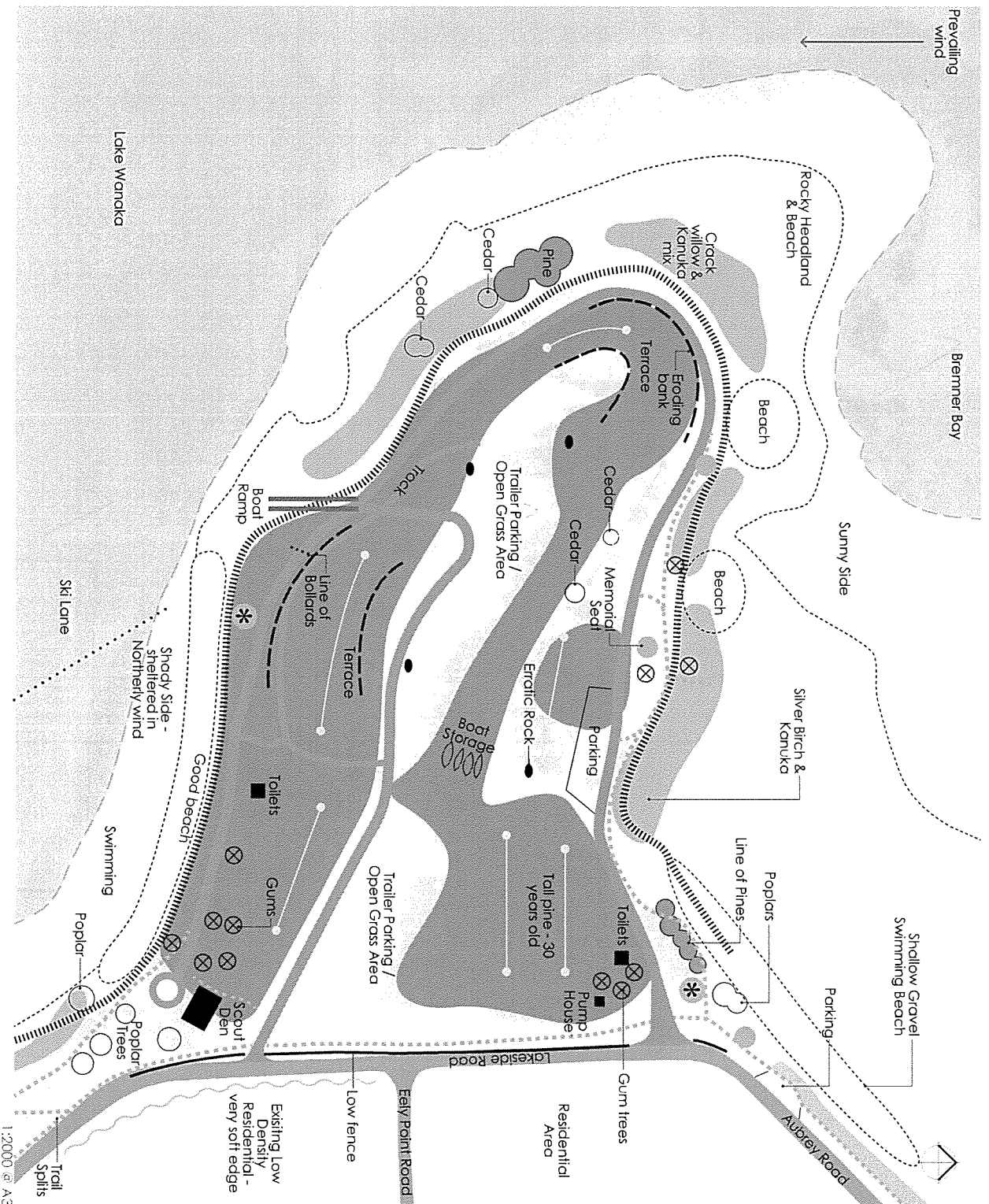
BBQ area at Bremner Bay



Lake edge lane on Southern side Bremner Bay swimming & BBQ area

LOVELY AS IS - NO CHANCE PLEASE

CONCEPT 12 - NO CHURCH DAYS



1:2000 @ A3

- The reserve forms part of the Lakeside Trail
 - 30+ year old pine trees, some are unstable
 - Poor under-storey ecology
 - Overall 'undeveloped' character
 - Bremner Bay is shallow & popular with swimming, canoeing & picnicking, and is sheltered from southerly wind
 - There are no restrictions of vehicle access within the Reserve
 - Unsealed road is used by both vehicles and pedestrians, with no other pedestrian or cycle facilities provided around the end of the point, creating conflict between user groups
 - Dust from the access road along the northern edge causes issues for pedestrians & picnic areas
 - The southern side of the peninsula is sheltered from Northerly wind, and has a popular beach, boat launching area & informal parking area
 - The southern edge is used for picnics, swimming, boat launching & water skiing, & there is a small toilet facility
 - Central flat grass area used mainly for boat trailer parking in summer, as well as informal recreational activities
 - Fishbe golf is located within the trees surrounding the central grass areas
 - Exposed point of the Reserve could have erosion problems
 - Scout Den has a steep bank behind it
 - Crack willow growing along sections of the beach
- Vehicle access
 - Pedestrian / cycle paths (lakeside edge)
 - Boat ramp
 - Headland / Beach Edge
 - Buildings
 - BBQ Shelter
 - Picnic Tables / Seats
 - Eroding Rocks
 - Fishbe Golf locations (approx)
 - Grass
 - Pine Trees
 - Willow / Shrubs
- * Showing low lake level / deep water

Comments on Draft Eely Point Development Report

We note that any development plan for Eely Point needs to recognise the overarching 2014 Management Plan for reserves, which includes requirements to:

- Retain a high level of unrestricted access to and within the lakefront reserves and facilitate formal lake access.
- Take account of Eely Point's distinct passive recreation Zone.
- Minimise structures in the reserve and their impacts on the landscape.
- Retain an informal landscape character and open spatiality
- Support the construction or redevelopment of public boat launch facilities and associated parking and access at Eely Point.

South Beach

Our over-riding concern with regard to the reserve is that the South beach be protected by being – at the very least – retained in its current form. This beach is the only swimming beach in Wanaka which is truly sheltered in almost all winds and certainly from the prevailing nor'wester. It has clear clean water and is not subject to infestation with Duck Itch. For these reasons it is heavily used for swimming and picnicing and the current road layout makes it readily accessible for families with young children and the elderly.

We submit that as a priority, South Beach should be retained in its current form for swimming, picnicing and other passive recreation

Marine Rescue Facility

