



LAKE WANAKA

LAKEFRONT DEVELOPMENT PLAN

August 2016

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RESET
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DESIGN

QUEENSTOWN
LAKES DISTRICT
COUNCIL

LAKE WANAKA

LAKEFRONT DEVELOPMENT PLAN

August 2016

Project:
Lake Wanaka Lakefront Development Plan

Prepared for:
Queenstown Lakes District Council (QLDC)

Prepared by:
Reset Urban Design Ltd

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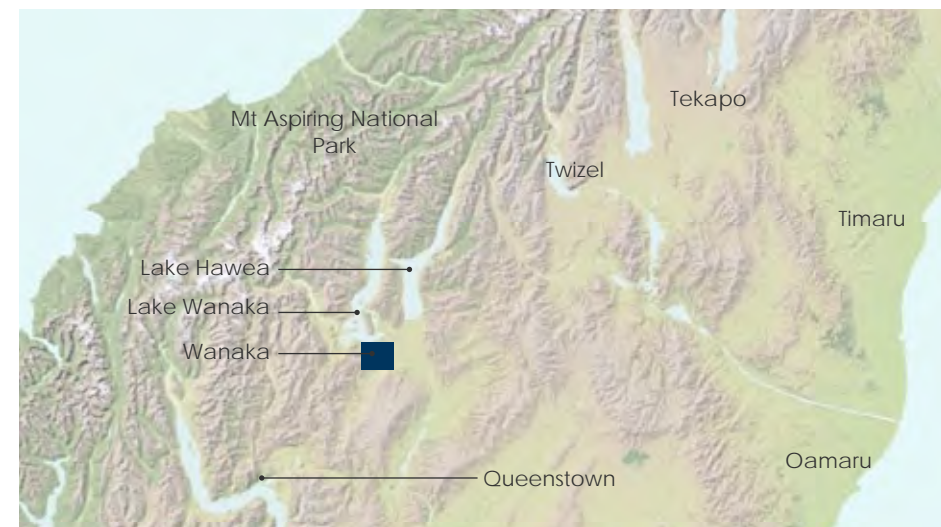
CONTENTS

	Pg.		Pg.
INTRODUCTION		MATERIALS	
Lake Wanaka Lakefront Development Plan	2	Furniture	30
Location Map	3	Surfacing	31
Executive Summary	3	Lighting	32
Project Introduction & Timeline	4	Planting pallet	33
Planning Framework	5	APPENDICES	
SITE ANALYSIS		Site Analysis	35
Site Analysis - Key Points	7	Promenade Sketches	43
Site Constraints	8	Town Centre Options	44
Site Opportunities	9	Yacht Club Parking Options	46
MASTERPLAN & AREA PLANS			
Design Process	11		
Big Moves	12		
Consultation	14		
Community Feedback	15		
Yacht Club	16		
Marina	18		
Bullock Creek & Town Centre	20		
Village Green & Heritage Gardens	22		
Main Beach	24		
South Beach	26		
Staged Implementation Plan	29		



LAKE WANAKA LAKEFRONT DEVELOPMENT PLAN

LOCATION MAP



EXECUTIVE SUMMARY

Wanaka central lakefront is one of the communities most used and treasured assets. Developed over an 8 month period, this report lays out a staged development of the central area of lakefront that spans from the Yacht Club to McDougall Street to the south, a distance of 1.7km. This area encompasses Ardmore St and the lakefront reserve, the town centre, Bullock Creek delta, Lakeside Road, and the boat ramp, parking area and Yacht Club.

The masterplan is based on four big moves: enhancing the ecology, providing continuous access, improving landuse and providing a range of facilities and activities.

A three month consultation period provided great feedback and supported the long term aspiration to remove cars from the central lakefront.

The design is based on continuous pedestrian and cycle access along the lakefront with parking restricted to Ardmore St. A separate shared path

alongside Ardmore St connects the south end of the lakefront reserve, along the town centre and up Lakeside Road to Eely Point. The promenade and informal gravel pathways along the lake edge provide opportunities for sitting, gathering and recreating interspersed with deck areas, heritage sculpture gardens and large open grass spaces.

Lakefront car parks are located opposite McDougall St and opposite the town centre, providing a restricted number of parks to access the lake edge, playground and picnic spaces, town centre and plaza space.

The plaza is well lit with ample seating and paving interest, a stage for events, an information centre and a village green.

When first embarking on this project it was anticipated this would be a 20-30 year strategy however the Wanaka Community Board has since realised the aspirational goal of completion in 5-10 years. Construction is planned to be implemented in stages.



PROJECT INTRODUCTION

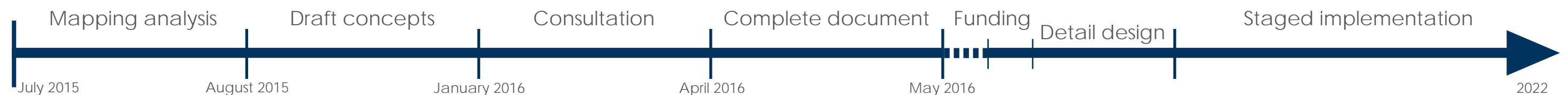
The lakefront is integral to the Wanaka community & the visitor experience, and is becoming an ever increasing popular place to be.

Following the completion of the Wanaka Lakefront Reserves Management Plan (Oct 2014), Queenstown Lakes District Council (QLDC) has prepared this document for the development of the Wanaka lakefront, with assistance from Reset Urban Design.



Wanaka, May 1951; Whites Aviation WA-28381-F

PROJECT TIMELINE



PLANNING FRAMEWORK

Queenstown Lakes District Council (QLDC)

QLDC Strategic Planning

Wanaka Town Centre Strategy
Oct 2009

In 2002 the Wanaka community said they 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 compliments the character of the township.

The core vision is:

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

Wanaka Town Centre Character
Guideline June 2011

Principle values that contribute to the character of the Wanaka Town Centre include:

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

Wanaka Lakefront Reserves
Management Plan Oct 2014

The purpose of the Reserves Management Plan is to identify the objectives and policies for the management, including protection and development, of the Wanaka lakefront reserves.

The plan separates the lakefront into character areas by rationalising uses into distinct management zones. This helps to recognise and retain the unique character of the Wanaka Lakefront.

Wanaka Lakefront
Masterplan 2016-2022

This project aligns with the previous QLDC strategic documents, and fits within the objectives of the Wanaka Lakefront Reserves Management Plan, Oct 2014.

Recognising the unique character of the area and how it informs the different recreational uses of the lakefront, the project provides a well balanced landscape with continuous pedestrian access to the lakefront and maximises its amenity and visual values.

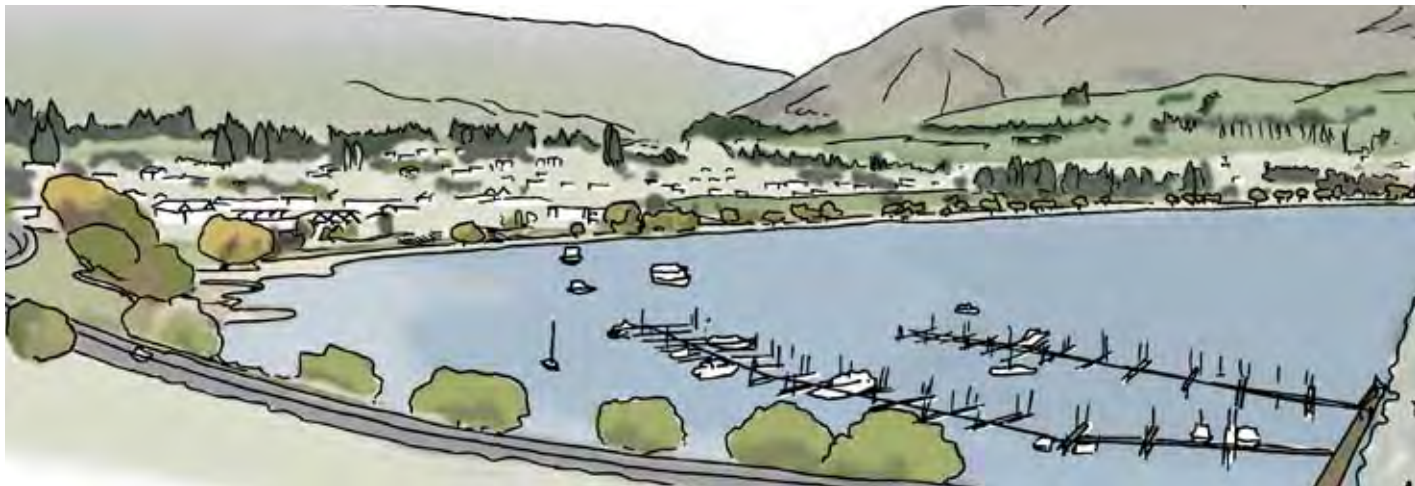
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SITE ANALYSIS

KEY POINTS

“Creating a park environment around the central lakefront.”

Aspiration:
To provide continuous pedestrian access, making strong connections with the town centre, reducing vehicle use in the town centre, hosting a range of activities & enhancing the ecology throughout.



