

# Wanaka Town Centre Strategy



October 2009



QUEENSTOWN  
LAKES DISTRICT  
COUNCIL

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# 1. Introduction

The Council's most recent projections forecast that Wanaka's usually resident population will increase from 7,005 (in 2006) to 10,308 by 2016 and to 13,747 by 2026.

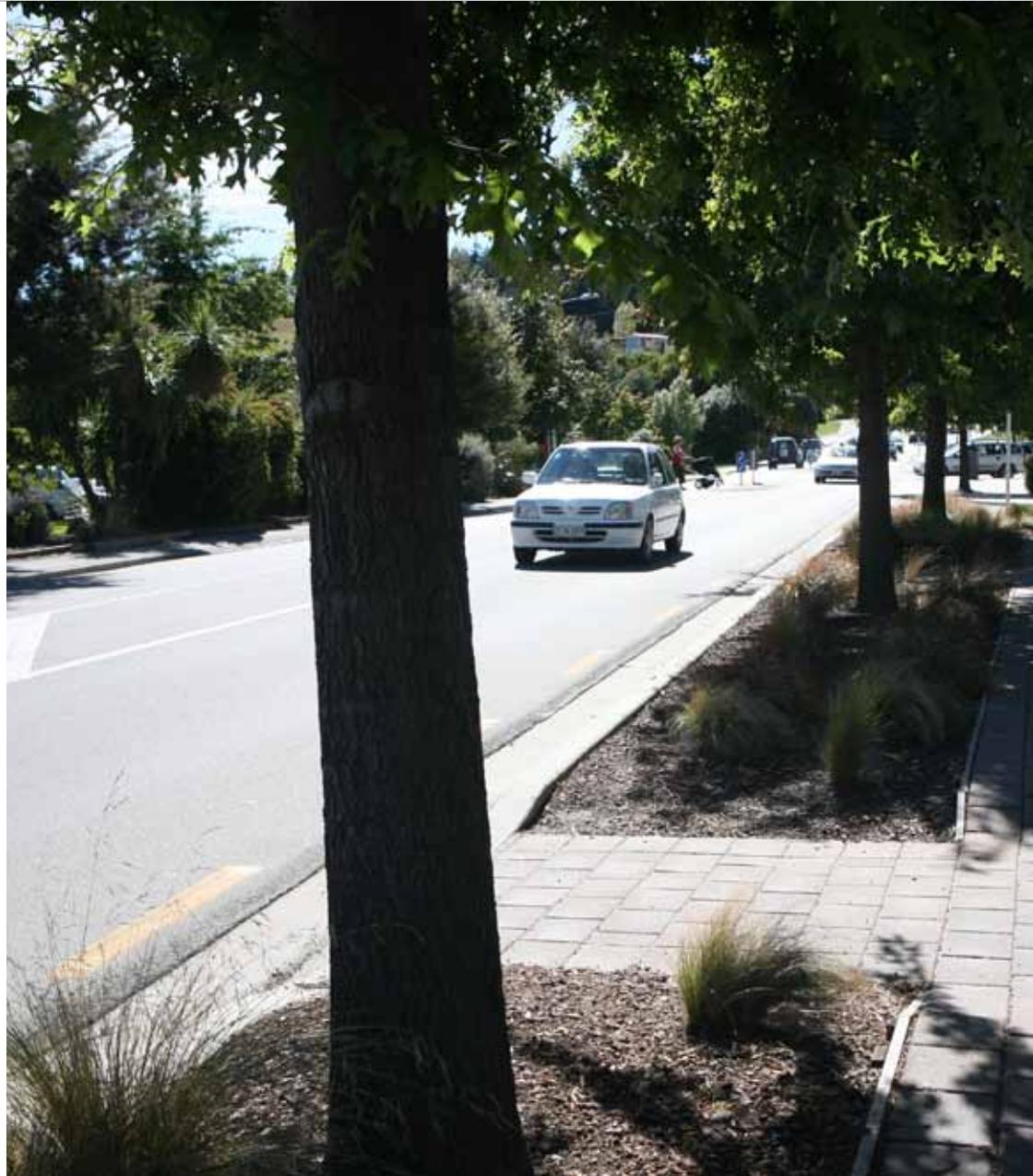
In addition, the average daytime visitor population is predicted to be 6,514 people in 2026. Such rapid growth will put pressure on the existing town centre. Therefore projects to address the impacts of this growth on the town centre need to be identified and actioned.

In 2002 the Wanaka community said it wanted a high quality and functional town centre as part of the Wanaka 2020 community planning exercise and again in 2007 through the Wanaka Structure Plan review. The community wants to retain and strengthen the role of the town centre as the main commercial and civic heart of the town, while encouraging high quality design and development that complements the character of the township.

More recently a number of projects have been initiated in Wanaka that involve or affect the town centre (For example, streetscape improvements, proposals for waterfront enhancements, a transport strategy, a flood strategy and the proposed plan change at Three Parks, which includes commercial zoning.)

It is important that any work in the town centre is integrated and contributes towards an overall plan or vision that addresses the issues identified in Wanaka 2020, as well as other issues that have arisen since that time.

This strategy has been developed by the Wanaka Town Centre Working Party to provide direction for the future improvement of the Wanaka Town Centre. It also offers guidance to ensure that any proposals for future urban precinct hubs in the Upper Clutha are complementary in nature.



## 2. The Wanaka Town Centre Working Party

In May 2008 the Council formed the Wanaka Town Centre Working Party made up of community representatives and Council staff. The members are:

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

Assisted by:  
Nick Brown - Independent Project Manager  
Council staff - Planning and administration support.

The working party was tasked with preparing a strategy that:

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

### The process so far

In early 2009 the working party consulted the Wanaka community on a draft Wanaka Town Centre Strategy. It identified an overall concept plan and vision for the town centre and also included a range of issues and options, including preferred options.

The response from the community was excellent! 68 submissions were received, many of which were very thorough with submitters putting a lot of thought into the future form and function of the Wanaka Town Centre.

The working party took all submissions into account while revising and finalising the strategy. This resulted in two documents:

- **A final Wanaka Town Centre Strategy** - covering the recommended actions to address each issue. It provides a blueprint for the future form of the Wanaka Town Centre and includes a list of projects that need to be actioned to achieve this vision.
- **A background document to the Strategy** - a more detailed analysis of how the working party came up with the recommendations outlined in the final strategy. In particular it includes the alternative options that were considered to address each of the issues.

Both documents are available on the Council website [www.qldc.govt.nz](http://www.qldc.govt.nz) or from Council offices district-wide.



## 2. The Wanaka Town Centre Working Party

### Wanaka Town Centre concept plan

An overall concept plan has been developed based on the issues and recommended approaches identified in this strategy.

The concept plan is a visual representation of the actions recommended by this document.

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

- There are a limited number of sites available that are suitable in both size and location.
- A number of the preferred sites identified are partially or wholly outside of Council's ownership or control with associated private property rights.
- A number of activities could successfully be located on a number of alternative sites and co- location of multiple activities on the one site may also be possible.
- More detailed investigation is needed in many cases.
- Final decisions on location will be influenced by many factors including the outcomes of future land acquisition procedures as well as funding availability.

For a full list of actions recommended by the strategy see section 9 (page 37) of this document.



### 3. Purpose of the strategy

*To provide direction for the future improvement of the Wanaka Town Centre, and guidance to assure that any proposals for future urban precinct hubs in the Upper Clutha are complementary in nature.*

The strategy process seeks to:

- Integrate a range of planning projects (for example, plan changes, transport, recreation, social services) within the Wanaka Town Centre precinct.
- Undertake consultation with stakeholders (for example the business and community sectors) to identify a common vision and identity for the Wanaka Town Centre.
- Generate a work programme that can be included in the 2009-19 10-year plan.