Because we believe it is important to protect the South Beach and surrounds, we are opposed to the proposal to locate a building for the purpose of storing marine rescue craft near the Scout Den. Due to the beach's popularity, parking and even beach space are often at a premium. It would therefore seem inappropriate and ill-advised to construct a boat garage into this area, which would use up limited access territory for the beach, when the activity could be placed elsewhere. Additionally, congestion and lack of parking at peak times may well make it difficult to actually access the facility, either opportunely or safely. It is our understanding that the building intended basically as a storage facility. A vehicle will need to hook up the boat trailer to launch the craft and in some instances launching might not even take place at Eely Point. Access to other waterways may require launching at other locations.

We oppose the proposal to site the Marine Rescue Facility near the Scout Den. Its presence would be contrary to policies requiring fewer 'built' structures on the reserve. In our opinion a better recommendation would be that other alternative sites SHOULD be evaluated and considered, prior to any decision.

Boat Launching

The report proposes to reintroduce boat traffic and parking adjacent to the south beach. In our opinion this is inconsistent with protecting the existing opportunities for passive recreation at and around the beach. Boat trailer movement and parking adjacent to the beach has been shown in the past to create both a nuisance and hazard for beach users.

We consider that the current separation of beach and boat launching activities should continue, with boat launching access from the upper level only and all boat parking on the upper level.

With regard to the proposed 'suite' of boat launching ramps, we think that the proposed location of these should be reviewed. The beach where the ramp development is shown has a shallow slope and is likely not on a steep enough slope for efficient launching. In addition manoeuvring onto the ramp may be difficult.

If expenditure on a ramp is justified, then the opportunity should be taken to move it to an alternative location – one which provides for better manoeuvring, access into deeper water and makes less impingement on the south beach.

Conifers and Vegetation

There is a lot of negative language in the report about the current vegetation on the reserve. This seems to reflect a current ideology within both the Council and the community that the only good trees are native trees. While natives are indigenous and therefore inherently desirable, the fact that few species thrive naturally in the Wanaka area is a reflection that the climate and rainfall do not naturally encourage many species of natives to get established without a lot of human intervention and support. While some species of a smaller stature (cabbage trees, manuka etc) may be able to grown, these will not be capable of providing the same level of shade and protection as the existing established trees, even at full maturity. We would like to see the existing conifers valued and retained for what they are: mature, attractive trees that do well in this situation and which provide invaluable shade, shelter and wind buffer.

We would be reluctant to see any felling of the conifers (unless for compelling safety reasons) before the establishment of natives has been trialled and been proven to be capable of being successful in this area.

