

*CARDRONA 2020*

***Introduction: The purpose of this Plan***

The purpose of this Plan is to provide a community vision, strategic goals and priorities for the next 10 to 20 years for the Cardrona Community. This will enable the Council to align its activities and priorities to those of the community. It aims to represent the views of the community gained through the community planning workshop held on 8 December 2003.

The Community Plan is intended to be the basis for:

- Consistent decision making by Council;
- Long term planning – land use, infrastructure, community facilities, environmental protection, financial allocation and prioritising;
- Measuring results and marking progress;
- Finding consensus.

The study area is shown in Figure 1.

***How this Plan was prepared***

The Council elected in October 2001 is committed to long term planning, within a framework of extensive community involvement.

The Cardrona Community Association worked with the Queenstown Lakes District Council and CivicCorp staff to organise and hold the community workshop on Monday 8 December 2003.

The Cardrona Ratepayers and Residents Association comprises:

John Scurr (Chairman)  
Mary Anderson (Vice- Chairman)  
Jo Scurr (Secretary)  
Roger Gordon  
Terry O'Hagan  
Tim Scurr  
Joss Mercer  
Ben Gordon

The technical team were:

- Alyson Schuler (CivicCorp) Policy Planner/Facilitator
- Jenny Parker (CivicCorp) Principal: Policy/Facilitator
- Ben Espie (CivicCorp) Principal: Landscape Architect/Facilitator
- Vicki Jones (QLDC) Manager Strategy and Planning
- Paul Wilson (QLDC) Director Open Space and Reserves
- Chris Gregory (Imtech) Infrastructure
- Tim Williams (CivicCorp) Policy Planner/Facilitator
- Karen Hansen (CivicCorp) Plan Administrator/Facilitator

The workshop was extremely successful, attracting approximately 60 people from Cardrona township and the surrounding rural area.

Once the Community Plan is adopted by the Council, the community will be expected to prioritise the actions. Key strategies contained within the Plan and refer to these to ensure

local projects occur in an orderly manner. Where necessary, submissions can be made to the annual plan to ensure funding is provided for some of the priorities arising from this Plan.

Figure 1: Cardrona Township and Surrounds



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## 1. Background

Cardrona is a small township in a rugged rural setting located between Queenstown and Wanaka. It has a rich gold mining history and many derelict workings are still to be found amongst the landscape. At the height of the gold mining boom the area supported a population of between 3,000 and 4,000 people. The historic Cardrona Hotel provides a focal point for visitors passing through the township.

It is a very popular winter destination and is home to three ski fields: Cardrona, The Snow Farm and The Snow Park. There are also plans to increase the capacity of these fields in the future.

In April 2003 an Urban Design Forum was held for the Cardrona Valley and resulted in the publishing of the "Planning for the Future" document. The "Planning for the Future" document is useful in helping to define the character of the Cardrona area and gives guidance on design elements, an option for a by-pass and further options for infrastructure. It is noted that this document was not prepared by the Council and the full breadth of community views were not necessarily expressed at the workshop and, therefore has not been endorsed as a Community Plan for Cardrona. In turn, in any instance where the "Planning for the Future" document is inconsistent with this document, then the Community Plan dated December 2003 shall take priority.



## 2. THE COMMUNITY VISION FOR CARDRONA IN 2020

*Cardrona is a small township with two main areas. The main historic township has the Cardrona Hotel as it's focal point and provides services for tourists including cafes, restaurants and accommodation. The northern township is mostly residential in character. It's character reflects the history and recreational opportunities of the area, both active and passive. It has reserve areas and walkways which allow visitors and residents alike to enjoy the valley in all seasons.*

*Cardrona is home to many residents while providing accommodation, facilities and experiences for tourists. In winter the three ski fields provide employment and are a destination for visitors from Queenstown, Wanaka and further afield. Cardrona is also the main tourist route between Queenstown and Wanaka.*

