DRAFT DESIGN GUIDELINES FOR CARDRONA VILLAGE

Design guidelines for Cardrona Village can be incorporated by reference in the District Plan, to support District Plan controls and the overall structure plan. The design guidelines aim to prevent the potential building forms that could result from maximising the building envelope under the current District Plan rules for the zone. Some of the suggestions below may be outside the realm of the District Plan and could be achieved through other means, such as the Annual Plan process or bylaws.

1.0   BACKGROUND TO URBAN DESIGN

As a starting point for promoting good urban design the New Zealand Urban Design Protocol identifies seven essential design qualities that can also act as guiding considerations in the structure planning process: the seven Cs – Context, Character, Choice, Connections, Creativity, Custodianship and Collaboration (MfE 2006; MfE, 2005).

~   **Context –** the Cardrona Village structure plan is seen to be part of, and relates to, the surrounding environment.

~   **Character –** the form and style of development that the structure plan promotes should reflect and enhance the distinctive character and culture of the environment. This does not mean preserving a particular character, however, as character is dynamic and evolving, not static.

~   **Choice –** the structure plan should foster diversity and offer people choice in the urban form (such as choice of densities, development types, transport options, and land use activities).

~   **Connections –** structure plans need to take into account all networks – streets, walking and cycling routes, services, infrastructure, and communication networks – and how they connect.

~   **Creativity –** the structure plan may need to incorporate innovative and creative solutions to gets around issues or provide for quality outcomes, and also allow for creativity to take place in the area being planned.

~ **Custodianship –** development in Cardrona Village recognises the lifetime costs of buildings and infrastructure, and aims to hand on places to the next generation in as good or better condition.

~ **Collaboration –** the best outcome for Cardrona Village requires good communication and co-ordinated actions from all decision-makers: local government, landowners and developers, and community members.

2.0   BUILT SCALE AND FORM

A consolidated Village form is encouraged. Design suggestions for the Village are suggested (Skidmore, 2006; Jacomb & Walter, 2007; CCP, 2003):

~ A collection of connected small units.

~ Contemporary interpretations that respect historic building forms.

~ Ensure that architecture is in keeping with an overall design theme based on the character of the Cardrona Hotel.

~ Some irregularity of building form and alignment.

~ Verandas to 'close' pedestrian streets.

~ Creation of interesting open spaces.

~ Avoid shading of the river by taller buildings.

~ Recognise the importance of the sluice face (clay cliffs) across the river by preservation of sight lines.

~ Key design features include simple forms, high proportion of solid to void, use of rustic materials – weatherboard, corrugated iron, earth, timber, and stone.

~ All ancillary structures (including, for example, garden sheds, garages) should be of a similar standard of quality, exterior finish and colour as the principal dwelling.

2.1   Roofs

~ Creative use of roof pitches and flat façades, encourage both sloping roofs and efficient use of the space within the building envelope roofs.

~ Roofs should be constructed in: slate or cedar shingles or cedar shakes; precoated ('colorsteel' or similar) corrugated steel roofing; long run metal roofing in black zinc, weathered copper or pre-coated ('colorsteel' or similar) steel or aluminium.

~ Any painted roofing should be in colours that are recessive in nature and reflect the surrounding landscape context, and are of low reflectivity.

2.2   Wall claddings

~   Wall claddings should be only in one or more of the following: predominately local stone (schist or river rock); stonelike plaster; natural, stained or painted wood weatherboards or board and batten siding; limited areas of corrugated metal siding (for utilitarian buildings only).

~   All plaster finishes should be rendered in either a non textured smooth finish or to appear as schist that has been plastered over ('stonelike plaster'), and in colours that are recessive in nature and reflect the surrounding landscape context, and are of low reflectivity.

~   Wood claddings should be left to naturally weather or be treated in a clear preservative finish or appropriate colour.

~   The following materials should not be incorporated in the exterior of any building: reflective metal roofing or cladding; reflective or tinted glass; fibre cement weatherboards, sidings and roofing; PVC or vinyl sidings; unpainted iron or steel claddings; imitation stone, timber, brick or masonry; metal weatherboards; compressed fibre mineral panels or weatherboards; metal or asphalt based, aggregate covered, tiles or shingles or wall cladding; rendered plaster textures other than 'stone-like plaster'; coloured stains on timber.