# 4. Issues

## How did the working party identify the issues?

The working party carried out a SWOT analysis to identify the Strengths, Weaknesses, Opportunities and Threats faced by the Wanaka town centre. This analysis identified a number of key issues to be addressed by the strategy.

It is acknowledged that there is considerable overlap between components of these individual issues, and to a large extent they are interdependent. However, for planning purposes, it is necessary to keep each issue separate, while still recognising that they have common threads.

## The issues

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

### Description

The Wanaka Town Centre is the heart of the Upper Clutha where both locals and visitors choose to come together. Primarily it is the place where people go to conduct business, source social and civic services and to relax and interact.

The town centre has a relaxed village atmosphere, whilst at the same time displaying a certain vibrancy. This is created through the combination of:

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

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

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

### Description

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

This issue includes the following elements:

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

# 4. Issues

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

## Description

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

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

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

## Description

Although the Wanaka town centre has a number of distinct parts, the overall area is 'compact', and easy to get around on foot.

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

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

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

There is potential to enhance the amenity through building on these connections. For example:

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

*Issue 5 - How to provide for and locate community facilities to establish a 'civic heart' within the Wanaka Town Centre.*

## Description

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

Community facilities (both public and privately run) that have been considered or suggested for Wanaka include:

- New Civic Offices for Council and Lakes Environmental.
- A replacement for The Arts Centre.
- Offices for Lake Wanaka Tourism and a replacement/redeveloped i-Site visitor information centre.

## 4. Issues

- A 'community house' facility in which a number of communities, groups, and services could be based.
- An enlarged/replacement Lake Wanaka Centre.
- A museum.
- A Town Square or Plaza.
- A structure or space that can be used for shelter for a broad range of entertainment activities and functions including Wanaka Fest and the Festival of Colour.
- Development of town pier (pedestrian) and new pier for commercial boating.
- A parking building.

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

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



# 5. Vision

The working party has identified a vision for the future of the Wanaka town centre.

All of the projects and actions outlined in the strategy seek to achieve this vision.

The vision statement is a result of consultation with key stakeholder groups and a series of workshops and open days. In a nutshell, the vision is the desired future and direction that the community expects over the medium-long term. This core vision is:

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

This vision statement incorporates the following elements that the community finds important for its town centre:

- A village atmosphere with a strong ‘local’ identity and character.
- Naturally acknowledged as the social, commercial and administrative heart of Wanaka.
- Where locals and visitors choose to meet and interact.
- Warm, welcoming and safe, a vital and ‘fun’ place, in a peaceful yet vibrant setting.
- Has buildings which are visually exciting and complementary to the public and private open spaces, courtyards and gardens in which they sit.
- is pedestrian friendly, having good connectivity and linkages.
- is easily accessible from other parts of the region by vehicle, foot and cycle.
- has well defined traffic routes and easy access to convenient and well positioned parking facilities.
- is ‘sustainable’.
- acknowledges its historical and cultural roots.



## 6. Objectives

The vision flows into a number of objectives which will help achieve the vision for the town centre:

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



## 7. Project areas

This section of the strategy describes eight project areas where policy changes and/or investments are needed to achieve the anticipated outcomes of this strategy.

Each issue is briefly described, and then a recommended approach identified.

The background document to the strategy includes the analysis of the alternative options that were considered to address each issue. The background document is available on the Council website [www.qldc.govt.nz](http://www.qldc.govt.nz).

Because of the policy initiatives and the public investment programme that is required to implement the recommended actions, each issue has been considered separately.

This approach does not, however, detract from the overall philosophy which is to develop an integrated programme of works and policy platforms that are fully inter-linked.

While the following project areas may appear as discrete parcels of activities, this is the approach that is needed to dovetail these activities into the Council's 10-Year Plan framework.



# 7.1 Lake-front

## Brief description of issue

At the moment, the lakefront is not well connected to the town centre. Reasons for this include:

- Physical and visual separation by Ardmore Street
- The Lakefront is dominated by car parking and vehicle access
- Trees planted along the lakeside obscures views from the town centre and presents night time safety issues.

There has been comment in the past that the amount of car parking on the lakefront reserve should be reduced. It is acknowledged that parking is not the most appropriate use for the reserve. However, as long as private vehicles remain the primary means of travel to and from the town centre there will be a continuing need to provide parking in or adjacent to the town centre.

Most of the parking on the lakefront reserve is short-stay general parking. Campervans currently park in the lakefront parking areas and are often too large for the parking spaces, causing visibility and safety issues for other users.

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

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

The streetscape along lower Ardmore Street is, in parts, adversely affected by differences in floor levels of buildings. This is a result of the rules in the district plan regarding flooding. (See section 8.6 of this report for a further explanation of this.)

Much of the area between the road carriageway and the retail frontage is dominated by slipway parking bays. The retail frontage is also disrupted in some instances by access to onsite parking and in one case the onsite parking is located in a forecourt area between the footpath and the buildings.

## Objectives of Lake-front Project

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

## The lakefront project area has been divided into 3 areas:

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

# 7.1 Lake-front

## A Lower Ardmore Street Configuration and Parking

### Recommended approach

1. Introduce roadside parking along Lower Ardmore Street and either:
  - reduce parking on reserves and in slipways to commercial frontage (see drawing 1), or
  - eliminate parking in the reserve and slipways (drawings 2 & 3)



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



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



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

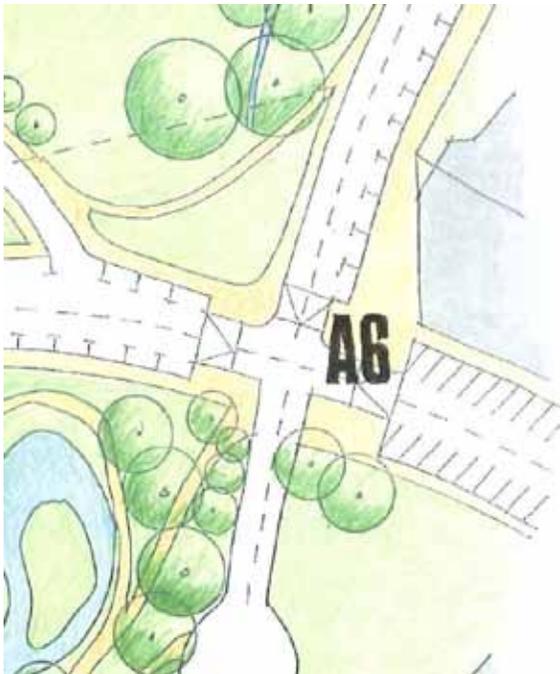
# 7.1 Lake-front

## 2. Create a camper van parking area

Campervan parking will be managed by providing a location for it. This would be achieved through signage and the design of the parking area to assist large vehicles. The parking area would be for short stay parking not for overnight camping.

## 3. Improve the pedestrian crossing/linkage around Ardmore/Lakeside Drive corner.

The transport strategy proposal to improve Brownston Street as a through route, with the consequence of lower volumes and potentially a lower traffic speed environment on Ardmore Street, should enable a more pedestrian friendly configuration of this intersection.



These actions will improve the connections between the town centre and lakefront, without reducing the number of car parks. They will also include traffic calming on Ardmore Street. Slowing down traffic can contribute to the vitality of an area making it safer for pedestrians and cyclists. This approach enables a far more pedestrian oriented lakefront environment without undermining commercial viability.

Pedestrian access between upper Ardmore Street and the lakefront will be improved by the reconfiguration of the Ardmore/Lakeside Drive corner.

More detailed technical analysis is required to assess the recommended actions properly. The Ardmore/Brownston Streets upgrade project will comprehensively assess all the options outlined in the background report including amount, type (e.g. for cars, campervans and trailers) and duration of parking required, and any other options identified, against evaluation criteria established by Council Strategies, the Otago Regional Council and the NZ Transport Agency.