*Even though Cardrona is situated on an increasingly busy road, defined entrance ways, and a well designed streetscape, appropriate speed limits and a vibrant township encourage traffic to slow down through both parts of the town, both improving safety for residents and creating opportunities for people to stop and enjoy the area.*

*New reserves and multi-use tracks have been developed adjacent to the river to encourage the use of this space for visitors and residents. A track away from the main road has been created to encourage safe walking and cycling between the two parts of Cardrona and all of the way to Wanaka. Tree and plant species have been planted in the reserve areas and in appropriate places along the main road to contribute to the amenity of the area.*

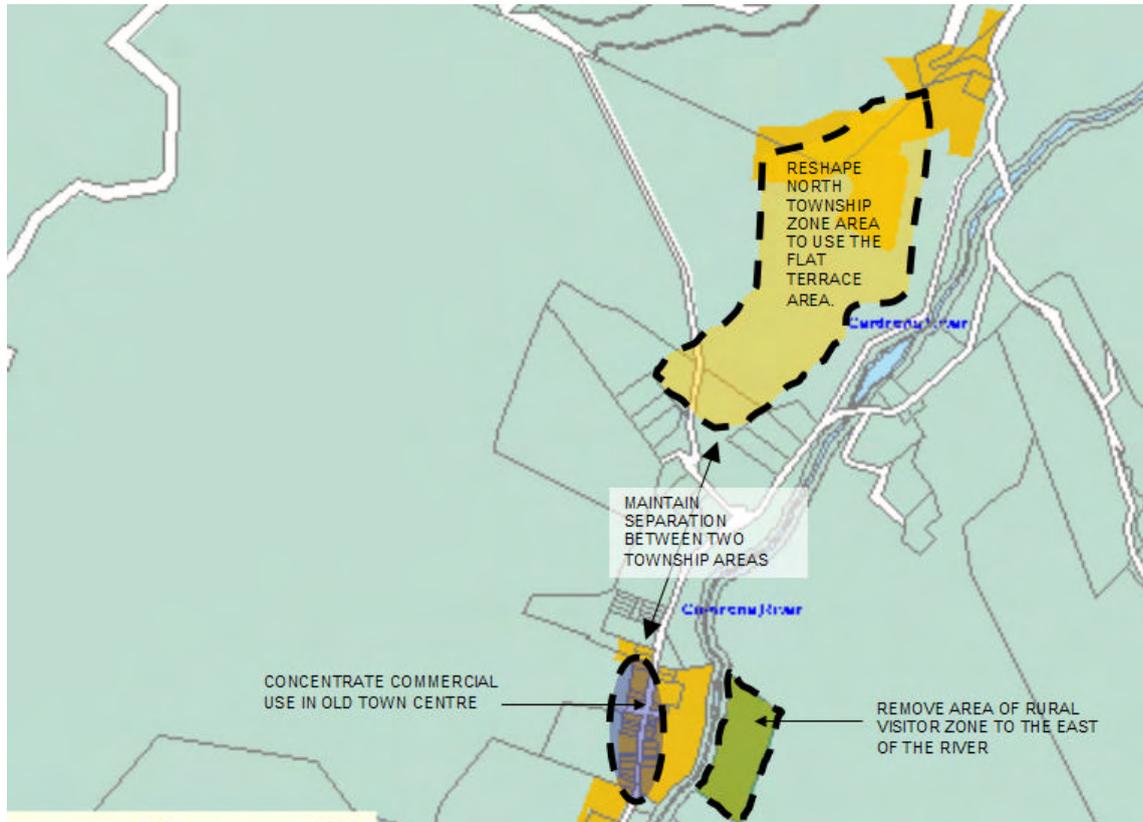
*Farming in the rural area is still viable and contributes to the open space and rural character of the community. Any buildings within this area are well set back from the road and are subservient in form to the landscape and farmland.*