CORE ATTRIBUTES



Magnificent scenery



Large scale



Soft edge



Accommodates a range of activities

CORE ISSUES



Dominance of parking along lake edge



Lack of continuous access for pedestrians



Disconnected from town centre

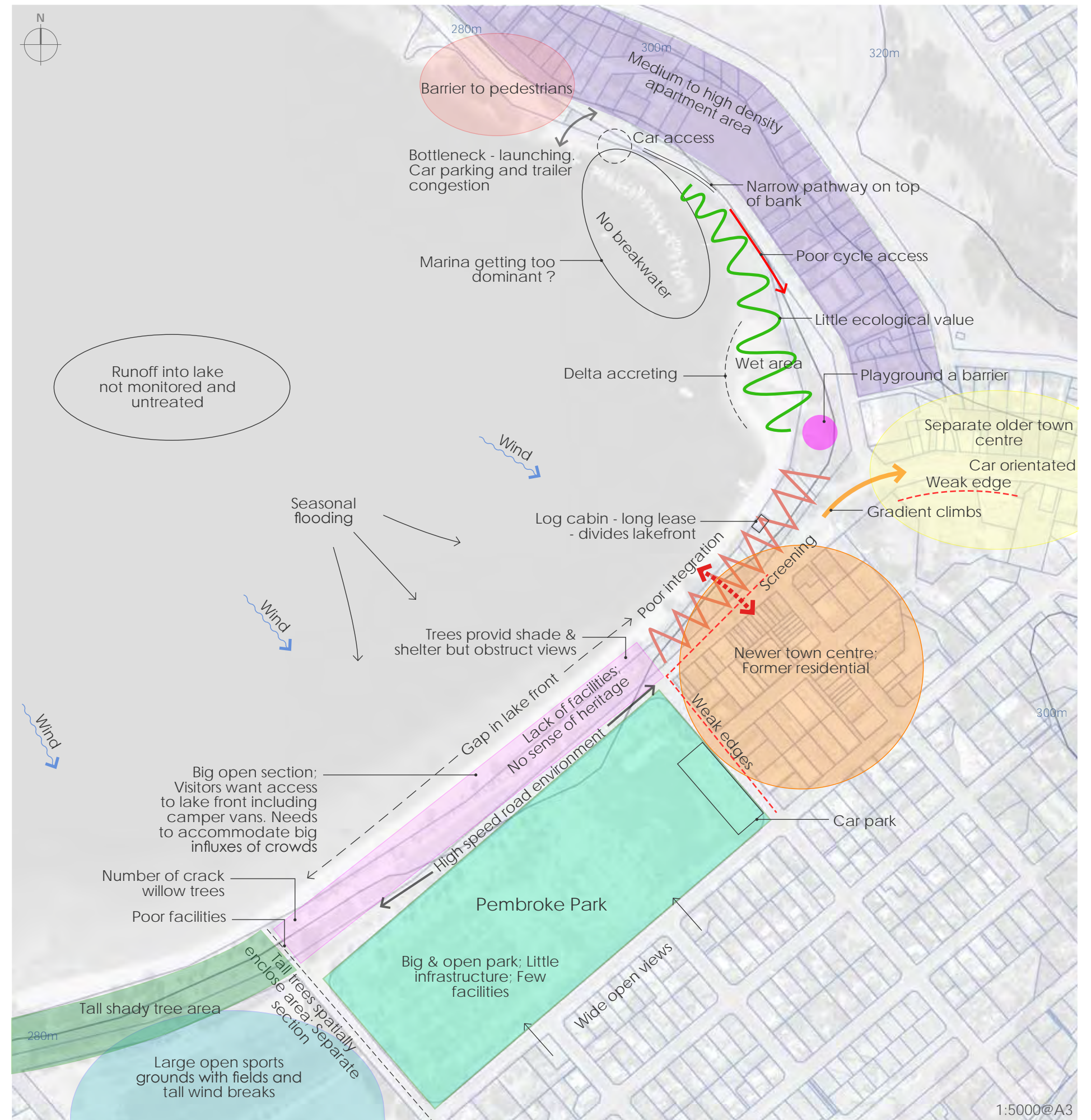


Poor ecology - highly modified

SITE CONSTRAINTS

Key Points

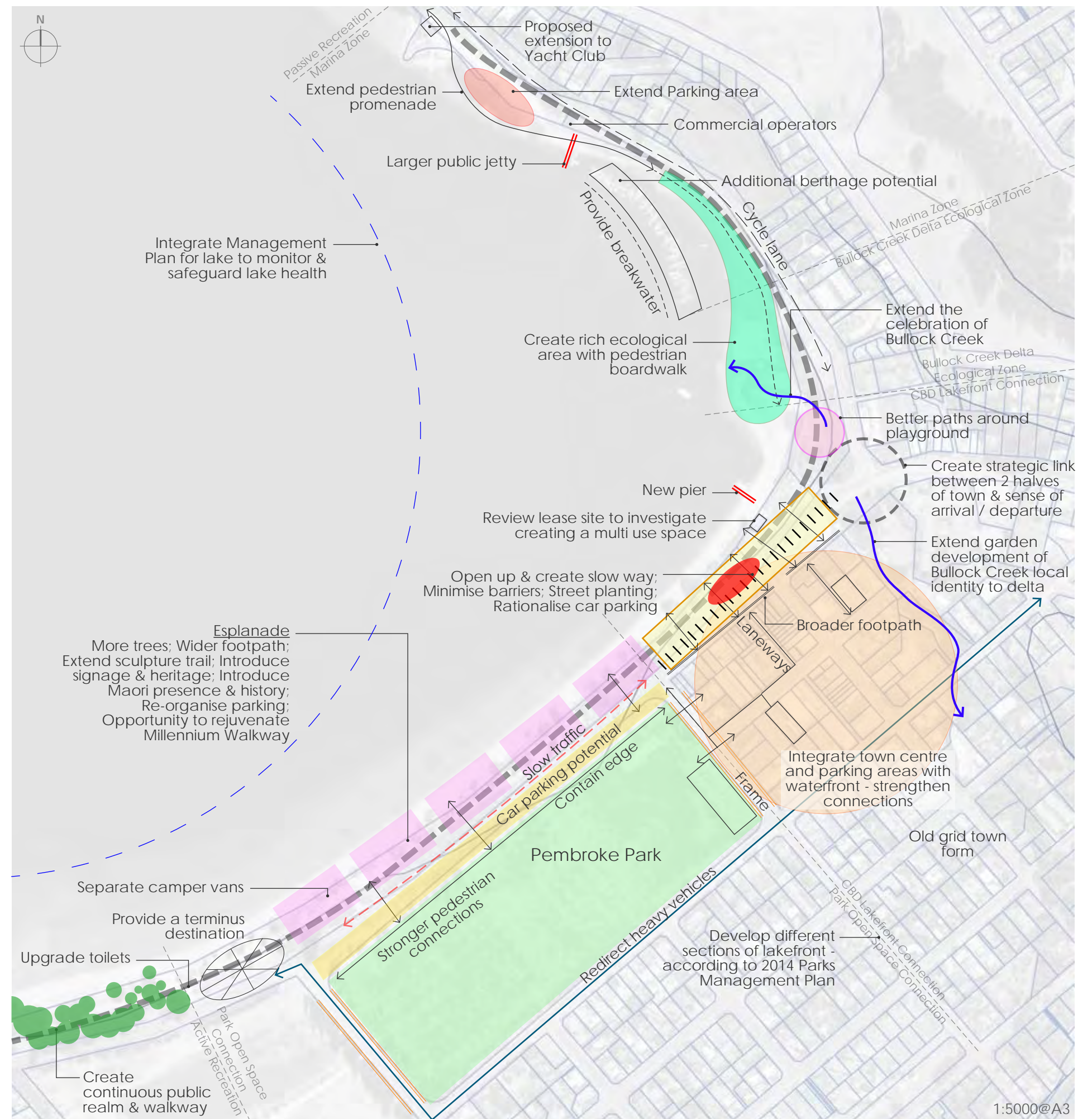
- ① Provision for continuous pedestrian access is poor and inconsistent
- ① No monitoring of ecological value along lake edge between Marina and Bullock Creek delta – water quality, habitat and diversity
- ② Dominance of unrestricted provision for motor vehicles along lakefront reserve
- ③ Town centre is screened and cut off from lakefront
- Lakefront is poorly linked to surrounds in all directions
- General lack of facilities – many in poor repair
- Little heritage dimension
- Lack of information and way finding



SITE OPPORTUNITIES

Key Points

- ① Extensive lakefront edge and large scale retains potential for range of development options
- ② Celebrated open and informal edge to the lake
- Town centre faces the lake edge - opportunity for improved integration & pedestrian links
- Great views of the broader landscape from along the site



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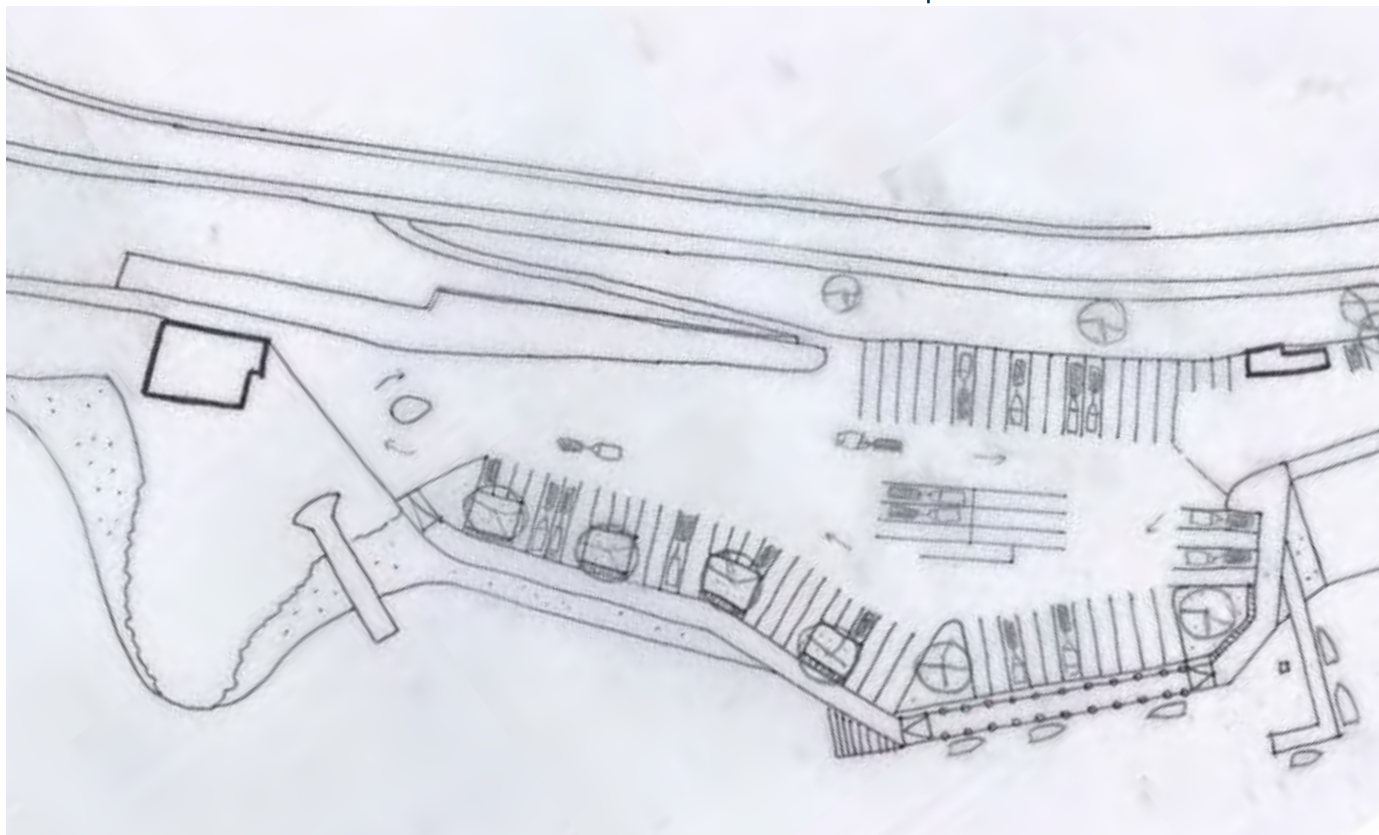
MASTERPLAN & AREA PLANS

DESIGN PROCESS

This report cumulatively outlines a series of steps in the design process starting with the site introduction and review of previous work, site analysis, identification of opportunities and constraints, as well as outlining the big moves that were extracted from the analysis and benchmarking phase.

Initial concepts were generated and tested on the ground before a draft masterplan was then presented to the public across a three month consultation period.

This Masterplan concept offers a functional landscape that is comprehensive yet simple and robust. It retains and enhances the existing lakeside character but addresses core issues by rearranging car parking, creating continuous walkways and shared paths, introduces new facilities such as the village green, and enhances the ecology with stormwater treatment and increased native plantings.



Yacht Club parking area sketch



Consultation - Drop in session for Town Centre options

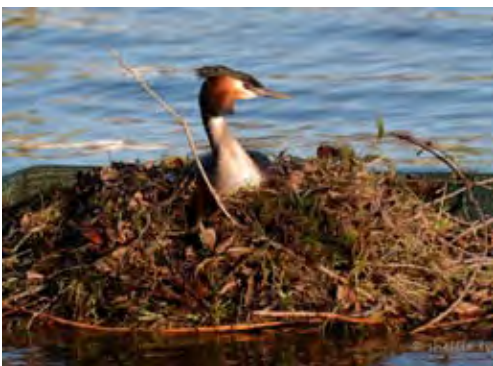
DESIGN

FOUR BIG MOVES

1. Restore & develop ECOLOGY



- KEY
- Bullock Creek ecological enhancement
 - Native revegetation planting along Marina edge
 - Stormwater runoff treatment
 - Lake health enhancement
 - Fish & bird habitat creation along lake edge between Marina & Bullock Creek delta
 - Interpretive signage
 - Greater biodiversity planting along lake edge



2. Provide continuous ACCESS



- KEY
- Continuous pedestrian / cycleway promenade around lakefront
 - Traffic calming along Ardmore Street
 - Pedestrian crossing thresholds
 - Pedestrian priority between Dungarvon & Helwick Street
 - Rationalise parking areas
 - Relocate parking to along edge of Reserve to Ardmore Street
 - Defined cycleway alongside Lakeside Road



* all images on this page are illustrations only

DESIGN

FOUR BIG MOVES

3. Improve LANDUSE



- KEY
- Lakefront linear park
 - Create a series of precincts along the lakefront with defined use and character
 - Create a new town green and plaza orientated between the lake and buildings
 - Possibility to expand marina for additional berthage
 - Incorporate existing parks



4. Provide a range of FACILITIES



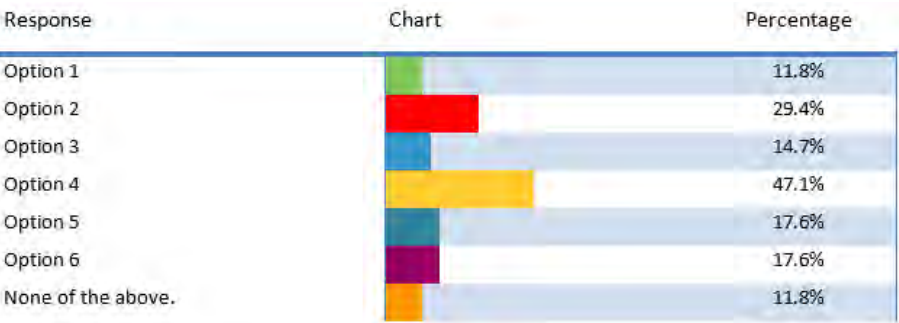
- KEY
- Enhance or create lakefront facilities
 - Provide a new town pier
 - Marina & Yacht Club upgrade / addition
 - Expand playground
 - Lakefront heritage gardens
 - Ecological lookouts and signage
 - Providing a destination at southern end of lakefront
 - Heritage sculpture trail



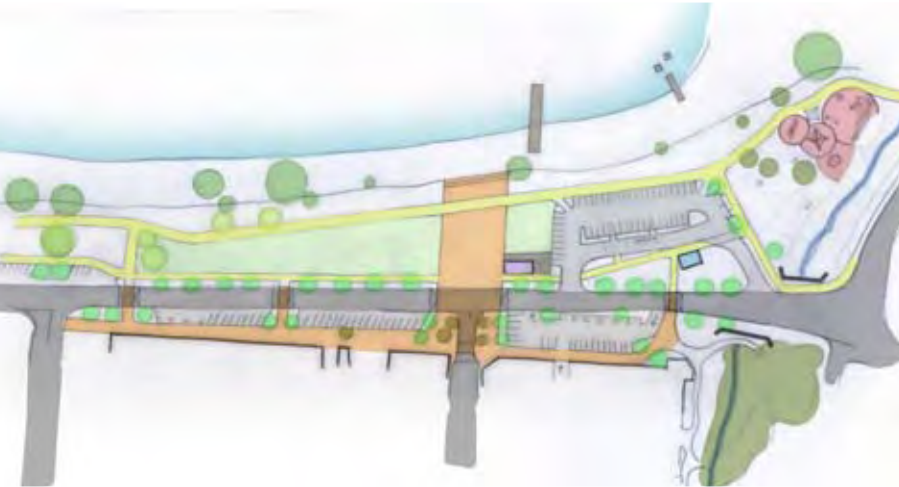
* all images on this page are illustrations only

CONSULTATION

Out of the six proposed options for the Wanaka Town Centre, which ones do you like the most?