3.0   DENSITY

It is considered that the Village should have a compact core and make efficient use of the zone. Alpine villages overseas provide ideas for how Cardrona could develop, albeit with a New Zealand character (refer to Appendix C for illustrations). For example, a medium to higher density Village design could have a variety of building and dwelling sizes (e.g. townhouses), be pedestrian-friendly and prohibit cars from most streets, and make use of public open spaces rather than private open spaces.

Some benefits of well-designed higher density development include providing a range of housing types and affordability; avoiding urban sprawl and maintaining the open rural character outside the zone boundary; creating a vibrant and economically viable Village centre; and making efficient use of infrastructure services, such as water supply.

4.0   BUILDING HEIGHT

New buildings along the main road should reflect the character of the Cardrona Hotel. There are locations within the Village core where three storeys, with some feature elements projecting above this, would be appropriate (Skidmore, 2006) and would add to visual interest.

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Appropriate building heights are suggested as:

- ~   One to two levels along the main road frontage (e.g. 8m).
- ~   Up to three levels further away from the main road (e.g. 12m).
- ~   Up to five levels for feature elements such as a clock tower (e.g. 16m).

Building height should be measured from finished grade since earthworks will be required in some areas to raise floor levels above 100 year floodplain. Quality design above those indicative heights should be encouraged.

5.0   SETBACKS FROM ROADS AND NEIGHBOURS

Setbacks that are appropriate for the Cardrona context are suggested as:

- ~   Small internal boundary setbacks in keeping with higher density development (e.g. 2m).
- ~   Setbacks in relation to sub-zone boundaries (e.g. residential next to commercial 6m).
- ~   Setbacks beyond the village centre of a more domestic scale, not blocking sunlight (e.g. 10m).

6.0   ACTIVITY MIX

6.1   Residential and visitor accommodation

Suggestions for provision of accommodation include:

- ~   Provide a mix of residential housing size and style (including community or affordable housing, if appropriate).
- ~   Provide for different types of visitor accommodation (e.g. backpacker, self-catering, hotels).
- ~   Maintain flexible use of accommodation to meet demand (e.g. visitor accommodation, managed, owner-occupied).
- ~   Ensure a suitable level of residential amenity.
- ~   Consider providing land as well as complete land-building packages.

6.2   Retail and commercial

Retail and commercial suggestions for the Village include:

- ~   Create a continuous retail and commercial frontage along the Crown Range Road (where possible) and within the Village core to support the passing trade; encourage people to stop in the Village; support the surrounding recreational activities (Skidmore, 2006); and avoid retail sprawl.
- ~   Appropriate commercial activities may be located elsewhere in the zone (e.g. day spa).

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~   Restaurants and bars should be located in the central Village core.

~   Manage conflicts between potentially noisy activities (e.g. bars) and residential areas through noise controls or separation of incompatible activities.

~   Consider mixed-use development and flexibility to change to residential or visitor accommodation if there is no demand for retail or commercial activities.

~   It is considered that Cardrona is close enough to Wanaka and Queenstown to provide for the industrial needs of the Cardrona community, however, light industrial use, such as storage facilities for kayaks and mountain bikes may be appropriate in the long term (CCP, 2003).

7.0   AMENITY VALUES

The following are suggested for visual amenity and recognising the heritage and character of the area (Skidmore, 2006; Jacomb & Walter, 2007):

~   Recognise the Cardrona Hotel complex as a key element of the identity and character of the Cardrona Valley.

~   Ensure any remaining original historic fabric is preserved as far as possible.

~   Consult with the New Zealand Historic Places Trust before carrying out any earthworks.

~   Use tree planting to complement building forms and associated open spaces and recognise the exotic historical plantings, including poplars, conifers, fruit trees, shrubs and hedge species.

~   Use hardy tree species to cope with Cardrona's harsh winter. Trees that show autumn colours should be encouraged, such as Mountain and Red Beech, as well as fruit trees that show the seasons (CCP, 2003).

~   Encourage historic and rural fencing styles: picket, post and rail/wire.

~   Ensure signage is restrained and is designed to complement building forms.