**3. KEY COMMUNITY OUTCOMES**

- (a) To create defined entranceways into the Cardrona townships with appropriate signage, subtle lighting and landscaping.
- (b) To increase traffic safety by lowering the speed limit to 50 km through the township and 70 km near the approaches to the ski fields, and to create slipways or similar in order for traffic to turn safely into these areas.
- (c) To create and maintain walkways and reserve areas adjacent to the Cardrona River and between and around the towns for the enjoyment of residents and visitors.
- (d) To retain the general character of the landscapes surrounding the townships.
- (e) To enhance public facilities and services to provide for the needs of a growing community and growing visitor numbers.
- (f) To retain the size of the current zoning of the Rural Visitor Zones, with some amendments in its location to enable logical development to occur.
- (g) To provide for the cost-effective reticulation of water and sewerage as the population increases and this becomes more economically viable.
- (h) To set up a strategy to eradicate all noxious weeds and pests from the Cardrona Valley area.
- (i) To enhance the historic theme in the main Cardrona township area and for all new buildings to respect the existing character and scale of the township.
- (j) To provide accommodation for service providers.

#### 4. GROWTH MANAGEMENT

FIGURE 2: GROWTH MANAGEMENT – PROPOSED NEW ZONING



In summary, there is 15 hectares of Rural Visitor zoned land in the historic township area. At present there are 6 existing dwellings, the pub and some visitor accommodation units and the capacity for approximately 100 more dwellings or visitor accommodation units.

The northern Rural Visitor Zone consists of 16 hectares containing 1 existing dwelling and there is a capacity for approximately 100 more dwellings or visitor accommodation units.

In total when Cardrona is “resort full” there could be approximately 220 houses and visitor accommodation units which at a peak time could house around 530 people. However, this is an approximate value only, as the Rural Visitor zoning does not require a minimum lot size. For the purpose of these estimates lot sizes are calculated at 1,000 m<sup>2</sup> and it is assumed that 75% of the land will be developed over time.

Cardrona is surrounded by land zoned Rural General. At present, hillsides surrounding Cardrona Valley provide for extensive farming. Both sides of the valley tops are home to popular ski fields, Cardrona on the West (Harris Mountains) and The Snow Farm and The Snow Park in the East (Criffel Mountains).

#### KEY STRATEGIES

##### Residential

- In future, residential development can be located within the Rural Visitor Zones. There was general agreement that the existing zoning should be utilised before any new zoning is proposed.

- The zoned area across the river from the Township was not appropriate for residential use as it splits the Township and would be expensive to combine with infrastructure in the main township if this became viable. Some of the land adjacent to the river is not appropriate for building as the area is prone to flooding. This area would be appropriate for a reserve, see Open space and recreation.
- Consideration should be given to shifting the location of the Northern Rural Visitor Zone on the Western side of Cardrona Road on the terrace by the skifield turn-off area. Staff accommodation, especially during winter should be provided for in Cardrona.

#### **Commercial**

- Commercial operations must be able to operate in the area, providing their effects do not compromise the character of Cardrona. The existing Cardrona township would be appropriate for additional businesses such as cafes and restaurants. Any proposed bars should have strict noise controls. Nightclubs with associated noise and lighting issues were not seen as appropriate for the Township.
- Design controls should be used to ensure that architecture that is in keeping with a design theme is established. This should be based on the character of the historic Cardrona Hotel.

#### **Industrial**

- Cardrona is close enough to Wanaka and Queenstown to provide for the industrial needs of the Cardrona community and as a result no land was recommended to be zoned for industrial use within the Cardrona area. However, light industrial use, such as storage facilities for kayaks and mountain bikes may be appropriate in the long term.

## **5. RESERVES AND OPEN SPACE**

### **KEY STRATEGIES**

#### **Walkways and cycleways**

- Walkways should be established and maintained to connect the two parts of Cardrona, and accessing the river. These are shown in Figure 3.
- A walking track associated with historic mining sites and locations should be established and appropriate signage demonstrating the history of the area could also be included.
- The linkage of Cardrona with Wanaka for pedestrian/cycleways as proposed by the Trails Trust is also encouraged.
- A walking track up to the lookout above the hall.