Community consultation - preferred options



Town Centre- Option 4 initial sketch

Interest Groups Consulted		Internal	
Te Kakano Trust	Wanaka Marina	John Darby (Grebes)	Wanaka Community Board
Lakeland Adventures	Lakeview Apartments	Kāti Huirapa Rūnaka ki Puketeraki and Te Rūnanga o Ōtākou	Harbourmaster
Wanaka Yacht Club	Lake Wanaka Tourism	Relish Café	Transport Planning
Wanaka Residents Association	Wanaka Community Trust	Aspiring Jewellers	Infrastructure Projects
Wanaka Chamber of Commerce	Light Up Wanaka	Racers Edge	Parks / Horticulturist
Guardians of Lake Wanaka	Farmers Market	Millennium Pathway Project	
Wanaka Bakpakas	Craft Market		

Consultation Process

Queenstown Lakes District Council have committed to public engagement for the Wanaka Lakefront Masterplan - seeking input from many voices in the community, hosting open days and forums, inviting open and direct conversations, and encouraging participation through the council website. This engagement is needed to ensure new development along Wanaka’s lakefront and town centre edge fulfils the community vision and adds quality to Wanaka.

TURNING COMMENTS INTO CONCEPTS

During the initial draft design phase, special interest groups contributed feedback and ideas. The resulting draft masterplan, including six options for the arrangement of the lakefront opposite the town centre, were presented to the broader public from January through to the end of March. Council hosted a series of public meetings, workshops, and open days. The strong themes and ideas that emerged were noted by many, showing that the community were in general consensus regarding the future design and development of Wanaka’s public spaces. Noted are some of the main themes and ideas that emerged. On the attached plan is noted the areas of comment.

IDENTITY - Developing on the strong natural local identity and character

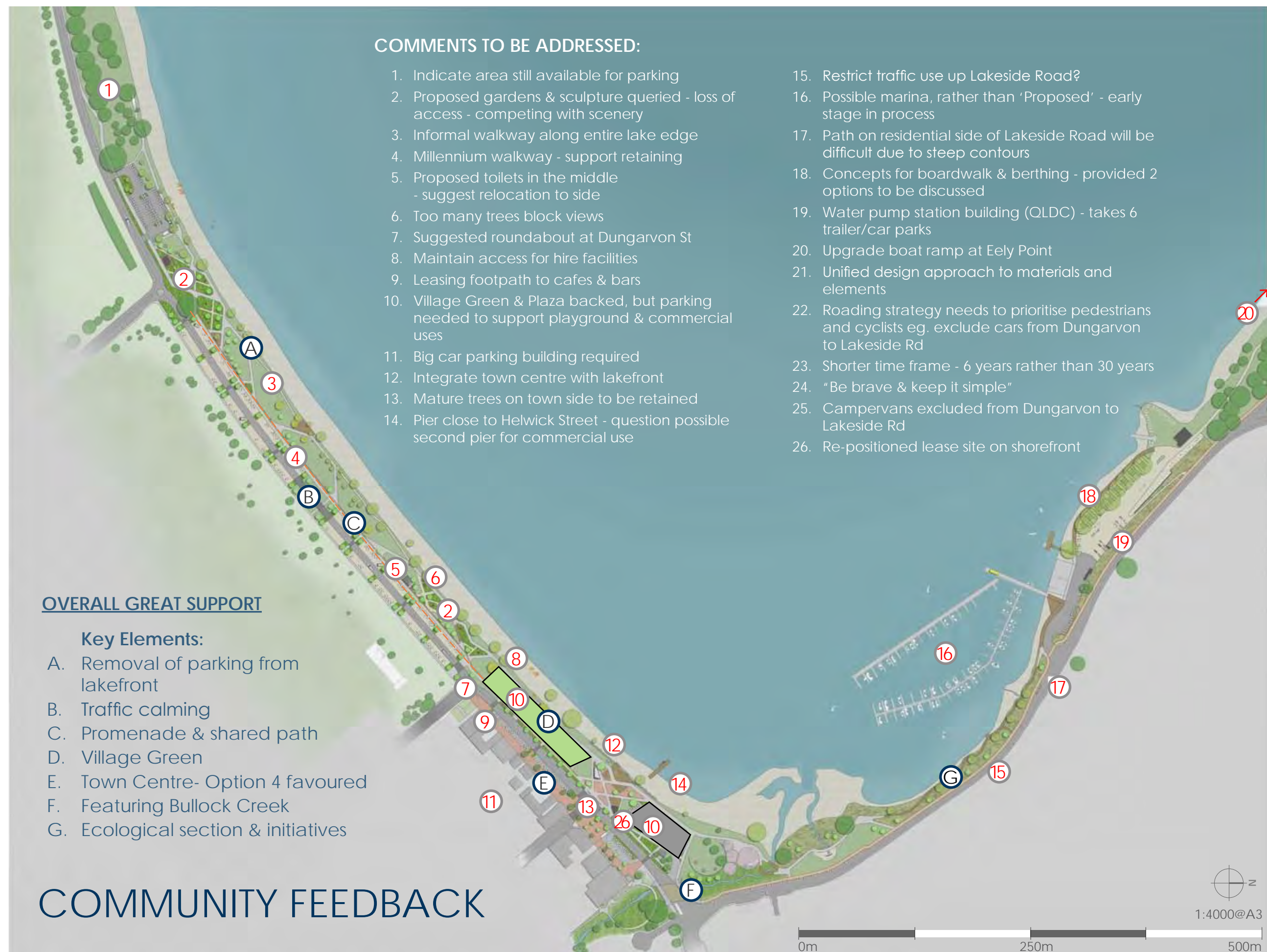
CONNECTIVITY - Retaining and enhancing safe pedestrian & cycling access along the lakefront reserves

PARKING - Remove informal parking along lake reserve edge, but still providing easy access and ample parking facilities along Ardmore Street

REMOVE CARS - Long term aspiration to reduce vehicle use within the town centre

SUSTAINABILITY & ECOLOGY - Encourage sustainable growth within both public and private development. Celebrate & enhance ecological areas along the lakefront - especially around Bullock Creek

PUBLIC SPACE - Provide an area of open space for large gatherings and events opposite the town centre



YACHT CLUB AREA



Boardwalk & piers

The Yacht Club area includes the often busy boat trailer parking area, timber boardwalk, public toilets and small commercial jetty and breakwater, and the existing boat ramp.

Improved parking facilities and boat ramp fulfil the needs of the recreational boat users and commercial operators. A shared path and continuous lakefront walkway provide the crucial link around the parking area to link to the existing trail to Eely Point.

Refer to two options in the appendices - these have been developed with the various user groups to explore possible layouts to optimise parking, pedestrian thoroughfare and berthing. Subsequent project staging will confirm a preferred layout.



Yacht Club & trailer parking area



Public jetty - illustration



MARINA AREA

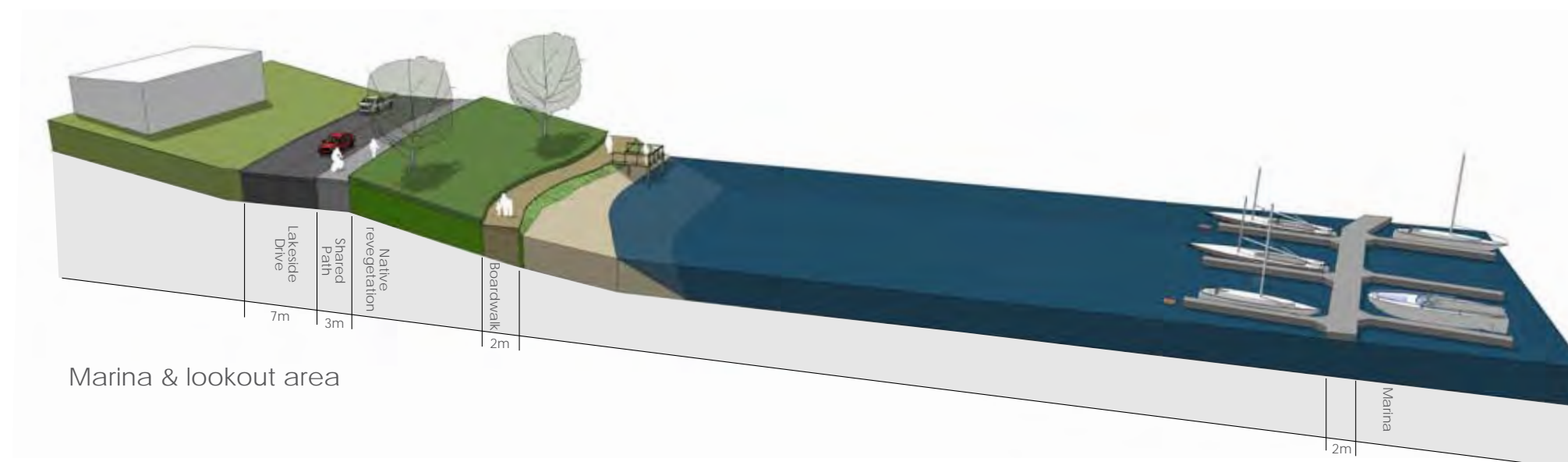


Marina, boat ramp & Yacht Club parking

The marina area includes the proposed public pier and marina, the 2m wide ecological boardwalk and lookout areas that extend down into the Bullock Creek delta. A 3m shared path runs along the west side of Lakeside Rd to provide a direct cycle and walking route.

This relatively narrow area is 300m long, and is an important ecological area is enhanced and celebrated by removing weed species and replanting the banks with native vegetation. Providing lookouts and interpretive signage helps to inform people in local flora and fauna, such as the grebe bird floating nests and native revegetation species.

The existing community spring feature has been incorporated into the new lakefront promenade.



Marina & lookout area



Ecological boardwalk - illustration



BULLOCK CREEK & TOWN CENTRE AREA



View over Bullock Creek & playground



Existing
lease site

Shared Path	Village Green	Pathway	Road	Parking	Pathway	Retail
4m	25m varies	3m	10m	60° 5.7m	min. 5m width varies	

Town Plaza & pier

The area runs from Bullock Creek delta to the Village Green opposite Helwick Street. The crucial link between the main roads, the town centre and the lakefront is strengthened by a walled bridge entrance feature and riverside planting along Bullock Creek. A widened promenade and retail strip along Ardmore St ties in with the proposed parking area, which provides access to the existing playground and toilets. A broad town plaza features a repositioned lease site, lighting, seating, and a covered stage area for events.