# 7.1 Lake-front

## B Improve Pedestrian Amenity Along Town Centre Frontage

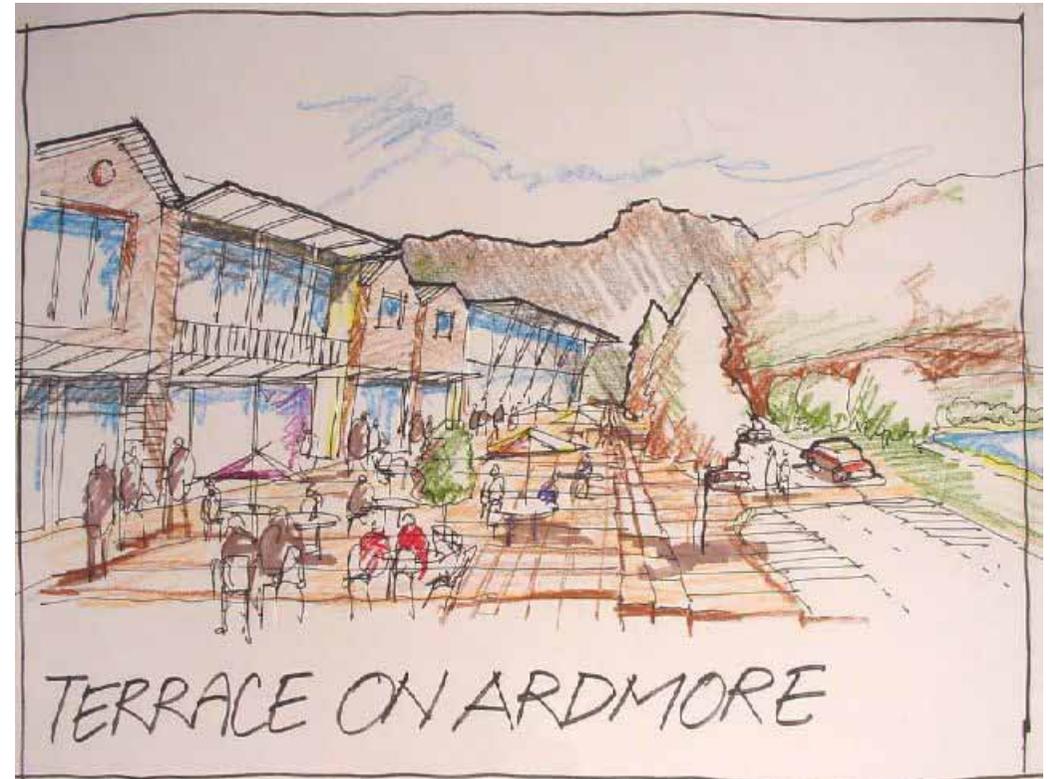
### Recommended approach

Remove existing slipway parking in conjunction with Recommended Action A above and use the space vacated for pedestrian amenity. Then either:

- Encourage new development to build ground floor levels at the same level as the footpath with flood mitigation measures. Require any change in level between the footpath and the new development ground floor level to be accommodated within the building. Seek to remove onsite parking forecourts but allow some vehicular access to rear service lanes.

Or where any comprehensive development occurs across a significant length of frontage:

- Require new development to build ground floor levels above the flood level and create a broad, split level pedestrian promenade with all ground level premises accessed from the upper level of the promenade. Encourage the removal of onsite parking forecourts and drive through access to lanes, which could no longer be accessed from Ardmore Street (See drawing 4).



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

## 7.1 Lake-front

Once the recommended actions for Lower Ardmore Street configuration and parking are implemented and cars have vacated the parking slipway areas, this space will become available for pedestrian amenity.

The most desirable long term outcome is for new development to build ground floor levels above flood level and create a broad, split level pedestrian promenade with all ground level premises accessed from the upper level of the promenade.

However this split promenade can only be effectively implemented once a sufficient number of adjoining buildings have been built above flood level. With a normal piecemeal redevelopment pattern this is not considered viable. This is because differing ground floor levels will be located side by side requiring a mixture of access options to the promenade.

The recommendation is therefore that the footpath/public promenade be retained at its existing level with any variance to ground floor levels within buildings required to be accommodated internally. Exceptions may occur if a long enough building frontage is to be developed simultaneously (e.g. a minimum of say half a block length).

It is acknowledged that any improvements on lower Ardmore Street need to consider the recent upgrade of the slipway area on Ardmore Street between Helwick and Dungarvon Streets.



### C Improve Lake-front Reserve Amenity

#### Recommended approach

There are a number of actions recommended to address this part of the issue. All options offer separate opportunities to improve lakeside amenity and are not mutually exclusive. The following eight recommended actions are ranked in order of priority, and should be implemented in stages over an extended time:

1. Redevelop reserve areas vacated by car parking for reserve amenity and recreation purposes. This could also be facilitated in part by creating more parking further west in the area of the lakefront north of Pembroke Park, or developing alternative parking elsewhere in or adjacent to the town centre in the long term. For any car parking remaining in the reserve, consideration needs to be given to the amount, location, type (e.g. for cars, buses, campervans and trailers) and duration of parking provided.
2. Make the pathway continuous along full lake frontage, ensuring that it's wide enough to easily accommodate cyclists and pedestrians. There is only a small length, from the i-site, to approximately 100m South West of the i-site that is required. The i-site, together with the vehicle access way, forms a barrier to the pathway. The width of the vehicle access way between the i-site and the angle parks is adequate to enable at least 2m to be dedicated to a combined cycle and pedestrian zone, even if only differentiated by tarmac colour. As part of the scoping report for this pedestrian/cycle path, consideration should be given to potential locations for more seating and picnic tables.
3. Remove sporadic shrub plantings from the lakefront road edge. Although they do screen some parking they could be replaced by a combination of ground cover (up to car headlight level) and trees (to be columnar between ground and 3m height with canopies above 3m). A planting concept plan would be required before any work could take place.

# 7.1 Lake-front

4. Build a new pier as a lineal extension to Helwick Street. Work would need to be done to upgrade the amenity and road crossing between Helwick Street and the pier. Consideration would also need to be given to the use and functions of the existing pier and whether the new pier is for commercial as well as for pedestrian use.
5. Improve the amenity value of the area alongside Bullock Creek (near the creek mouth and east of the dinosaur playground). Options could include step downs to sheltered informal seating areas, suitable wet area planting and/or a more natural 'wild' creek-side look.
6. Investigate whether buildings are appropriate on the reserve. If they are what bulk and design of building is appropriate and in which locations on the reserve.
7. Amenity improvements (as proposed), including possible reclamation and amenity enhancement between the Marina and Bullock Creek.

The Roy's Bay Marina upgrade is not included in this list of recommended actions because the project has already been approved by the Council.

These actions will help to improve the integration of the town centre and the lakefront, while freeing up reserve area for recreation and amenity purposes.

This is a long term project spanning 20 years. Because of the complex nature and high cost of the projects not all the issues at the lakefront can be addressed in the short term. However, there will be interim solutions that can be implemented in stages.

As a first step, a comprehensive overall concept plan will be developed to ensure that all the actions will be complimentary and cohesive. A scoping plan for the future design of the reserve will be prepared as part of the Ardmore/Brownston Streets upgrade project and the detailed design for the reserve will follow. The project will be implemented in stages as funding allows.



## Key

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

## 7.2 Pedestrian connections

### Brief description of issue

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

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

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

Pedestrian and cycle links need to be practical, attractive and safe, especially at night. It is important to ensure these linkages have effective lighting and that new public and commercial buildings have active frontages to provide assistance with passive surveillance. These linkages will take some time to develop but need to be identified so that when redevelopment does occur they can be created as part of the design.