#### **New reserves and open space**

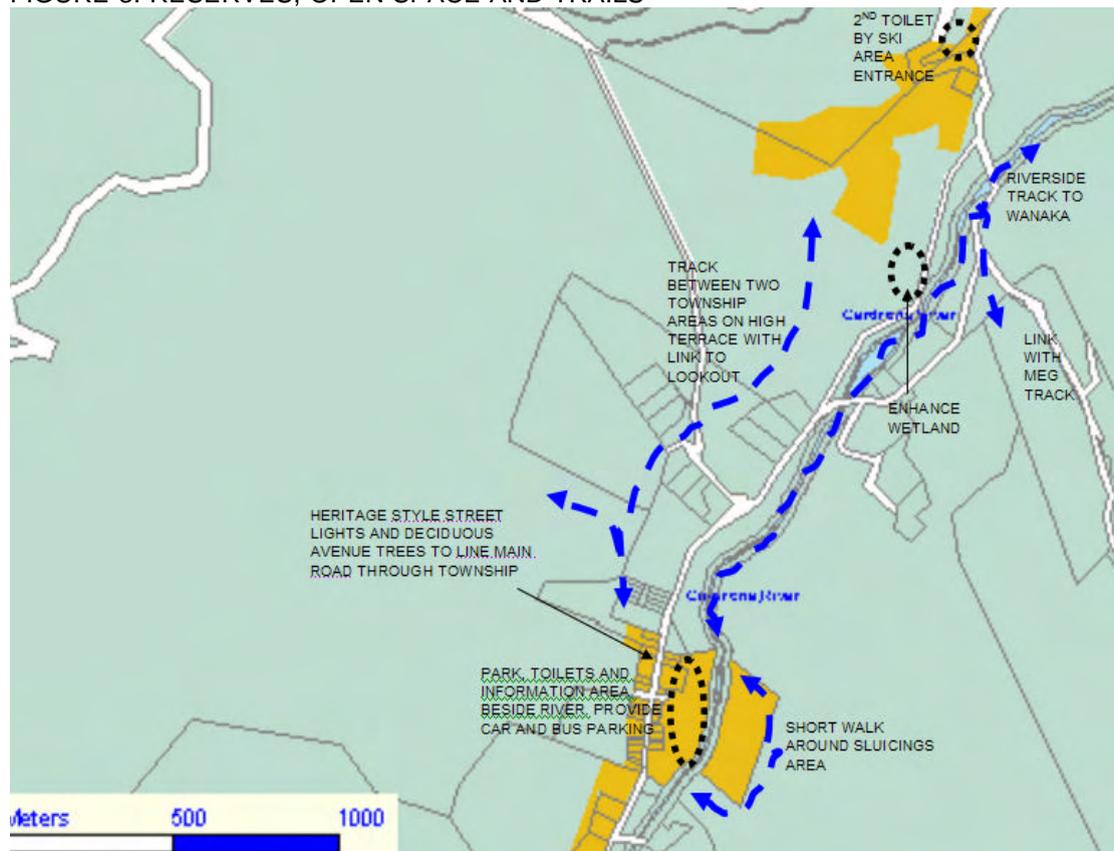
- The area of land which is prone to flooding on the western side of the river in the Cardrona Township should be utilised as a reserve area (see Figure 3). This would be an attractive picnic area for tourists and locals alike.
- The strip of land adjacent to the road between the existing Cardrona Township and the Northern township which can be boggy at times should be planted as a wetland.
- As the population increases, a children's play area should be located on an existing or proposed reserve.
- A camping ground could be provided down by the river with reserve area providing picnics spot with tables, rubbish bins and toilets.

#### **Weed and Pest Management**

- Vacant lots cause a problem in terms of aiding in the spread of broom, and can also pose a fire risk. Continued growth will therefore assist in overcoming this problem.
- Centralised weed and pest control programmes need to take place on public and private land to stop the flourishing of pests such as rabbits and plant species such as broom, brier and other weeds.