Town Plaza



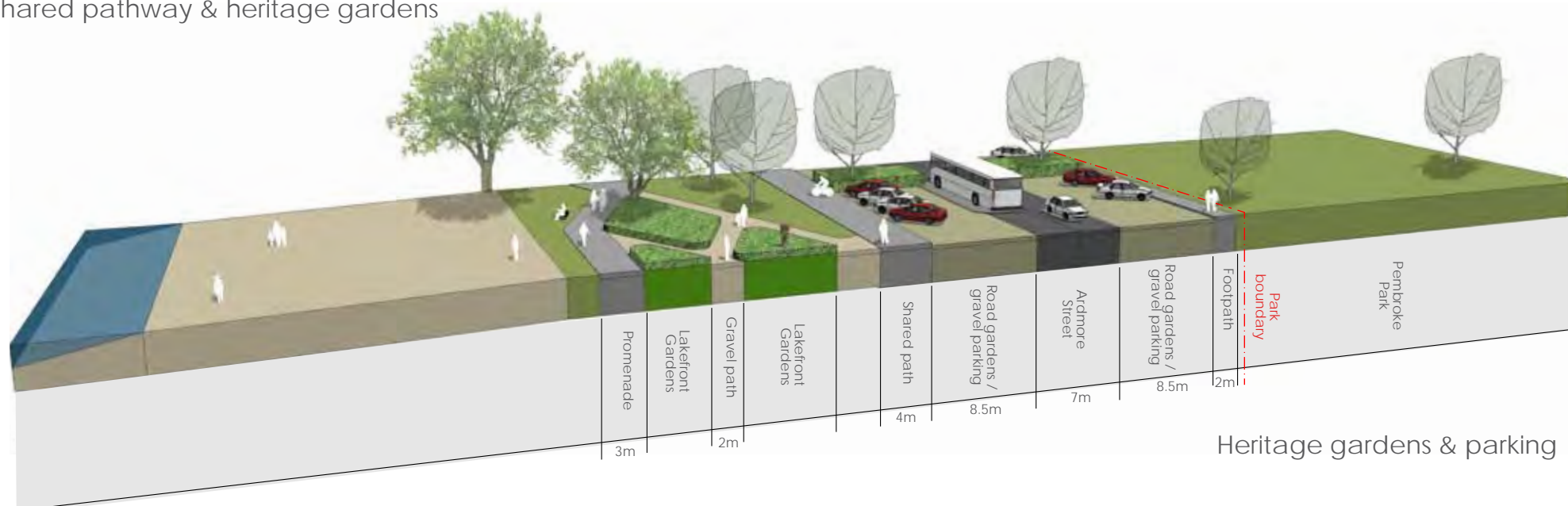
Town Plaza & lakefront



VILLAGE GREEN & HERITAGE GARDEN AREA



Shared pathway & heritage gardens



Heritage gardens & parking

Located next to the town plaza opposite Helwick St, the 3000m² village green is an open lawn area for events and gatherings. The area includes a lakefront pedestrian promenade, shared path, heritage gardens and gravel parking along Ardmore St.

Crossing points are provided along Ardmore St, with roadside gardens and street tree planting, located intermittently with gravel parking areas.

Heritage gardens, incorporating sculpture and feature planting, are located to enhance the landscape setting and provide seating and shelter along the lakefront. Irrigation of public gardens will be part of the maintenance plan. Gravel paths continue the existing informal walking track along the length of the lake edge reserve, while the willow and kowhai trees remain a prominent feature of the lakefront.



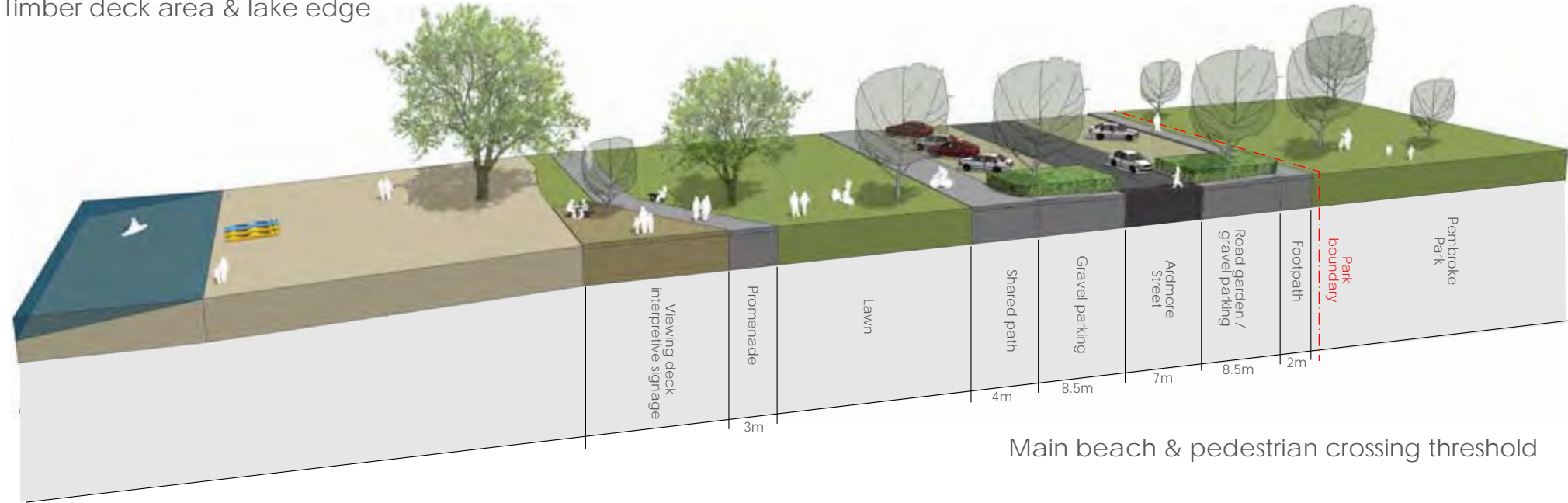
Heritage gardens & sculpture - illustration



MAIN BEACH AREA



Timber deck area & lake edge



Main beach & pedestrian crossing threshold

The main beach area is a large open lakeside reserve.

Along this section of lakefront are large open lawn areas that reflect the current character of the Wanaka lakefront, with an informal gravel track running along the lakefront linked to a meandering 3m wide promenade walkway and a 4m shared path next to the gravel parking areas on Ardmore Street. Specimen trees are dispersed around the lawn areas to provide shade and create a soft landscaped edge between Ardmore Street and the lake.

This section of lakefront is where most of the parking along the street is located, with Pembroke Park on the other side. The wide parking strips cater for motorhome parking also.



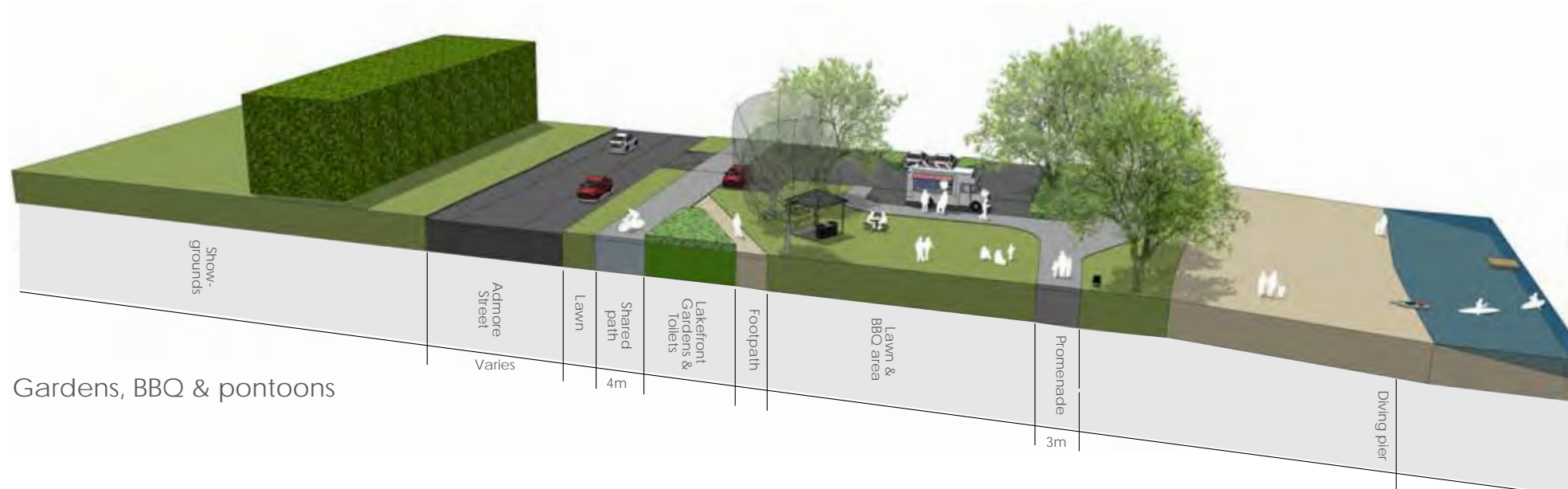
Large lawn areas & gravel car parking



SOUTH BEACH AREA



Heritage gardens, sculptures & BBQ area



Gardens, BBQ & pontoons

Enclosed by the tall trees and shelter belt, the south beach area opposite McDougall Street, is a bookend to the lakefront. It provides a lakefront carparking area, a public toilet block and an area of additional informal parking under the large existing trees south of McDougall Street.

There is a small diving pier, BBQ facilities and a picnic lawn, also there is space for a food truck and kayak hire facilities.

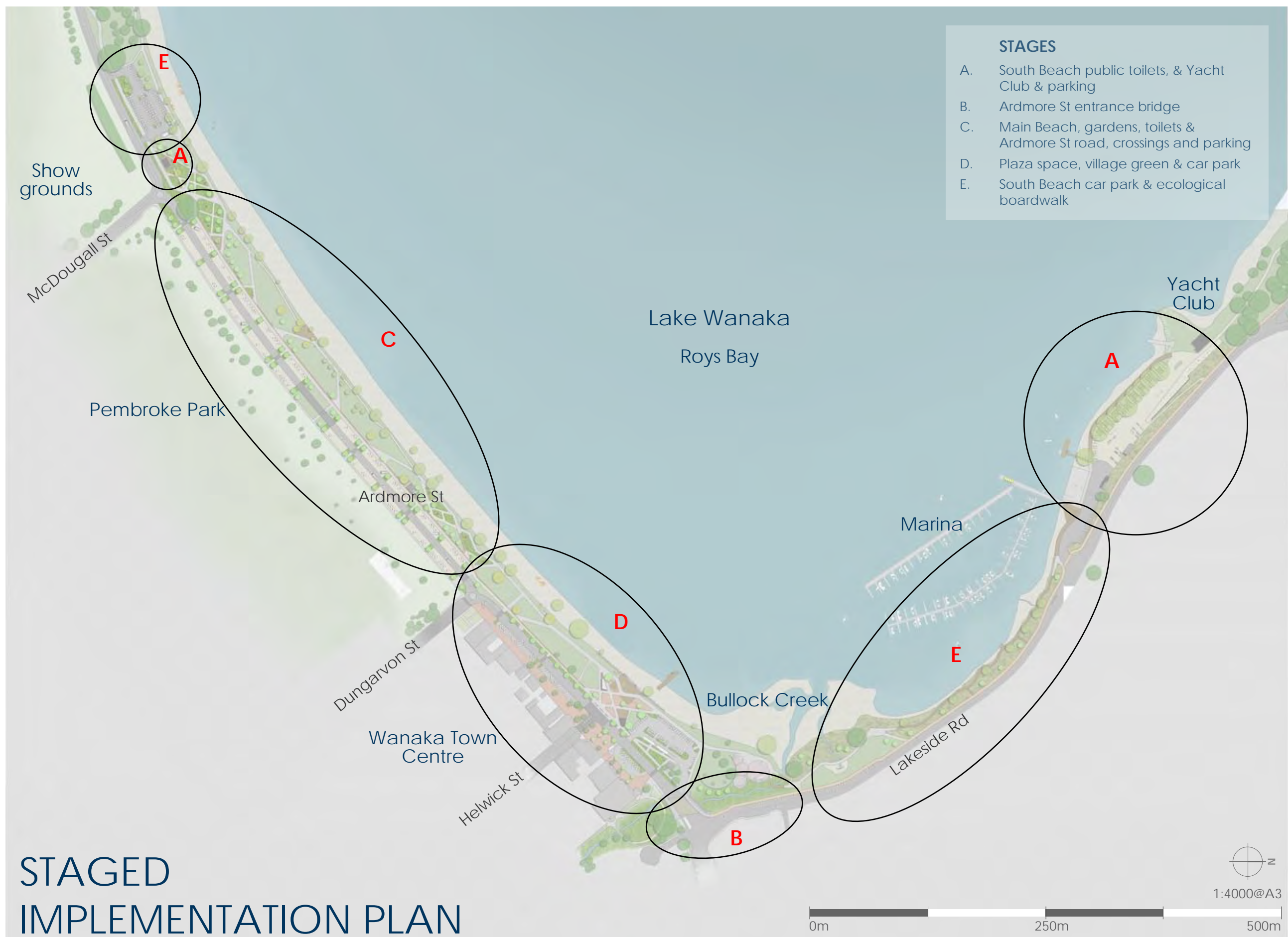
The heritage gardens have sculptures and feature trees, with gravels paths and seating in between. The public gardens will be irrigated as part of the maintenance plan.



Food truck - illustration



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MATERIALS

FURNITURE

There are currently a number of varied furniture elements along the lakefront.