### Objectives of Pedestrian Connections Project

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

### Recommended approach

1. Improve the connectivity between the upper town and lower town and the town and the lake-front. This involves:
  - enhancing the connection between Upper Ardmore Street and Russell Street to Dunmore Street.
  - upgrading and enhancing other existing connections such as along Bullock Creek.
  - planning for the upgrade and enhancement of Pembroke Mall (possibly incorporating amenity open space) and its eventual connection through to lower Ardmore Street. (requires agreement with private landowners)
2. Improve the linkage and facilitate pedestrian access across town towards Anderson Heights to the north and across Brownston Street.
3. Protect and enhance existing mid block connectivity.

*The pedestrian connections and their priorities are identified on the plan on the following page.*

The following mechanisms are used to secure priority pedestrian connections:

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

In some cases a combination of mechanisms will be necessary to achieve the desired outcomes.

# 7.2 Pedestrian connections

Location of pedestrian connections and networks



## 7.3 Civic areas

### Brief description of issue

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

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

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

### Objectives of Civic Area Project

To provide an area which:

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

### Recommended approach

A preferred site for this type of activity is shown in green on a map on the following page. The site is easily accessible and already partially Council owned. It has high visibility and good connectivity with Bullock Creek, the CBD, the Lake Wanaka Centre and other public areas/services. However, the publicly owned land within this site is probably not large enough to accommodate all potential activities so additional land would need to be added to the core area currently available.

In the long term the Golf Course corner site is a good additional site for civic uses such as a replacement Lake Wanaka Centre if one is required in the future. Although it is on the periphery of the current CBD and so would separate civic activities from the “centre” of Wanaka town it is a large piece of land that has good linkages to key transport routes.

There is the potential to relocate police, fire services and SAR to the block of land directly opposite Golf Course corner, on the east side of Ballantyne Road, provided that DoC supported this.



# 8.3 Civic areas

## Recommended Civic Area Sites



## 7.4 Carparking

### Brief description of issue

There are currently four public off-street parking areas in the Wanaka town centre: Dungarvon Street, behind the Council offices, Dunmore Street and the lake front. In addition there are two slipway car parks adjacent to Ardmore Street.

The Wanaka Transportation and Parking Strategy anticipates that if travel behaviours remain largely unchanged and Wanaka (including the Three Parks development) grows as predicted, then the Wanaka town centre will require an additional 270 car parks by 2026.

Some of the projects outlined in this strategy, if adopted, may result in a reduction or relocation of existing parking supply. This figure of 270 car parks does not take account of car parks that may be lost through development within other project areas, or the changes in parking demand that could be achieved through a town centre travel plan.

If adequate parking is not provided in the town centre and good alternatives to car travel are not in place, congestion will result as people drive around the town looking for parking spaces. Such a shortfall would place pressure on surrounding residential areas as people look further out of the town centre for parking spaces.

Although there is a definite need to ensure that adequate parking is provided, in the longer term there are actions that can reduce the demand for car parking spaces. This includes the development of good transport options and an effective travel plan.

### Objectives of Car Parking Project

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

### Recommended approach

1. Retain and reconfigure (where possible) the existing four car parking areas in the town centre. This includes keeping the lakefront and Dunmore Street for short stay parking and Dungarvon Street and behind the Council offices as long stay parking.
2. In the long term, when funding permits, construct a car parking building behind the Council offices.
3. Investigate the development of a future additional car park at the top of Monley Lane.
4. Investigate the development of a funding regime for acquisition of land for parking and introduction of minimum parking requirements for new visitor accommodation in the town centre. Funding could be collected from developers in lieu of developing parking space for new developments in the town centre. This requires a District Plan change to take effect.
5. Manage parking demand through a Town Centre Travel Plan. A Town Centre Travel Plan will involve working with town centre businesses to ensure a greater awareness of the transport choices available and a greater uptake of the range of transport options.
6. Regular reviews of parking controls.

# 7.4 Carparking

Location of existing car parking sites to be retained and reconfigured where possible



## 7.4 Carparking

A possible long term solution to the parking problems in the Wanaka Town Centre is the construction of a multi-storey parking building on the car park behind the Council Offices. The cost of this type of project is very high and there is no provision for it in the next 10 years. It should be retained as a long term solution and in the shorter term, actions that could reduce the demand for parking space (such as travel plans and the development of good transport options) could be implemented.

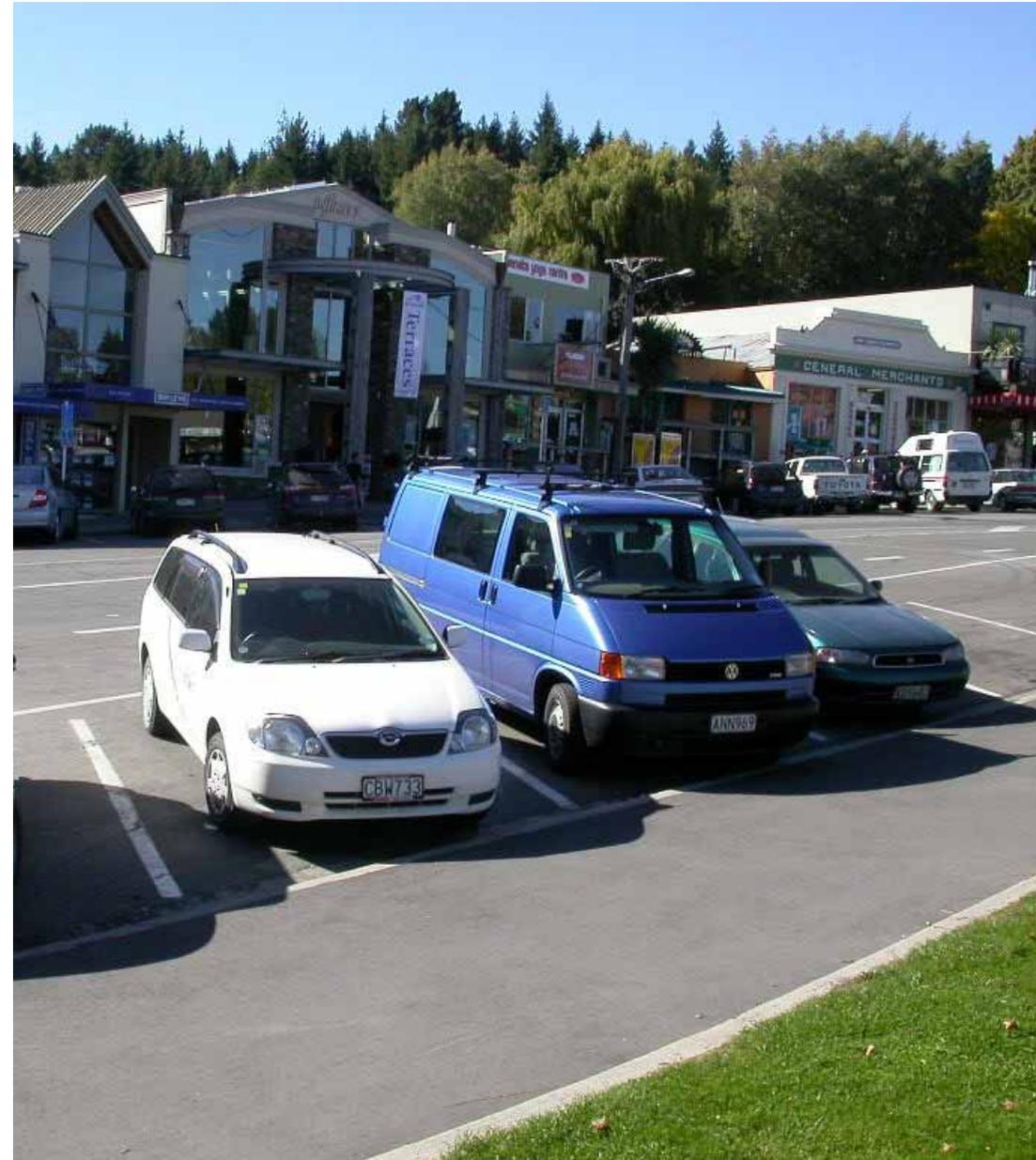
In the meantime it is important to ensure that there is no net loss in the level of parking provided through the four existing car parking areas. It is acknowledged, especially with the proposals for the lakefront that levels of parking at each of the four existing parking areas may change but the overall amount of parking in the Wanaka Town Centre should remain.