FIGURE 3: RESERVES, OPEN SPACE AND TRAILS



## 6. INFRASTRUCTURE

### KEY STRATEGIES

#### Traffic Safety

- Traffic safety is seen as a major concern for the present and the future in Cardrona. At present traffic travelling between Queenstown and Wanaka can travel at a speed of 70 km through the Township. The overtaking of vehicles through the township is seen as a concern.
- The entrances should be designed to slow traffic. This could be achieved through a combination of physically narrowing the road within the town at the entranceways, and or by giving the impression of a narrower more intimate slow speed environment through lighting, feature entrances, and the planting of trees and enabling buildings to be built up to the street edge.
- The speed limits should be lowered to 50 km in the Township areas and 70 km near the turn-offs to the ski fields. Turning bays or slip lanes should be provided at the entrances to the ski fields to allow traffic to slow down and turn safely without impeding through traffic.
- Footpaths could be provided in the main Cardrona townships. This would enable the establishment of a pedestrian crossing linking Cardrona Hotel with the opposite side of the road and the car park. A pedestrian linkage in this location would become important with the establishment of a reserve by the river.
- A traffic island or flush median in front of the Cardrona Hotel could provide pedestrian refuge while acting as a deterrent to speeding and overtaking in the township area. The viability of this depends on the road width.
- A by-pass could be created allowing through traffic to avoid driving through the township itself. Reference Figures 3 & 4 "The Cardrona Urban Design Forum – Planning for the Future" for possible locations.



### Street Lighting

- Street lighting should be provided and should reflect the history and character of the township. Street lighting can also be utilised at the entrances to Cardrona and as a feature, for example to light up trees, interesting facades, and the church.
- Neon lighting is not appropriate for Cardrona.

### Toilets

- The toilets adjacent to the hall should be upgraded in the future, and should provide wheelchair access and baby change facilities if appropriate. Self-composting water conserving toilets should be considered as a sustainable solution.
- Reserve areas by the river should provide public toilets facilities for visitors.



## **7. URBAN CHARACTER/ENTRANCEWAYS**

### **KEY STRATEGIES**

#### **Entrance signs**

- There should be well designed signs that reflect Cardrona's historic character at each entranceway to Cardrona on both sides of the road.

#### **Street treatment and entrances**

- Entrance features should be built from stone to establish the commencement of the township, and could incorporate feature lighting.
- The road surface could be changed throughout Cardrona as a further signal to drivers that they have entered an urban environment and that they must slow down.
- If room allows, a passing bay should be provided before the entrance to Cardrona from Queenstown so cars are not overtaking within the township itself.
- Footpaths in the Cardrona township are seen as a priority, they should be constructed from river stones or another local material.

#### **Urban Character**

- Any new buildings in the Cardrona township should reflect the historic nature of the existing township in their materials and design, for example gabled roofs, weatherboard, stone, and plaster.
- The creation of a historic precinct similar to that in Arrowtown was considered an appropriate way to ensure that the design of buildings reflected the historic nature of Cardrona. Design guidelines were not considered to have enough weighting, compared to defined design controls included in the District Plan.
- Public notification to affected parties is necessary to ensure the community has a chance to comment on the design of any new building.
- The 12 metre height limit is considered inappropriate, and should be decreased,
- The 6 – 20 metre setbacks were also considered not to be appropriate in some situations, especially in the creation of a "Arrowtown" type main street with frontages along the street as is already present with the Cardrona Hotel.
- Trees are an important element of Cardrona and additional planting should be encouraged providing ice problems avoided through careful species selection and location. Only hardy tree species should be selected, as the Cardrona's climate is harsh in winter. Trees that show autumn colours should be encouraged. Examples were Mountain and Red Beech trees.
- Fruit trees are also considered appropriate as they also show the seasons and are deciduous.