8.0   OPEN SPACE NETWORK

Suggestions for an open space network include:

~   Make provision for a civic open space focal point (hard landscape) in close association with the Crown Range Road and with good connections to the River (Skidmore, 2006).

~   Provide for a reserve near the River, and potentially a camping ground (CCP, 2003).

~   The strip of land adjacent to the road between the existing Cardrona Township and the Northern Township could be planted as a wetland (CCP, 2003).

~   Provide for smaller open spaces within the Village such as parks, plazas, and children's playgrounds.

~   Use natural stone, and design cues from the mining past to contribute to the character of the open space network. Include design features within open spaces to tell stories about the past and its people (Skidmore, 2006).

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~   Use native and exotic plant species to reinforce the natural and cultural heritage values of the area and to contribute to the amenity and character of the Village (Skidmore, 2006).

~   Consider weed and pest control programmes to manage rabbits and plant species such as broom and briar (CCP, 2003).

9.0   STREETSCAPE

A streetscape plan is a design plan that details development, improvements or regeneration proposals for a single street or open space (MfE, 2007). The Crown Range Road will retain the main route function within the Village. Built edges should be encouraged to slow traffic and encourage people to stop within the Village (Skidmore, 2006). A streetscape plan for Cardrona could:

~   Incorporate a pedestrian link across the road from the Hotel.

~   Alter the main road surface through Cardrona as a signal to drivers to slow down (CCP, 2003).

~   Draw on the principles of low impact design to manage stormwater and runoff (e.g. swales instead of hard kerb and channelling).

~   Provide subtle street and pathway lighting that reflects the rural setting and history and character of the Village.

~   Street lighting could also be used at the entrances to Cardrona and as a feature, for example to light up trees, interesting facades and buildings (CCP, 2003).

~   Use of boulders, river stones, and local schist for visual amenity (e.g. for footpaths).

~   Well designed signage at each entranceway to Cardrona on both sides of the road (CCP, 2003)

Low impact design is a site design approach that protects and incorporates natural site features into erosion and sediment control and stormwater management plans. It uses catchments as the ecological basis for designing sites, and the principles can be applied from large-scale developments, through to individual lots. Key elements include working with natural systems by avoiding or minimising impervious surfaces, minimising earthworks and using vegetation to trap sediment and pollutants (MfE, 2007).

10.0   STREET NETWORK

Suggestions for the street network include (Skidmore, 2006):

~   Dedicated pedestrian paths should be provided for the length of the zone.

~   A service lane immediately to the east of the existing lots fronting the Crown Range Road (on the eastern side of the road), would encourage development to provide a positive frontage to the Mainstreet. This would allow these sites to be serviced from behind, maintaining a strong frontage to the street. This is a typical configuration for traditional town centres with a Mainstreet, such as Arrowtown.

~ A secondary network of well-connected streets to the east of the Crown Range Road to provide connections and access to the Cardrona River.

~ Ensure private development creates a positive edge to streets to support their role as part of the open space network. In particular, buildings should enclose and reinforce the Crown Range Road.

~ Utilise a co-ordinated palette of street trees, signage and furniture to contribute to the local character.

~ Consider provision of bus stops along the main road for future public transport connections.

Suggestions for walking tracks and cycleways include:

~ Create and maintain walkways to the Cardrona River and around the Village with links to the Mt Cardrona township (CCP, 2003).

~ Ensure good street connections between open space focal points, including the historic reserve at the northern extent of the Village (Skidmore, 2006).

~ A walking track associated with historic mining sites and locations could be established with appropriate signage or interpretation boards (CCP, 2003).

~ Linking Cardrona with Wanaka for pedestrian and cycleways as proposed by the Wakatipu Trails Trust is encouraged (CCP, 2003).

~ A walking track up to the lookout above the hall could be considered (CCP, 2003).

11.0   VEHICLE PARKING

Suggestions for car and bus parking include:

~ Improved parking for the Hotel to avoid pedestrians crossing the Crown Range Road unnecessarily.

~ Parallel parking along the Crown Range Road (similar to Arrowtown).

~ Provision for larger vehicles, such as tour buses and campervans (e.g. along Soho St)

~ Underground car parking in the Village core.

~ Visitor parking near information areas and public reserves.