It is proposed to unify the furniture into a restricted range, based on the most recent and robust elements already present, using simple hardwood and galvanised steel.

Signage will be introduced to aid way finding and provide heritage and ecological information.

SEATING



Picnic bench - lakefront



Typical seat - lakefront & town centre



Bench seat

SHELTER / BINS



BBQ & shelter - lakefront



Bins - town centre

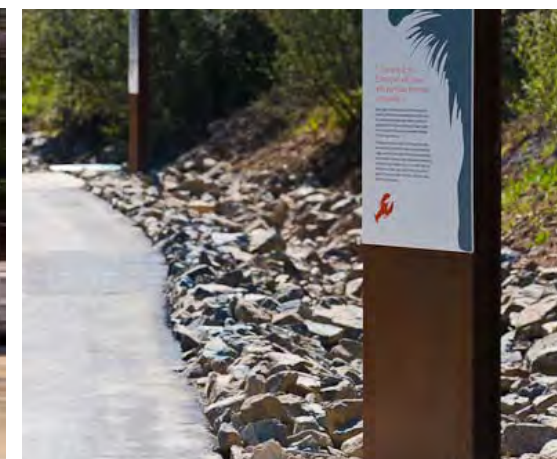


Bike storage

SIGNAGE



Interpretive signage - lakefront



Ecological signage - lakefront walkway



Signage - town centre

SURFACING

Most of the surface of the lakefront will remain in lawn. Porous gravel areas will form lake edge paths and car parking areas.

Recognising the significance to the community of the Millennium Walkway, it is proposed that the printed tiles will be individually recorded and uplifted to be placed into the 4m wide shared path. The relocation and replacement of any damaged tiles will be in coordination with the community.

The promenade and shared path will be formed in exposed aggregate concrete for a robust and smooth surface.

Unit pavers are proposed in the areas of high pedestrian use along the town centre and plaza.

Hardwood timber will form the deck, pier and boardwalks.

GRAVEL & TILES



Informal gravel walking tracks



Gravel parking strips along Ardmore St



Existing Millennium Walkway tiles

PAVING



Existing clay pavers



Kerb and roadside garden



Exposed aggregate concrete pathways

TIMBER



Large deck area



Timber boardwalk



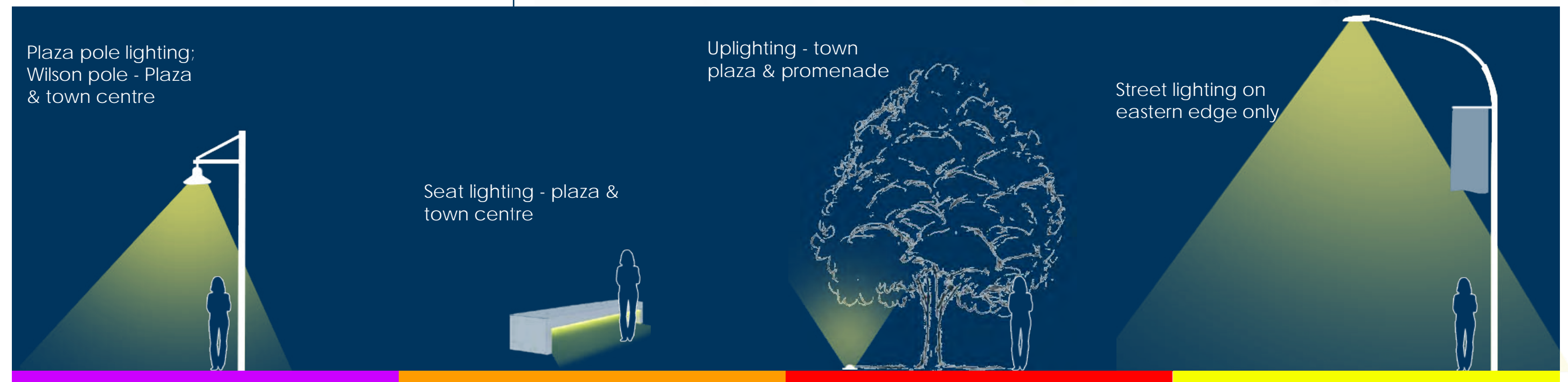
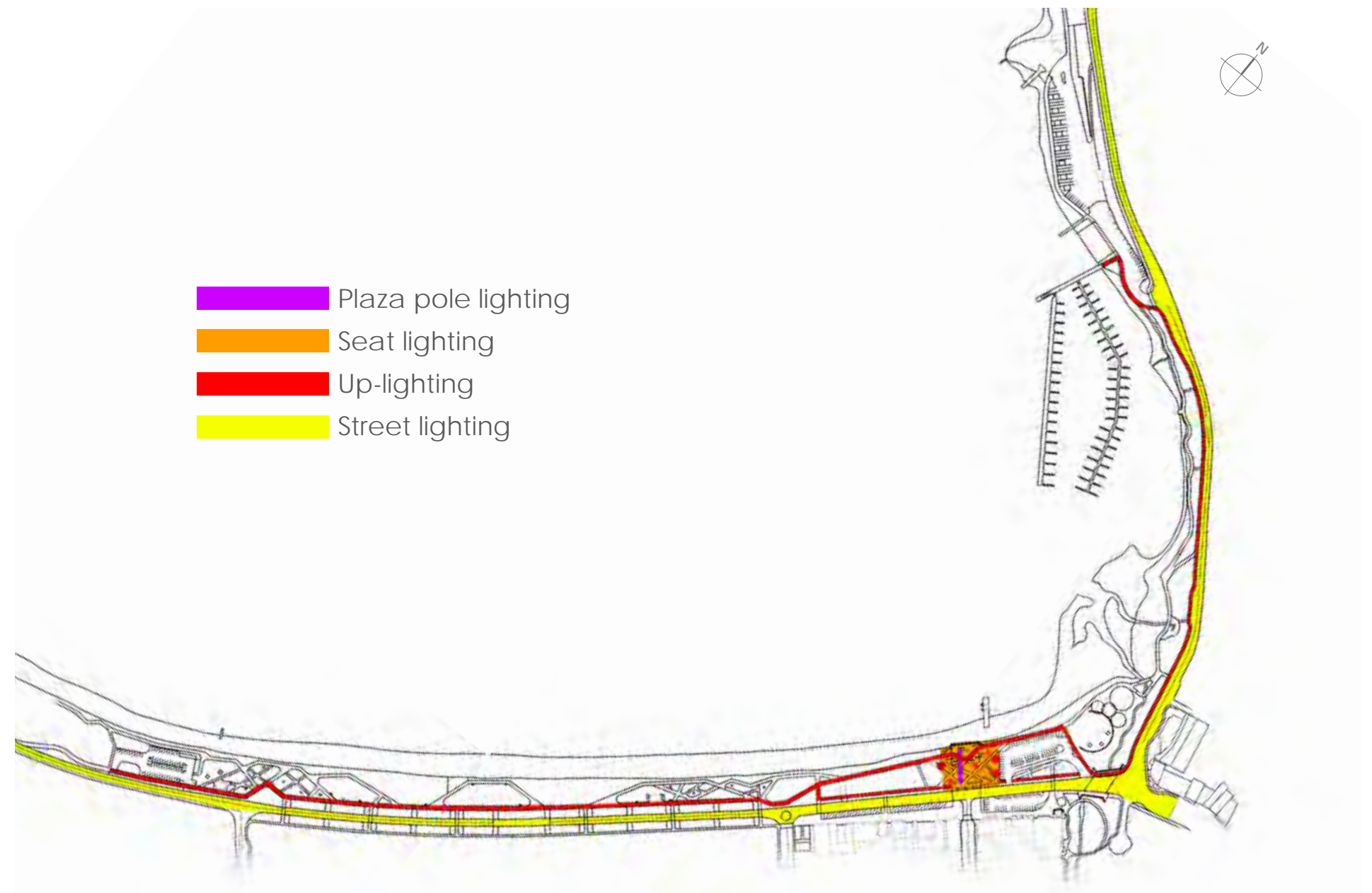
Timber pier - Judges bay

LIGHTING PLAN

The lighting strategy for the town centre and lakefront is to light the streets, promenade and shared path, town centre, plaza space and village green area. These areas are open and will be safe for the public to use.

The boardwalk and lake edge will not be lit as these areas are seen as unsafe and people should be discouraged to use these areas after dark.

The lighting strategy uses a combination of LED lights including street lights, up-lighting along the promenade and shared path, pole lighting and feature seat lighting in the plaza. Also possible lighting boxes in feature areas like the town plaza.



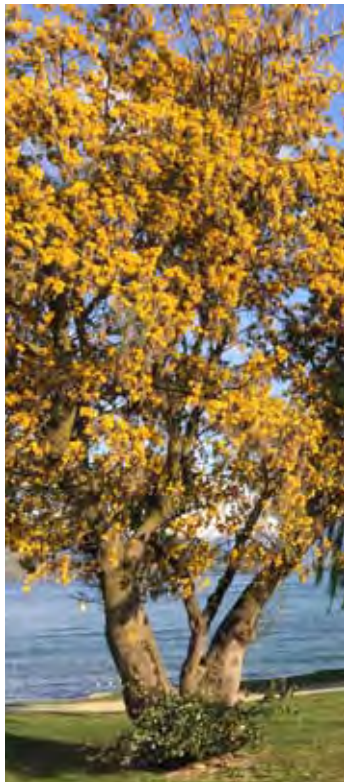
PLANTING PALETTE

SUGGESTED SPECIES	COMMON NAME	AREA
Street Trees & Planting		
<i>Sophora microphylla</i>	South Island Kowhai	
<i>Quercus</i> 'Fairlie'	Oak variety	
<i>Pyrus calleryana</i>	Ornamental Pear	
<i>Acer platanoides</i> 'Autumn Red'	Norway Maple	
<i>Coprosma crassifolia</i>	Coprosma	
<i>Sophora prostrata</i>	Dwarf Kowhai	
<i>Banksia Rose</i>	Banksia Rose	
Lakefront Trees		
<i>Sophora microphylla</i>	South Island Kowhai	
<i>Cordyline australis</i>	Cabbage Tree	
<i>Malus Crabapple</i> 'Arrow Gold'	Crabapple	
<i>Griselinia littoralis</i>	Broadleaf	
<i>Salix babylonica</i>	Weeping Willow	
<i>Salix chrysocoma</i>	Golden Weeping Willow	
<i>Fraxinus velutina</i>	Claret Ash	
Lakefront Gardens		
<i>Astelia</i> 'Silver Spear'	Astelia	
<i>Hebe hulkeana</i>	Hebe	
<i>Pachystegia insignis</i>	Marlborough rock daisy	
<i>Dry garden species</i>	varied	
Bullock Creek Planting		
<i>Sophora microphylla</i>	South Island Kowhai	
<i>Nothofagus species</i>	NZ Beech	
<i>Cordyline australis</i>	Cabbage Tree	
<i>Acer species</i>	Maple	
<i>Liriodendron tulipifera</i>	Tulip Tree	
<i>Quercus species</i>	Oak	
<i>Betula species</i>	Birch	
Lakeside Road Revegetaion		
<i>Sophora microphylla</i>	South Island Kowhai	
<i>Leptospermum scoparium</i>	Manuka	
<i>Carex secta</i>	Purei	
<i>Carex virgata</i>		
<i>Carex spp.</i> (other)	Carex species - mixed	
<i>Pseudopanax crassifolium</i>	Lancewood	
<i>Cordyline australis</i>	Cabbage Tree	
<i>Phormium</i>	NZ Dwarf flax	

TREES



Oak
Quercus 'Fairlie'



Kowhai Tree
Sophora microphylla
(South Island)



Willow Tree
Salix babylonica (or *fragilis*)



Norway maple
Acer platanoides



Claret Ash
Fraxinus velutina

PLANTING



Flowering rock garden - dry



Streamside native planting



Roadside gardens



Garden-style planting



Native flax & grasses

* All public gardens will be irrigated to maintain plant health

APPENDICES



SITE ANALYSIS

PROMENADE SKETCHES

TOWN CENTRE OPTIONS

YACHT CLUB PARKING
OPTIONS

SITE ANALYSIS

The analysis areas stem from the activity zones outlined in the Wanaka Reserves Management Plan, Oct 2014, and represent the character areas that are used throughout this document.