## 8. COMMUNITY FACILITIES

### KEY STRATEGIES

As Cardrona grows it will require more community facilities, a pre school and a primary school could be viable during the next 20 years. The primary school could provide sports fields and a gym.

A new recreation area should be established. This should be multi purpose, and provide for campervan camping during winter and summer. This area should be well maintained and could be combined with the proposed reserve area.

The expanding population may create demand for a volunteer fire and ambulance service, this should be investigated and supported.

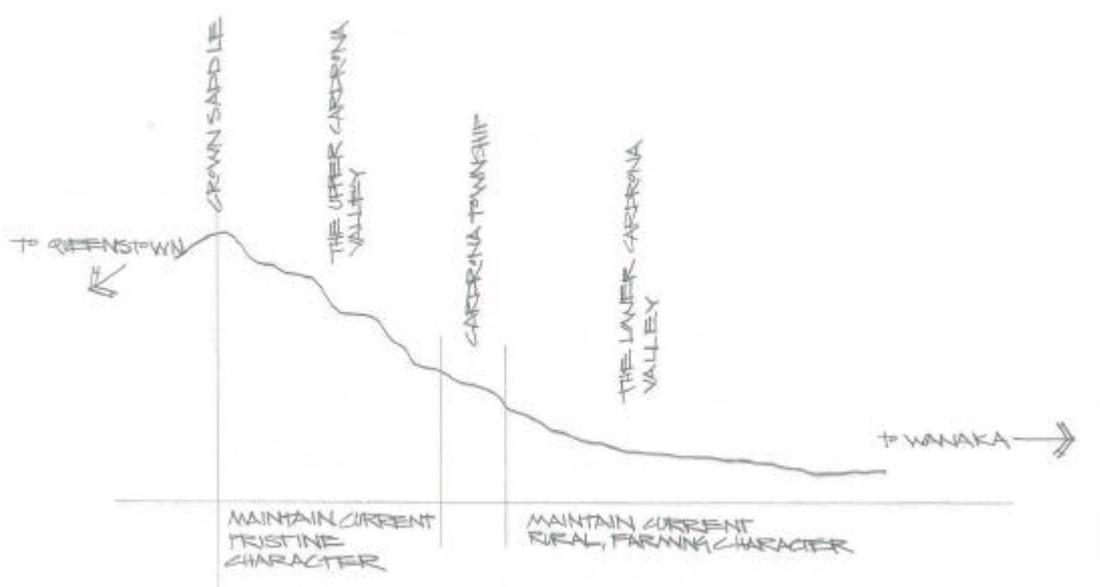
The design of the recreation reserve and any provision for playgrounds should reflect the historic nature of the town and be well planted with appropriate plant and tree species.



## 9. RURAL CHARACTER

### KEY STRATEGIES

- The rural character of the land immediately surrounding Cardrona and in the area between Cardrona and Wanaka is dominated by open farm land, with minimal buildings. The area south of Cardrona is highly natural, as is much of the uplands with the exception of the ski areas. There are no urban characteristics such as curb and channelling, street lighting etc.
- Houses should be located away from the roads and be secondary to the farmland and rural character of the area.
- As far as possible farming of the area should continue as this is an important element of the Cardrona area.
- Development of the Crown Range down to “the Stables” should be avoided, this area should be preserved.
- Development that does occur in the Rural General area should not be highly visible from public places, such as roads. It is not considered as important that development is totally screened from walkways. Should development be visible, then it could occur as clusters with approximately 50 –100 hectares of farmland in between in order to retain the rural character of the area.



## 10. CONCLUSION

This Plan has identified the vision for Cardrona, and detailed what the community wishes to see in terms of catering for and managing the growth of Cardrona. It provides the basis for future planning and management of the Cardrona township and its surrounds.

From here, the Plan will be received by the Council as the Community Plan for Cardrona. Following its receipt, it will feed into the Long Term Community Council Plan that Council is required to produce.