It is important that visitors (short stay) and commuter parking is provided. It is proposed that short stay parking, incorporating campervan parking, will be provided at the lakefront in redesigned parking areas (see section 8.1 of this strategy).

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

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

- better management of existing car parks in terms of physical design and time restrictions;
- a review of the district plan parking provisions and funding for parking for the town centre zone; and
- regular monitoring of the need for parking in the town centre.
- 



# 7.5 Transport

## Brief description

Pedestrian, cycling and vehicular links around many areas in Wanaka are poor. Many parts of the town are fragmented with a lack of connectivity between areas. (particularly between the older parts of Wanaka to the south of State Highway 84 and Ardmore Street and the newer sections of Wanaka to the north).

As a consequence, the road network comprises a network of radial routes that create reliance on Ardmore Street and Lakeside Drive within the town centre. This impacts on the amenity of Ardmore Street and the town centre and concentrates traffic onto relatively few intersections. There is wide understanding within the Wanaka community that doing nothing is likely to result in significant traffic congestion with associated environmental and accessibility problems.

The specific transport issues for the town centre are:

- **The amenity value and retail environment of Ardmore Street.** Ardmore Street currently takes through traffic along the lakefront area of the town centre. Upper Ardmore Street is very wide and encourages traffic speeds that are not consistent with a safe pedestrian environment. The street width provides opportunities for improvements to the streetscape to be made, consistent with a more attractive retail centre. Lower Ardmore Street is a busy road which severs the connection of the retail area and town centre to the lake and reduces the commercial, streetscape, safety and amenity values of the area. (This is addressed through the lakefront project area but links to this project area.) The design of any changes to Ardmore Street as a traffic route will need to be carefully undertaken so as to ensure that this area remains an accessible and attractive retail area.
- **Easy vehicle movements for traffic across town (east/west).** Currently traffic uses Ardmore Street to move across town east to west and vice versa. The traffic functions of Ardmore Street conflict with the retail and amenity objectives for Ardmore Street. As a result it is not an efficient through route and will not cope with the projected future traffic volumes without significant degradation of the street as a retail area and visitor destination.

- **Easy vehicular access from north to east and vice versa without having to go through town.** Currently vehicles travelling across town have to drive through town and get caught up unnecessarily in town centre traffic.
- **Parking for vehicles and bicycles.** Vehicle parking has been addressed as a separate project area in section 8.4.
- **The current high levels of pedestrian and cycling accessibility.** There is the potential that growth and higher traffic volumes may reduce the feasibility and convenience of cycling and walking in Wanaka. The Council's strategies point to the need to improve provision for cyclists and pedestrians in Wanaka and, through travel demand management programmes, ensure that a wide range of transport options are feasible and attractive. The development of a town centre travel plan, which will work with town centre businesses to encourage more sustainable transport, is one initiative that will impact directly on the town centre.
- **Funding.** Transportation projects are expensive so funding will be a key issue. Council needs to ensure that transportation work is cost effective and affordable.

## Objectives for Transport project

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

# 7.5 Transport

## Recommended actions

All of these issues have been addressed in the Wanaka Transportation and Parking Strategy (adopted March 2008) and the Walking and Cycling Strategy (consulted on but not yet adopted)

1. Ardmore Street will become a special character street instead of a secondary arterial route.
2. Brownston Street will become the secondary arterial route for traffic travelling east/west through the town centre.
3. A key issue will be the design of the Ardmore Street / Brownston Street intersection and the impact this has on the accessibility of the Ardmore Street retail area and the function of the Brownston Street as a secondary arterial.

Council has approved the funding of scheme assessment work for Ardmore/ Brownston Streets works to commence 2009/2010. The current 10-year plan allocates funding to this project for the 2009 and 2010 years for scoping and detailed design work. Further funding has been allocated in the 2010/2011 year for construction.

4. Physical streetscape works such as solid planted or pedestrian medians, kerb build outs, cycle lanes, wider footpaths, seating and public art will be undertaken to improve the amenity values of Ardmore Street. The details of these works will be determined through the Ardmore/Brownston Streets project. Consultation with representatives from the retail industry and the wider community will occur throughout this project.
5. Ballantyne Road, Hedditch Street and Lismore Street will become secondary arterial roads forming the North-eastern Link. As part of this work there would be upgrades to existing roads and intersection improvements, including the State Highway 84/Hedditch Street intersection. The current 10-year plan allocates funding to this project for the 2013 to 2019 years for scheme assessment, designation and construction.
6. Provide on and off street cycle parking facilities.
7. Formulate guidelines to require the provision of cycle parking

8. Change the district plan to require the provision of cycle parking
9. Incorporate cycling and walking standards in the Council Infrastructure Code
10. Improve the existing on-road facilities for cyclists and pedestrians.
11. Undertake audits of existing street networks to identify deficiencies and enable programming of improvements of road facilities for cyclists and pedestrians. These will be key considerations in projects such as changes to Brownston Street.
12. Develop a town centre travel plan with town centre businesses. A greater awareness of the transport choices available will be central to managing traffic demands and achieve a greater uptake of the range of transport options.



# 7.6 Character

## Brief description

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

## Built Character

### Built Form & Design Guidelines

Wanaka has few heritage references, developing more as a tourist and holiday home settlement. This and the lack of town centre guidelines make it difficult to define the character of the town centre.

### Urban Design Panel

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

### Building Height

The District Plan rules governing height are open to interpretation. The height rule permits a maximum height of 8m to the eave line and 10m to the ridge line. While this works for a traditional pitched roof, no clear guidance is given for other roof forms. The height rule limits the expression of roof form and also inhibits the use of an occasional iconic form such as a corner tower or church spire.

## Streetscape Character

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

### Streetscape Guidelines

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

### Special Character Streets

As already highlighted earlier in this strategy, Brownston Street is proposed to become a secondary arterial route and Ardmore Street a special character street.

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

## 7.6 Character

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

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

### Street Lighting

Lighting styles in the town centre are inconsistent. Improvements have been made in Lower Helwick Street and on parts of the Wanaka waterfront. However improvements are required in lower Ardmore Street and in the remainder of the town centre.

### Flooding

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

### Diversity of uses

A major part of the vitality of a town centre comes from the mix of different activities that occur in the area. An appropriate balance seems to be retail and entertainment at ground level and commercial offices, residential and visitor accommodation at upper levels. This appears to have mutual benefits for each of the activities. Together with CPTED (crime prevention through environmental design) design principles, this mix of activities can lead to greater personal safety arising from mutual passive

surveillance.

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

Similar issues may arise in areas surrounding the town centre where commercial activities may begin to appear in otherwise residential areas. Although these issues are not a great problem now there is a need to plan for them as the resident and visitor population of Wanaka grow.

## Objectives of character project

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

## Recommended approach for enhancing the built character of Wanaka Town Centre

- The development of non-statutory urban design guidelines for the Wanaka Town Centre.

The purpose of design guidelines is to articulate the character attributes of Wanaka Town Centre and provide guidance to the community on how development should capture and be sympathetic to these character attributes. The guidelines do not have the same weight as the statutory provisions of the District Plan objectives and policies but would provide guidance for the interpretation of those provisions. They would also encompass streets and reserves.

## 7.6 Character

- Change the District Plan to ensure that development proposals comply with the urban design guidelines.

Increase the activity status of building in the town centre, and incorporate the principles embodied in the Urban Design Protocol into the District Plans assessment criteria to enable the consent process to turn the application down or notify it on the basis of its quality of urban design outcome.

- Redefine the District Plan's height rule to better enable the expression of roof form in response to the alpine setting.