Analysis is separated into four categories; Ecology & Vegetation, Access & Circulation, Landuse, and Facilities & Recreation, each represented by a different colour:

Ecology & Vegetation

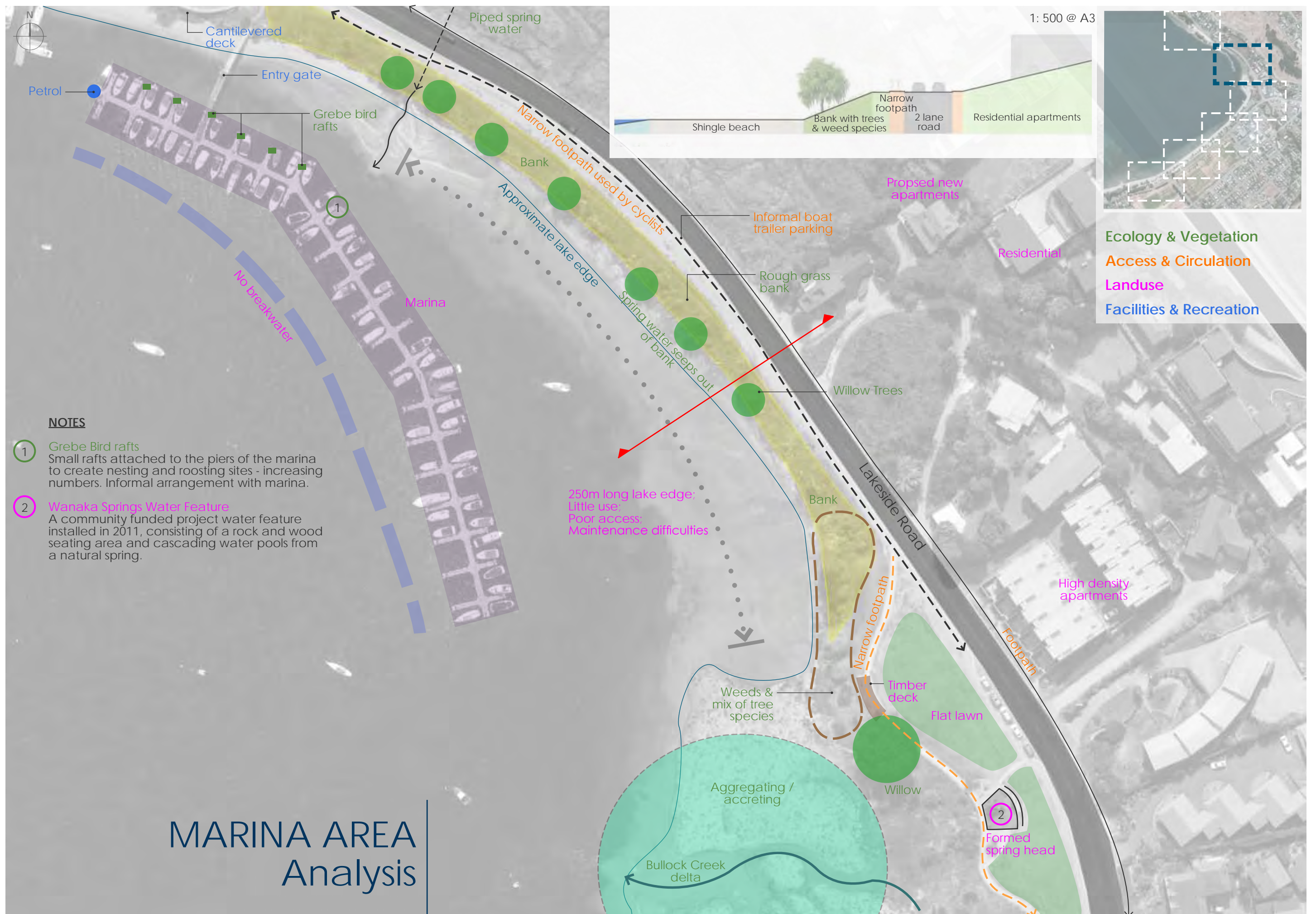
Access & Circulation

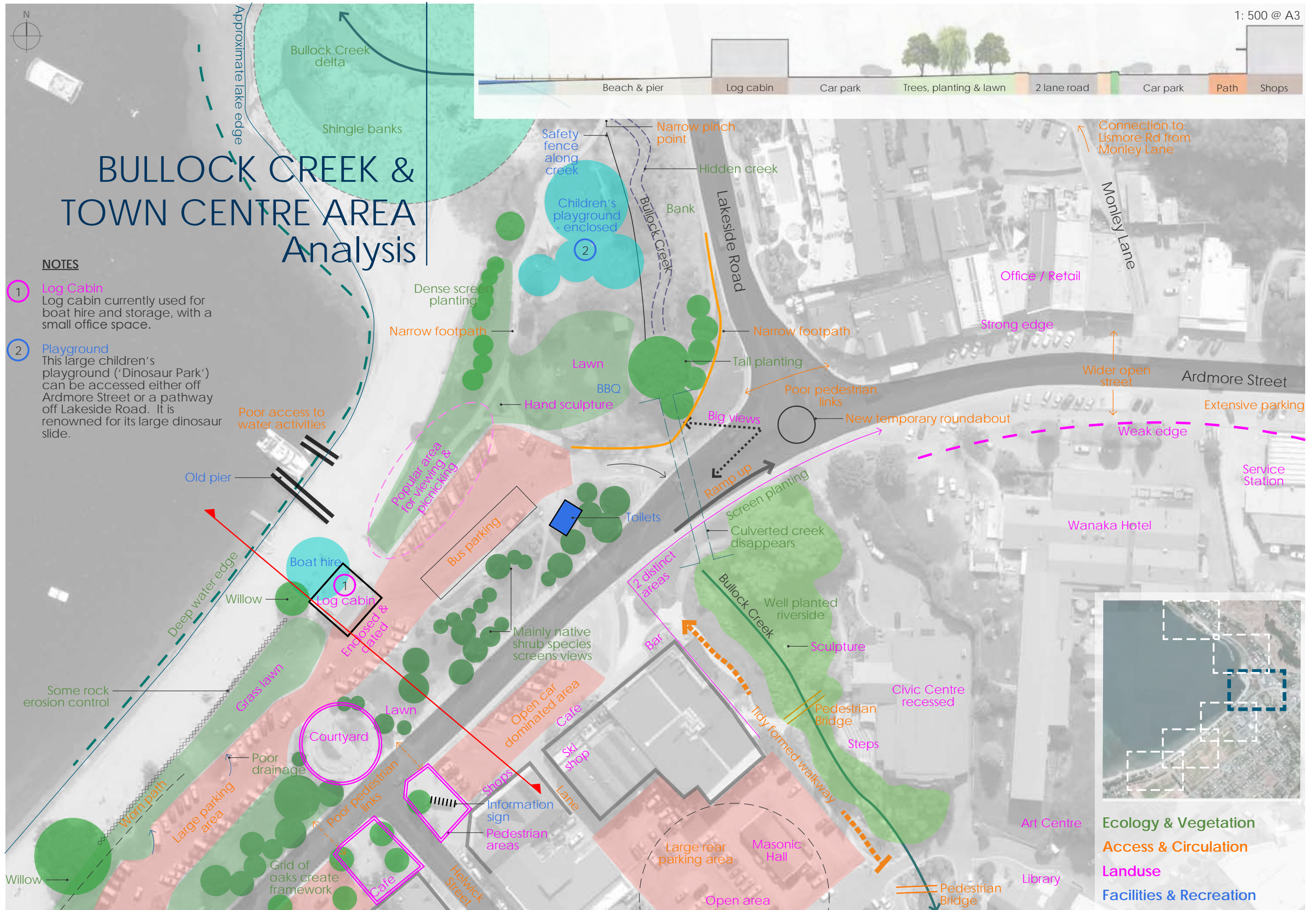
Landuse

Facilities & Recreation

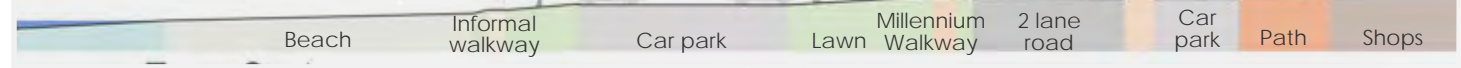








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VILLAGE GREEN & HERITAGE GARDEN AREA Analysis



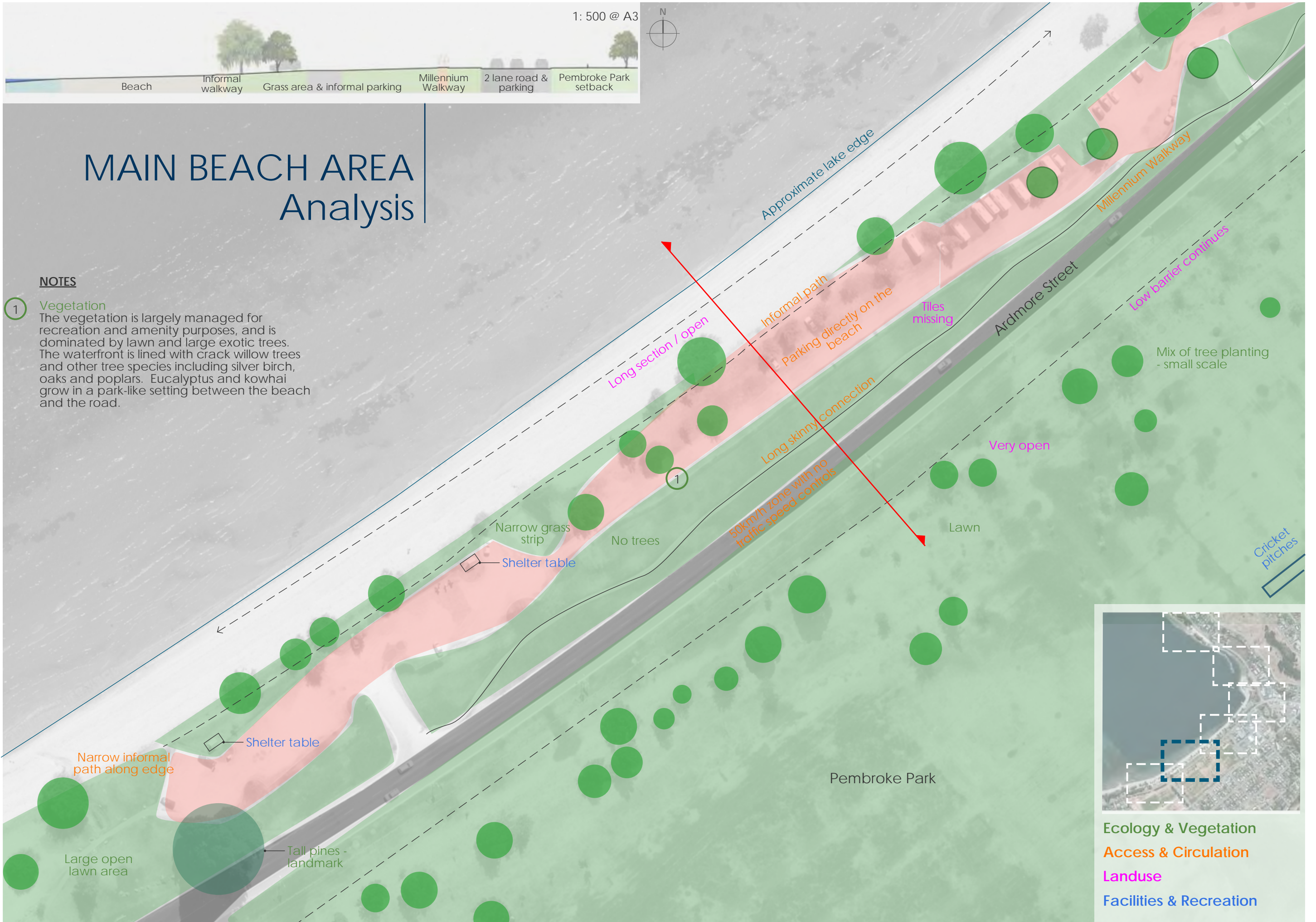
- Ecology & Vegetation
- Access & Circulation
- Landuse
- Facilities & Recreation



MAIN BEACH AREA Analysis

NOTES

- Vegetation**
The vegetation is largely managed for recreation and amenity purposes, and is dominated by lawn and large exotic trees. The waterfront is lined with crack willow trees and other tree species including silver birch, oaks and poplars. Eucalyptus and kowhai grow in a park-like setting between the beach and the road.