Create a District Plan Rule based on the number of floors permitted (three), a maximum height along the street boundary, rising to a more generous height as the building steps back from the street. This would enable two storeys to be easily accommodated up to the street frontage while enabling a recessed third storey and the expression of roof forms. Further reform could allow for occasional excess height over a limited floor area at strategic locations such as street corners in order to enliven the town's roofscape, provided the extra height serves a public function and the adverse shadowing effects are only minor. Specific areas such as the north side of upper Ardmore could be studied to see if some additional height could be achieved without impinging on neighbour's views or the cohesiveness of the streetscape.

### Recommended approach for maintaining and enhancing the streetscape character of Wanaka Town Centre

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

Develop clear guidelines and priorities for streetscape upgrades with special emphasis on redefining Ardmore Street as a special character street. Options for Lower Ardmore Street are outlined under the lakefront project area heading.

Options for upper Ardmore Street need to be developed around:

- ensuring through traffic is diverted to Brownstown and Hedditch Streets

- considering a centre street amenity strip
- increased pedestrian amenity including widening footpaths, kerb extensions for seating, bike stands and trees, additional street trees interspersed amongst parking, and better street crossings achieved by such means as speed table/courtesy crossings,
- reduced carriageway widths and increased friction for through traffic.

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

- Develop Street Lighting Guidelines and a programme for delivery.

Develop a hierarchy of light poles and lantern styles consistent with the principles contained in the Southern Light strategy and an implementation programme coordinated with other streetscape works.

- Modify District Plan flood provisions.

Revise District Plan provisions so they are in line with the 'Learning to live with Flooding' policy while also prioritising coherence of streetscape to avoid staggered and broken form arising from different solutions being applied to neighbouring sites.

# 7.6 Character

## Recommended approach for mix of uses

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

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



## 7.7 Central Open Space

### Brief description of issue

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

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

### Objectives of Central Open Space

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

### Recommended approach

In the long term the recommended site for a public central open space is the Dunmore Street car park area and adjacent private land. (shown on the map on the following page) This is because the area is centrally located, easily accessible; links to the pedestrian networks north/south and east/west; links to the Lake Wanaka Centre and existing and potential civic buildings, and has the

potential to be sheltered. Comprehensive site development could also involve complementary retail activities. However as part of the site is privately owned it may not be able to be acquired and may be expensive to purchase.

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

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

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



# 7.7 Central Open Space

## Recommended Site for Central Open Space



## 7.8 Development Capacity

### Brief description of issue

The Council must consider what implications the recent growth projections may have in terms of the ability of the town centre to provide for the community's commercial and other needs over the medium to long term. A number of studies undertaken in 2007 provide a reasonably reliable basis for this discussion.

The most recent study, Wanaka Land Demands May 2007, identifies how much of the maximum floor space in the town centre zone has been developed. The study states that not all of the total possible floor space in the Wanaka Town Centre has been developed (for retail, commercial, office, visitor accommodation and residential) with capacity for a further 12,500m<sup>2</sup> of gross floor area for all uses (retail, commercial, office and visitor accommodation) still remaining. This report refers to developed floor space not tenanted floor space. There may well be more vacant retail, commercial, office and visitor accommodation space around in Wanaka than this figure may suggest. Also the existing residential properties that are in the town centre zone (such as along Dungarvon Street) are included in this total floor space figure.

Projected demand for additional Town Centre-type retail is outlined in the RCG report. The demand for Town Centre-type retail by 2016 is 12,000 m<sup>2</sup>, with two thirds of this future retail development expected to be large format retail (LFR) (8,000m<sup>2</sup>). These studies have all concluded that most of the projected LFR will be located outside of the town centre (e.g. Three Parks).

Whilst the Council has not specifically projected the demand for other town centre-type uses (such as offices, civic buildings, and visitor accommodation), if the current land use split were to continue this would suggest a demand for a further 24,000 m<sup>2</sup> for other town centre uses by 2016. Other non-town centre based retail (such as trade-related retail and wholesaling) would be additional to these figures. So the demand is anticipated to be 4,000 m<sup>2</sup> of specialty retail (some of which will be provided for outside of the town centre), 8,000m<sup>2</sup> of large format retail, (much of which will be provided for outside of the town centre) and 24,000m<sup>2</sup> for other town centre uses (such as offices, civic buildings, and visitor accommodation)

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

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

### Recommended approach

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

The recommended approach is to do nothing until 2010, and commission further studies to investigate the supply and demand of commercial land in the town centre. This further study is underway now and uses current data and if possible will include separate calculations for retail, commercial, office and visitor accommodation uses.

Depending on the outcome of the study, the following options (and any other options that may arise) for an increase in capacity for the town centre may need to be considered further at this time:

- Intensification by enabling increased building heights.
- Intensification by encouraging underground car parking and developing existing parking lots.
- Expansion of the existing town centre.

# 7.8 Wanaka Town Centre concept plan



## 8. Implementation

The strategy outlines a series of recommended actions to address the issues outlined in Section 8. As the strategy is a long term document, spanning 20 years, the sheer number, complex nature and high cost of actions outlined mean they cannot all be implemented at once. Instead there will be a staged approach to achieving the desired long term goal with implementation based on priorities and funding availability.

A list of actions that arise out of each of the recommended approaches for each of the project areas is outlined in section 10 of this strategy. A department of the council has been allocated to each action as responsible for implementing the action. Actions that have funding already allocated in the current Ten Year Plan have been given a timeline for implementation. These are roading projects, plan changes and some work on the Roys Bay Recreation Reserve.

Projects with no timeline allocated in the action plan do not currently have funding under the Ten Year Plan. Council will need to consider projects in the action plan that do not currently have funding at the next review of the Ten Year Plan. It will need to identify two or three priority projects.

For many of the projects scoping work needs to be undertaken before design and construction can commence. The immediate priorities for these projects are:

1. Scoping and design work for roading changes as outlined in section 8.5 of this report.
2. Scoping work for the lake-front, car and cycle parking, pedestrian connections, the town square and civic area projects
3. Design work for lake-front and car parking projects.
4. Changes to the District Plan including height, car and cycle parking and flood provisions.
5. Policy work on monitoring the capacity of the town centre.

It is important that the implementation of the strategy is monitored. Therefore action 9.1 establishes a monitoring group that will monitor the implementation of the strategy and report on an annual basis to the Wanaka Community Board and the Strategy Committee.



## 9. Actions to be undertaken for each project area

### 1 Lakefront Lower Ardmore Street configuration and parking

Project	Responsibility	Timeline	Comments
Introduce roadside parking along lower Ardmore Street			
1.1. Concept design for changes to lower Ardmore Street and parking.	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.2. Consultation with community	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.3. Detailed design for lower Ardmore Street.	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.4. Construction of changes for lower Ardmore Street.	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2010/2011	As part of the Ardmore/Brownston Streets project
Create a dedicated Camper Van parking area.			
1.5. Concept design for campervan parking.	Infrastructure Services – Transport & Community Services Department	2009/2010	As part of the Ardmore/Brownston Streets project
1.6. Detailed design for campervan parking.	Infrastructure Services – Transport & Community Services Department	2009/2010	As part of the Ardmore/Brownston Streets project
1.7. Construction of campervan parking and signage.	Infrastructure Services – Transport & Community Services Department	2010/2011	As part of the Ardmore/Brownston Streets project

## 9. Actions to be undertaken for each project area

### 1 Lakefront Lower Ardmore Street configuration and parking

Project	Responsibility	Timeline	Comments
Pedestrian crossing/linkages Ardmore/Lakeside			
1.8 Concept design for revised pedestrian linkage at Ardmore Street/Lakeside Drive corner.	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.9 Detailed design of revised pedestrian linkage at Ardmore Street/Lakeside Drive corner.	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.10 Construction of revised pedestrian linkage at Ardmore Street/ Lakeside Drive corner.	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2010/2011	As part of the Ardmore/Brownston Streets project