Ecology & Vegetation
Access & Circulation
Landuse
Facilities & Recreation



OPTIONS

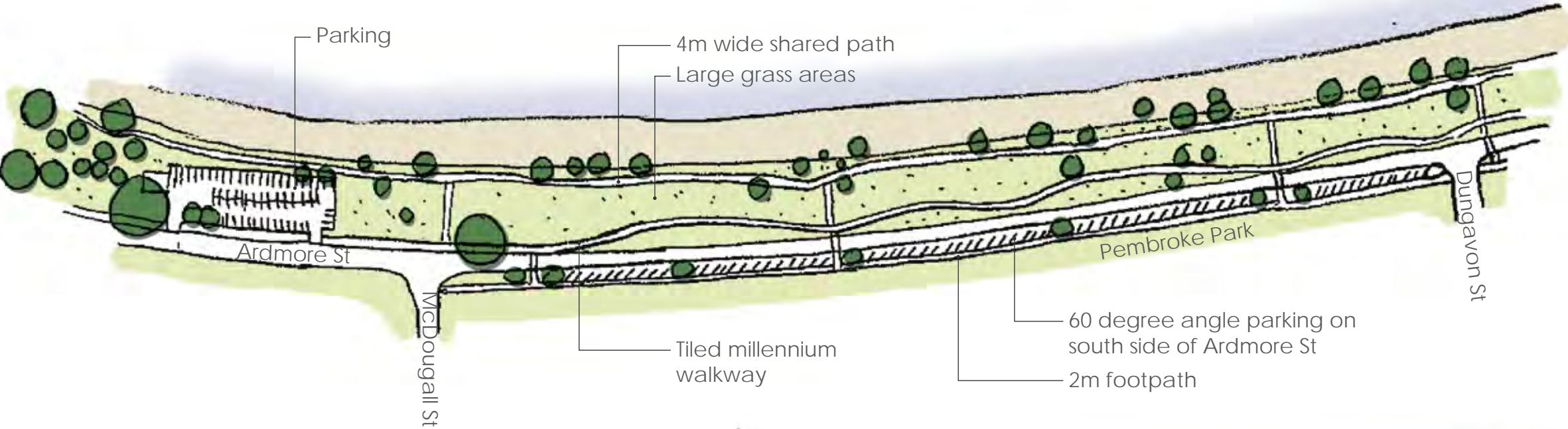


PROMENADE SKETCHES

Alternative layouts

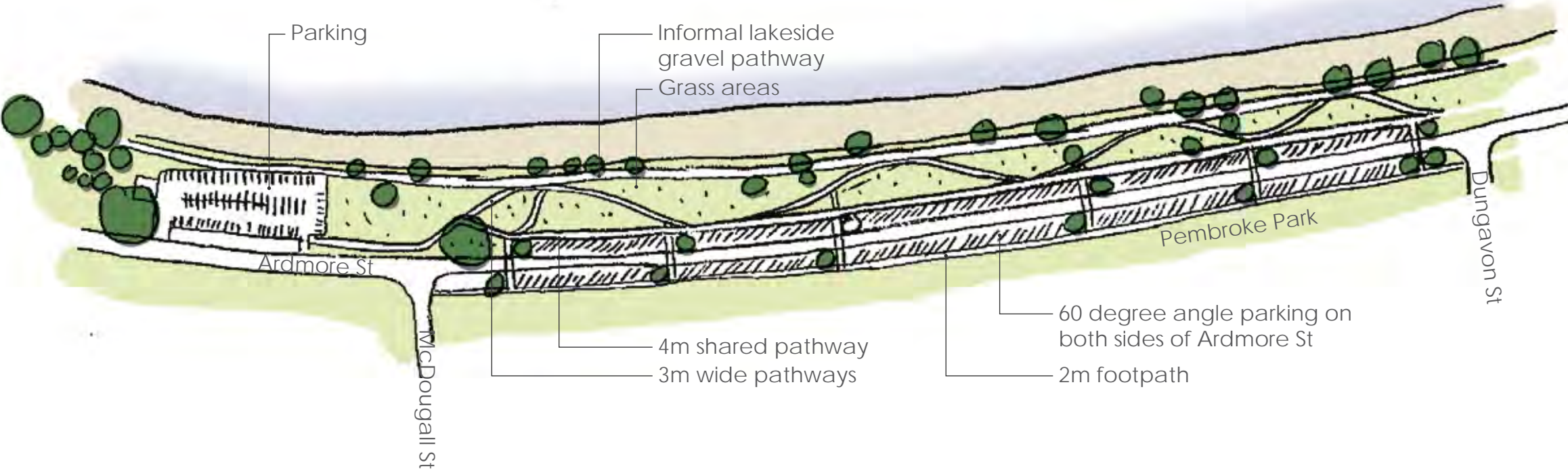
Minimal Option

Keeping the Millennium walkway;
Doesn't allow for parking on West side of Ardmore St;
Long featureless lawn



Naturalistic Option

Long splays narrows usable lawn;
Can have parking on both sides of Ardmore St



TOWN CENTRE OPTIONS

Existing layout

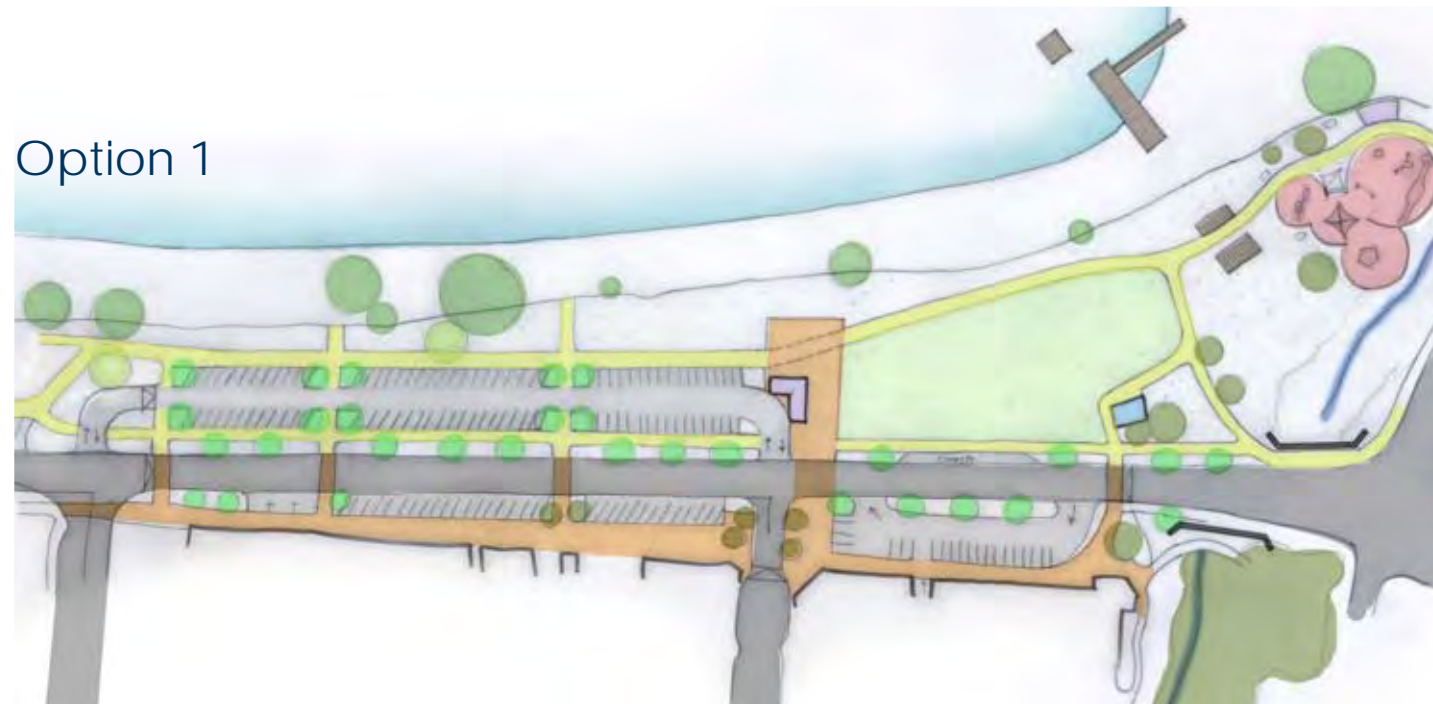


Town Centre Parking - 38
Lakeside Parking - 102
The 'Green' - 850m2

KEY

	Plaza		Existing Willow Tree
	The 'Green'		Existing Tree - mixed
	i-site		Proposed Tree
	Jetty / Pier		
	Walkway / Promenade 3m		
	Walkway / Promenade 4m		
	Car Parking		
	Coach Parking		
	Existing Toilets		
	Proposed Bridge		
	Existing Playspace		

Option 1



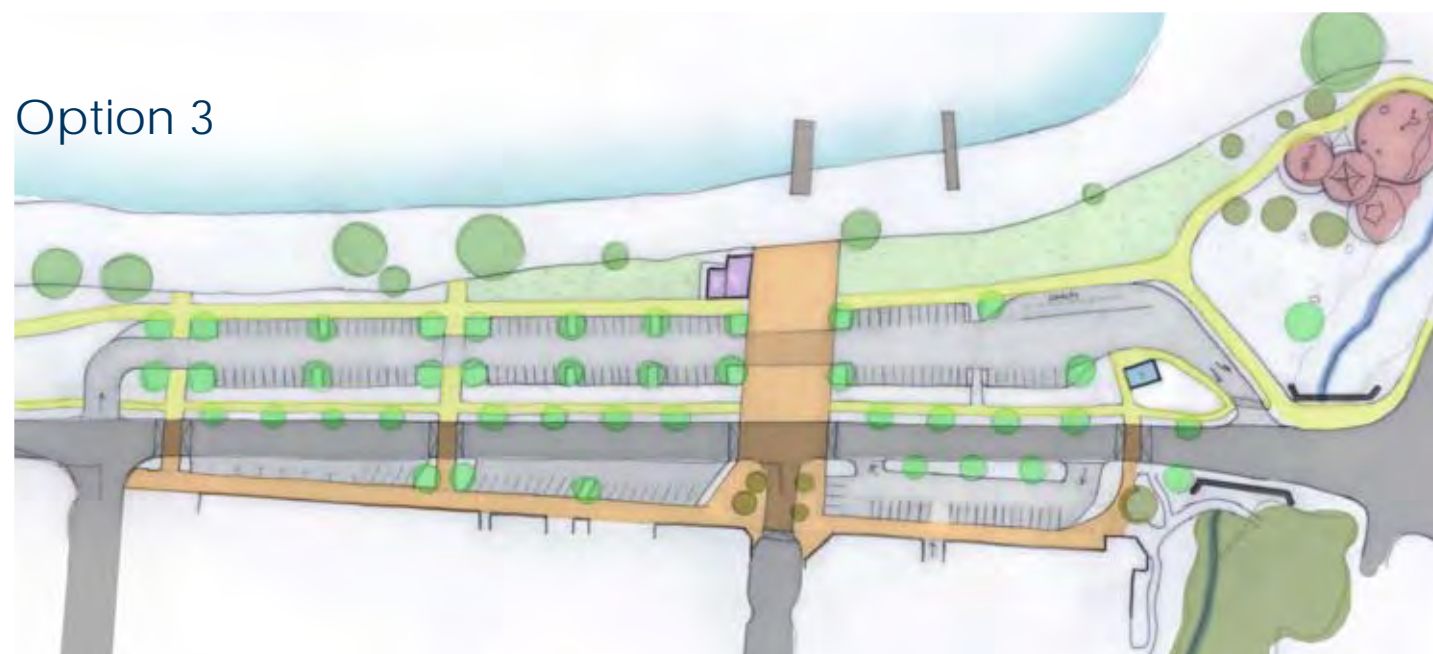
Town Centre Parking - 57
Lakeside Parking - 88+
The 'Green' - 2800m2