## 9. Actions to be undertaken for each project area

### 1 Lakefront Improving pedestrian amenity along the commercial frontage to lower Ardmore Street

Project	Responsibility	Timeline	Comments
1.11 Scoping of amenity improvements along commercial frontage to Lower Ardmore Street	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.12 Consultation on amenity improvements along the commercial frontage to Lower Ardmore Street	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.13 Detailed design of amenity improvements along the commercial frontage to Lower Ardmore Street	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.14 Implementation of amenity improvements along the commercial frontage to Lower Ardmore Street	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2010/2011	As part of the Ardmore/Brownston Streets project

## 9. Actions to be undertaken for each project area

### 1 Lakefront Improving Roys Bay Recreation reserve amenity

Project	Responsibility	Timeline	Comments
<b>Roys Bay Recreation Reserve</b>			
1.15 Scoping report for lake-front reserve area including: <ul style="list-style-type: none"> <li>• redevelopment of areas of the reserve vacated by car parking</li> <li>• pedestrian/cycle promenade</li> <li>• pier</li> <li>• a revised planting plan for road edge to lake-front.</li> <li>• improved amenity at Bullock Creek (near the mouth).</li> <li>• amenity improvements up to the marina</li> <li>• an evaluation of the need for buildings and services to be located on the lake-front.</li> </ul>	Infrastructure Services – Transport Community Services Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.16 Detailed design for lake-front reserve area including the elements outlined above.	Parks Department	Some work scheduled for 2010/2011	Based on the concept developed in the Ardmore/Brownston Streets project
1.17. Construction and implementation of detailed design for lake-front reserve area.	Parks Department	Some implementation scheduled for 2013/2014 and 2014/2015	

## 9. Actions to be undertaken for each project area

### 1 Lakefront Improving Roys Bay Recreation reserve amenity

Project	Responsibility	Timeline	Comments
Bus parking			
1.18 Investigate if relocation of short term bus parking on the lake-front is necessary.	Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.19 If necessary undertake a concept study.	Infrastructure Services – Transport with Parks Department Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.20 If necessary detailed design of relocation of bus parking.	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2009/2010	As part of the Ardmore/Brownston Streets project
1.21 If necessary implementation of relocation of bus parking.	Infrastructure Services – Transport Project team for Ardmore/Brownston Streets project	2010/2011	As part of the Ardmore/Brownston Streets project

## 9. Actions to be undertaken for each project area

### 2 Pedestrian connections

Project	Responsibility	Timeline	Comments
2.1 Identify most appropriate methods to secure top priority pedestrian connections.	Policy		
2.2 Establish priorities and implement methods (e.g. negotiation, plan change, as part of a development proposal, purchase land etc).	Coordinated by Infrastructure Services		
2.3 Design pedestrian connections, including consideration of the smaller open spaces.	Coordinated by Infrastructure Services		
2.4 Construction of pedestrian connections.	Coordinated by Infrastructure Services		
2.5 Encourage maintenance of existing pedestrian connections	Coordinated by Infrastructure Services	Ongoing	

## 9. Actions to be undertaken for each project area

### 3 Civic area

Project	Responsibility	Timeline	Comments
3.1 Identify activities that may locate in the civic area	Policy		
3.2 Investigate the status and ownership of the land adjacent to the Council Offices car park site.	Lakes Property		
3.3 Investigate the process for obtaining and using land. (Council Offices car park, private land, Golf Course Corner and Ballantyne Road) to ensure that it is possible to use and expand the Council offices and car park site and use the Golf Course Corner and Ballantyne Road site (especially given their reserve status and ownership).	Coordinated by Community Services		
3.4 Investigate the process required to de-vest reserves under the Reserves Act (Golf Course Corner and Ballantyne Road sites)	Coordinated by Community Services		
3.5 Consult with current landowners and occupiers for recommended sites.	Coordinated by Community Services		
3.6 Consult with operators of civic uses as to whether they wish to locate in the civic area.	Coordinated by Community Services		
3.7 Identify footprint and location required for each activity	Coordinated by Community Services		
3.8 Design	Coordinated by Community Services		
3.9 Plan change to alter zoning of land if required	Coordinated by Community Services		

## 9. Actions to be undertaken for each project area

### 4 Carparking

Project	Responsibility	Timeline	Comments
Retain and reconfigure (where possible) the existing four car parks keeping the lake-front and Dunmore Street for short stay parking and Dungarvon Street and behind the Council offices and as long stay parking			
4.1 Scope the reconfiguring (where possible) of the existing four car parks keeping the lake-front and Dunmore Street for short stay parking and Dungarvon Street and behind the Council offices as long stay parking	Infrastructure Services – Transport	2009/2010	
4.2 Implementation of reconfiguration of existing car parks	Infrastructure Services – Transport	2010/2011	
Construct a parking building			
4.3 Scoping of parking project.	Infrastructure Services – Transport	Established through the next Ten Year Plan	Dependant on funding in the Ten Year Plan
4.4 Consenting/negotiations.	Infrastructure Services – Transport	To follow on from action above	
4.5 Land acquisition for parking building as required.	Infrastructure Services – Transport		
4.6 Design of car park.	Infrastructure Services – Transport		
4.7 Build car park.	Infrastructure Services – Transport		

## 9. Actions to be undertaken for each project area

### 4 Carparking

Project	Responsibility	Timeline	Comments
Investigate the possibility of a car park at the top of Monley Lane.			
4.8 Investigate whether a car park in this location would be used	Infrastructure Services – Transport	2013/2014	
4.9 Investigate the process required to de-vest reserves under the Reserves Act	Infrastructure Services – Transport	2013/2014	
4.10 Investigate costs and timeline	Infrastructure Services – Transport	2013/2014	
4.11 Determine whether to go ahead with project	Infrastructure Services – Transport	2013/2014	
Investigate the development of a funding regime for acquisition of land for parking and introduction of minimum parking requirements for new visitor accommodation in the town centre.			
4.12 Scope a plan change	Infrastructure Services – Transport and Policy	2009/2010	Part of the Town Centre vehicle and cycle parking project
4.13 Preparation of Plan Change to District Plan to develop a funding regime for acquisition of land for parking and introduction of minimum parking requirements for new visitor accommodation in the town centre.	Infrastructure Services – Transport and Policy	Commenced in 2009/2010	Part of the Town Centre vehicle and cycle parking project
4.14 Process a Plan Change to District Plan to develop a funding regime for acquisition of land for parking and introduction of minimum parking requirements for new visitor accommodation in the town centre	Policy	Following above action	Part of the Town Centre vehicle and cycle parking project

## 9. Actions to be undertaken for each project area

### 4 Carparking

Project	Responsibility	Timeline	Comments
Manage parking demand through a Town Centre Travel Plan			
4.15 Engage with town centre businesses about the development of a town centre travel plan.	Infrastructure Services – Travel Demand	2013/2014-2014/2015	
4.16 Develop a town centre travel plan.	Infrastructure Services – Travel Demand	2013/2014-2014/2015	
4.17 Implement a town centre travel plan	Infrastructure Services – Travel Demand	2013/2014-2014/2015	
Regular reviews of parking controls			
4.18 Implement review of parking controls.	Infrastructure Services – Transport	Ongoing	
4.19 Analyse results of reviews and make changes to parking controls as required	Infrastructure Services – Transport	Ongoing	

## 9. Actions to be undertaken for each project area

### 5 Transport

Project	Responsibility	Timeline	Comments
5.1 Concept design for changes to: <ul style="list-style-type: none"> <li>• Brownston Street.</li> <li>• upper Ardmore Street</li> <li>• lower Ardmore Street.</li> <li>• Lismore/Hedditch/Ballantyne Streets</li> </ul>	Infrastructure Services – Transport	2009/2010 2009/2010 2009/2010 2013/2014	
5.2. Consultation <ul style="list-style-type: none"> <li>• Brownston Street.</li> <li>• upper Ardmore Street</li> <li>• lower Ardmore Street.</li> <li>• Lismore/Hedditch/Ballantyne Streets</li> </ul>	Infrastructure Services – Transport	2009/2010 2009/2010 2009/2010 2013/2014	
5.3. Detailed design for changes to: <ul style="list-style-type: none"> <li>• Brownston Street.</li> <li>• upper Ardmore Street.</li> <li>• lower Ardmore Street.</li> <li>• Lismore/Hedditch/Ballantyne Streets</li> </ul>	Infrastructure Services – Transport Infrastructure Services – Transport Infrastructure Services – Transport Infrastructure Services – Transport	2009/2010 2009/2010 2009/2010 2013/2014 - 2014/2015	
5.4. Consents (where required) <ul style="list-style-type: none"> <li>• Lismore/Hedditch/Ballantyne Streets.</li> </ul>	Infrastructure Services – Transport	2015 -2019	
5.5. Construction of changes to: <ul style="list-style-type: none"> <li>• Brownston Street.</li> <li>• upper Ardmore Street.</li> <li>• lower Ardmore Street.</li> <li>• Lismore/Hedditch/Ballantyne Streets.</li> </ul>	Infrastructure Services – Transport Infrastructure Services – Transport Infrastructure Services – Transport Infrastructure Services – Transport	2010/2011 2010/2011 2010/2011 2015 - 2019	

## 9. Actions to be undertaken for each project area

### 5 Transport

Project	Responsibility	Timeline	Comments
Improved cycle parking			
5.6 Prepare and implement cycle guidelines.	Infrastructure Services – Transport	Completed	
5.7 Scope a Plan Change to District Plan to require cycle parking	Infrastructure Services – Transport and Policy	2009/2010	Part of the Town Centre vehicle and cycle parking project
5.8 Prepare a Plan Change to District Plan to require cycle parking.	Infrastructure Services – Transport and Policy	2010/2011	Part of the Town Centre vehicle and cycle parking project
5.9 Process a Plan Change to District Plan to require cycle parking.	Policy	Following above action	Part of the Town Centre vehicle and cycle parking project
Maintain and improve accessibility for cyclists and pedestrians.			
5.10 Incorporate cycling and walking standards in the Council Infrastructure Code.	Infrastructure Services – Transport	2009/2010	
5.11 Audit existing roads in Wanaka Town Centre to identify which roads need improved on road facilities for cyclists and pedestrians.	Infrastructure Services – Transport	2009/2010	
5.12 Scope and design the improved road facilities for cyclists and pedestrians for the identified roads.	Infrastructure Services – Transport	Ongoing from 2012/2013	
5.13 Construct the improved road facilities for cyclists and pedestrians for the identified roads.	Infrastructure Services – Transport	Ongoing from 2012/2013	

## 9. Actions to be undertaken for each project area

### 6 Character

Project	Responsibility	Timeline	Comments
Development proposals comply with design guidelines			
6.1 Scope a Plan Change to ensure that development proposals comply with urban design guidelines and can be assessed on the quality of design.	Policy (Urban Designer and Planner)	Commenced in 2009/2010	Part of the Wanaka Town Centre urban design project
6.2 Write and notify a Plan Change to ensure that development proposals comply with urban design guidelines and can be assessed on the quality of design.	Policy	Commenced in 2010/2011	Part of the Wanaka Town Centre urban design project
6.3 Process a Plan Change to ensure that development proposals comply with urban design guidelines and can be assessed on the quality of design.	Policy	Following above action	Part of the Wanaka Town Centre urban design project
Non-statutory design guidelines			
6.4 Scope the development of non statutory urban design guidelines for the Wanaka Town Centre.	Policy (Urban Designer)	Commenced in 2009/2010	Part of the Wanaka Town Centre urban design project
6.5 Develop non statutory urban design guidelines for the Wanaka Town Centre.	Policy (Urban Designer)	2010/2011	Part of the Wanaka Town Centre urban design project

## 9. Actions to be undertaken for each project area

### 6 Character

Project	Responsibility	Timeline	Comments
Redefine the height rule.			
6.6 Scope a Plan Change to amend height rule in Wanaka Town Centre Zone to better enable the expression of roof form in response to the setting.	Policy (Urban Designer and Planner)	Commenced in 2009/2010	Part of the Wanaka Town Centre urban design project
6.7 Write and notify a Plan Change to amend height rule in Wanaka Town Centre Zone to better enable the expression of roof form in response to the setting.	Policy (Urban Designer and Planner)	Commenced in 2010/2011	Part of the Wanaka Town Centre urban design project
6.8 Process a Plan Change to amend height rule in Wanaka Town Centre Zone to better enable the expression of roof form in response to the setting.	Policy	Following above action	Part of the Wanaka Town Centre urban design project
Streetscape guidelines and implementation programme			
6.9 Scope the development of a streetscape guideline and Implementation programme.	Policy (Urban Designer) with input from the Infrastructure Services – Transport	Commenced in 2009/2010	Part of the Wanaka Town Centre urban design project
6.10 Develop a streetscape guideline and implementation programme.	Policy (Urban Designer) with input from the Infrastructure Services – Transport	2010/2011	Part of the Wanaka Town Centre urban design project
6.11 Implement the programme.	Infrastructure Services – Transport	Following above action	

## 9. Actions to be undertaken for each project area

### 6 Character

Project	Responsibility	Timeline	Comments
<b>Street lighting guideline and programme</b>			
6.12	Scope the development of a street lighting guideline and implementation programme.	Community Services with input from Transport Manager and Urban Designer	
6.13	Develop the programme.	Community Services and Transport Manager	
6.14	Implement the programme.	Community Services and Infrastructure Services	
<b>Modify district plan flood provisions</b>			
6.15	Scope a Plan Change to amend flood provisions for Wanaka Town Centre Zone.	Policy (Urban Designer and Planner)	Dependant on the scoping of the Wanaka Urban Design Project
6.16	Write and notify a Plan Change to amend flood provisions for Wanaka Town Centre Zone.	Policy (Urban Designer and Planner)	Dependant on the scoping of the Wanaka Urban Design Project
6.17	Process Plan Change to amend flood provisions for Wanaka Town Centre Zone.	Policy (Urban Designer and Planner)	Dependant on the scoping of the Wanaka Urban Design Project
<b>Mix of uses</b>			
6.18	Investigate the range of options for addressing adverse effects of a mix of uses	Policy	Queenstown experience may assist in choice of options
6.19	Monitor the adverse effects of a mix of uses to determine if/when options need to be implemented	Policy/Lakes Environmental	Every 5 years
6.20	Implement methods to address adverse effects of a mix of uses.	Policy /Lakes Environmental	When monitoring proves it is necessary

## 9. Actions to be undertaken for each project area

### 7 Central open space

Project	Responsibility	Timeline	Comments
7.1 Identify most appropriate methods to secure the site for the central open space.	Policy		
7.2 Implement method (e.g. negotiation, plan change, as part of a development proposal, purchase land etc).	Coordinated by Community Services		
7.3 Design the central open space.	Coordinated by Community Services		
7.4 Purchase land for the central open space, if necessary.	Council		
7.5 Construction of the central open space.	Coordinated by Community Services		

## 9. Actions to be undertaken for each project area

### 8 Development Capacity

Project	Responsibility	Timeline	Comments
8.1 Monitor the supply and demand of commercial land in the town centre.	Policy	2009/2010 2014	
8.2 If required investigate options for increasing the supply of commercial land in the Town Centre.	Policy	2014	
8.3 Implement the preferred option.	Policy	If required 2015/2016	

### 9 Implementation

Project	Responsibility	Timeline	Comments
9.1 Create a monitoring group for the implementation of the Strategy.	Policy	2009/2010	
9.2 Annually monitor the implementation of the Strategy and report to the Wanaka Community Board and the Strategy Committee.	Policy	Every year.	