Option 2



Town Centre Parking - 53
Lakeside Parking - 60
The 'Green' - 3100m2

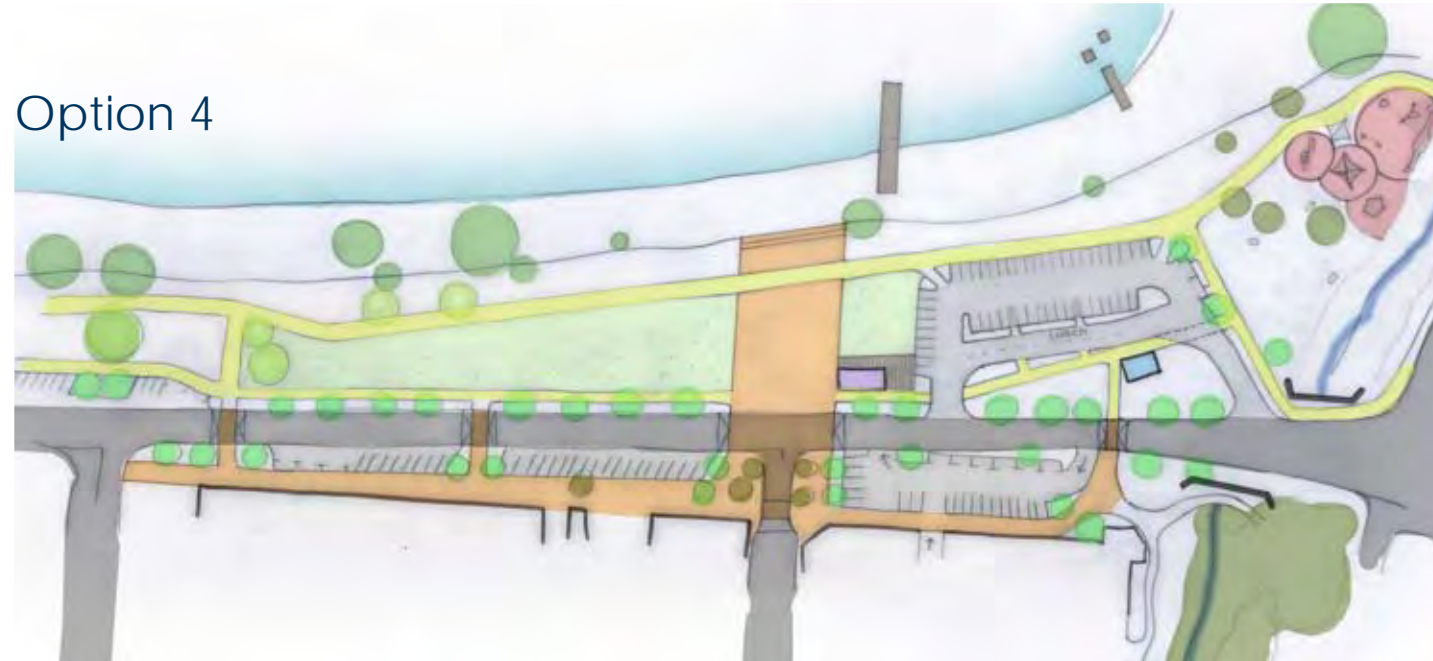
Option 3



Town Centre Parking - 56
Lakeside Parking - 119
The 'Green' - 1350m2

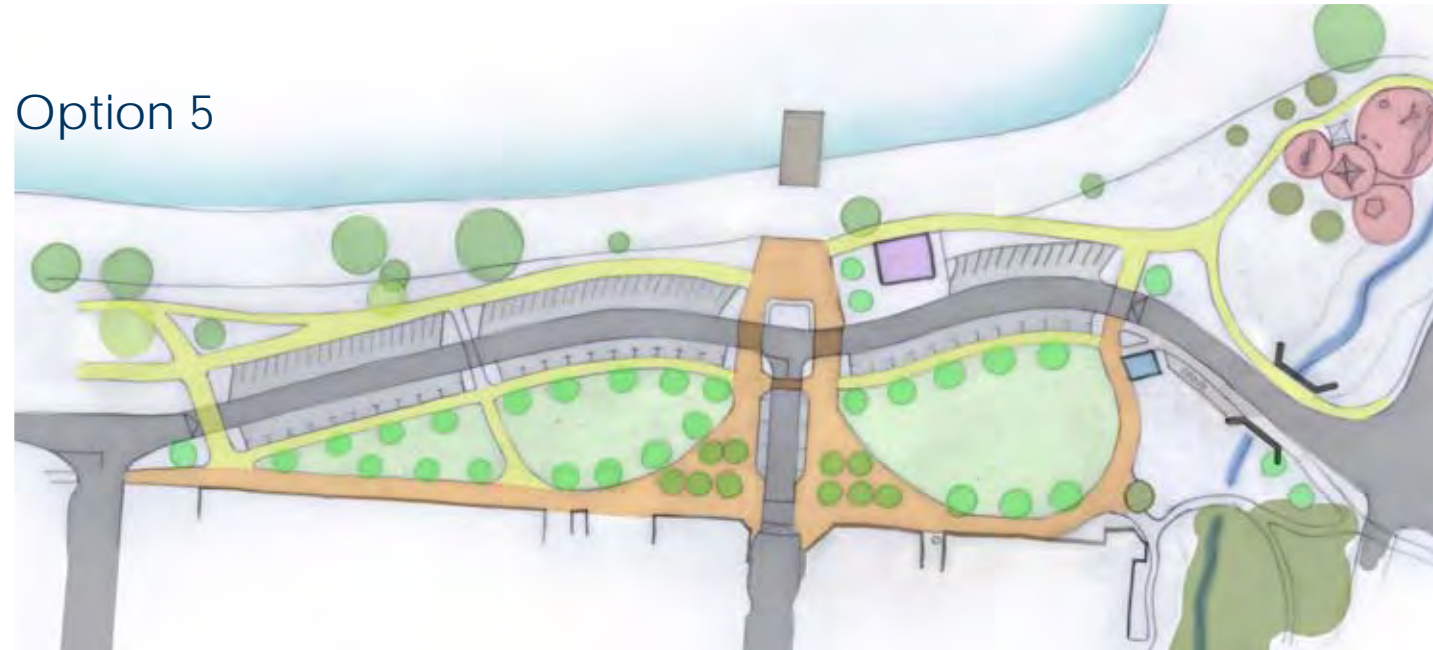
TOWN CENTRE OPTIONS

Option 4



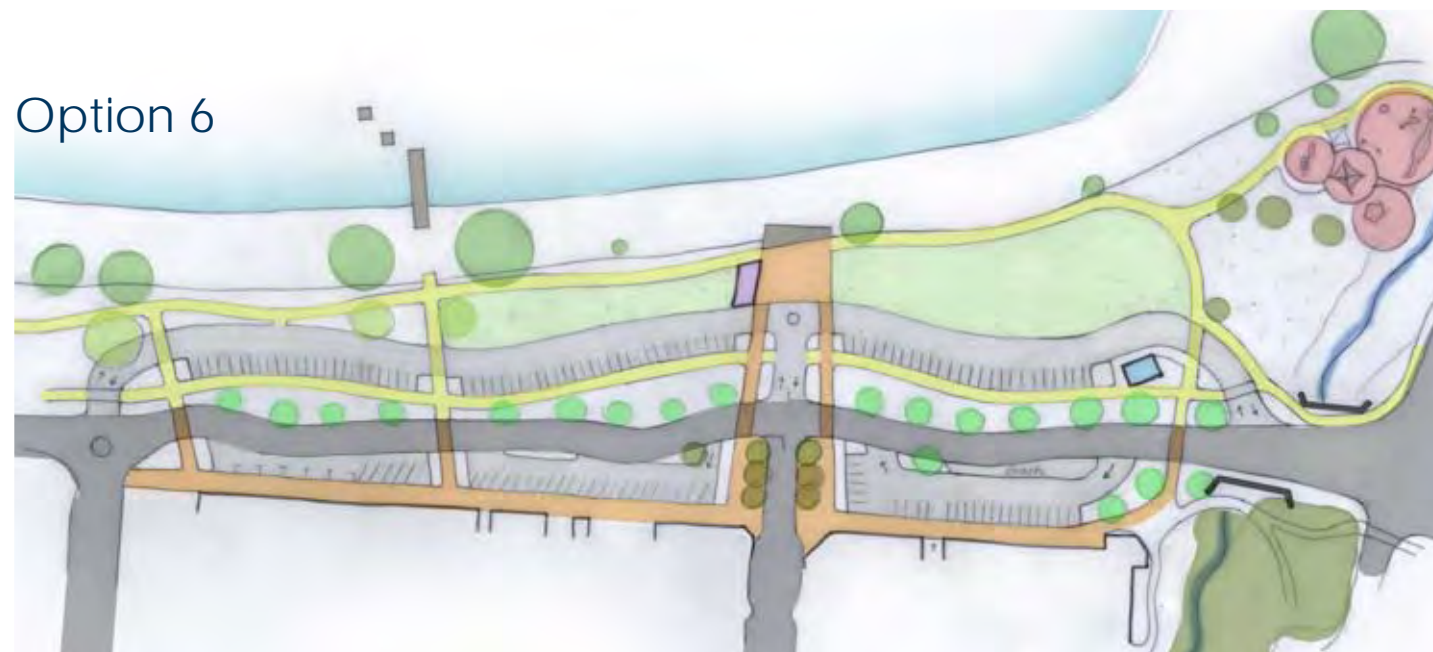
Town Centre Parking - 56
Lakeside Parking - 48+
The 'Green' - 3000m2

Option 5



Town Centre Parking - 6
Lakeside Parking - 88
The 'Green' - 3500m2

Option 6

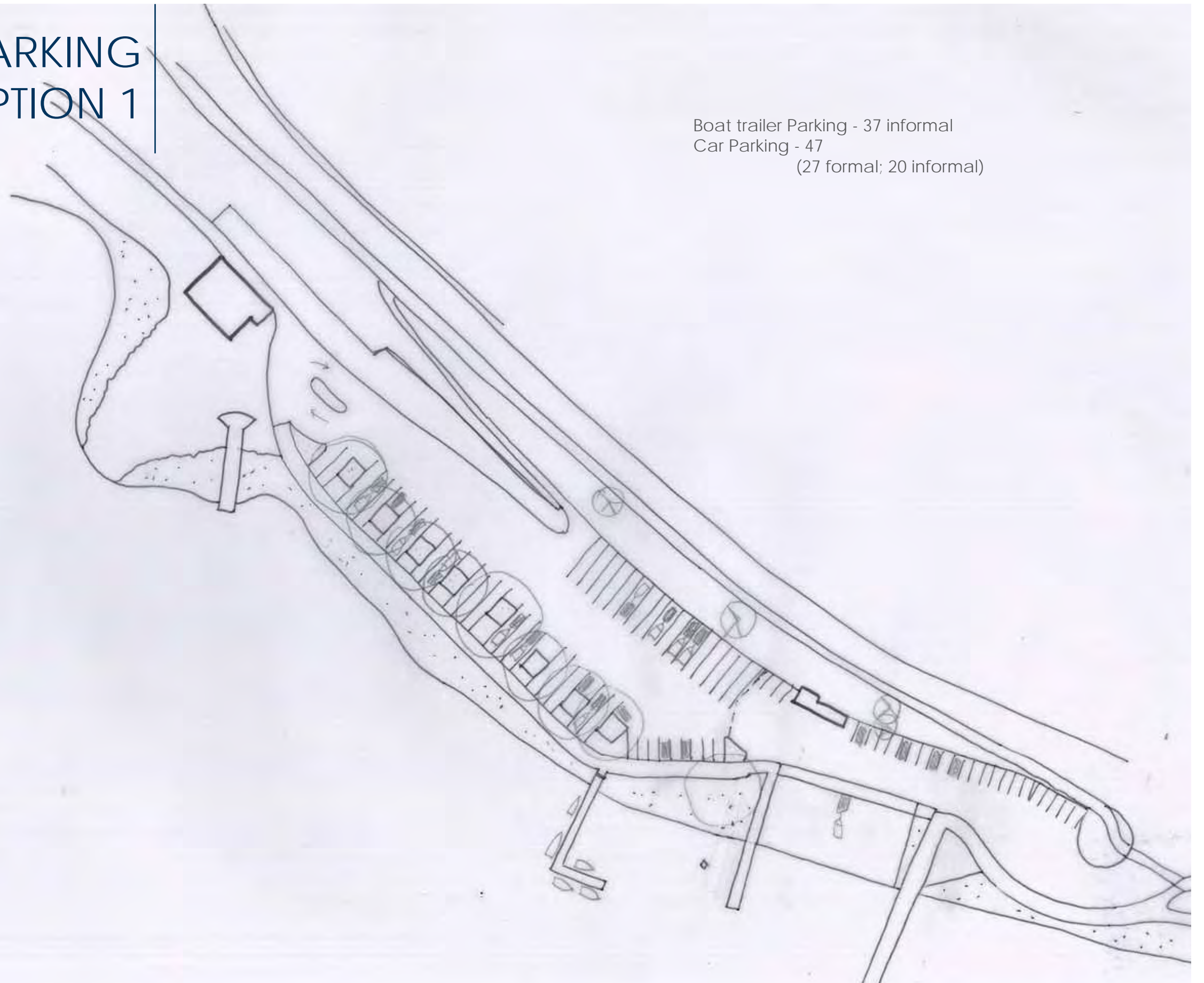


Town Centre Parking - 56
Lakeside Parking - 78
The 'Green' - 2250m2

KEY	
	Plaza
	The 'Green'
	i-site
	Jetty / Pier
	Walkway / Promenade 3m
	Walkway / Promenade 4m
	Car Parking
	Coach Parking
	Existing Toilets
	Proposed Bridge
	Existing Playspace
	Existing Willow Tree
	Existing Tree - mixed
	Proposed Tree

YACHT CLUB PARKING OPTION 1

Boat trailer Parking - 37 informal
Car Parking - 47
(27 formal; 20 informal)



YACHT CLUB PARKING OPTION 2

Boat trailer Parking - 54 informal
Car Parking - 40
(27 formal; 13 informal)

(13 informal)