









Preferred options

Do you live in Wanaka permanently?

Response	Chart	Percentage
Yes		73.5%
No		26.5%






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

Response	Chart	Percentage
Option 1		11.8%
Option 2		29.4%
Option 3		14.7%
Option 4		47.1%
Option 5		17.6%
Option 6		17.6%
None of the above.		11.8%

Please tell us why you like these options the most:

The 26 response(s) to this question can be found in the appendix.

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

Response	Chart	Percentage
Option 1		38.5%
Option 2		11.5%
Option 3		53.8%
Option 4		7.7%
Option 5		38.5%

Option 6		19.2%
None of the above.		11.5%

Please tell us why you like these options the least:

The 22 response(s) to this question can be found in the appendix.

If you have any other general feedback about the town centre area proposals, please write this below.

The 19 response(s) to this question can be found in the appendix.

Please give your feedback on the selected areas below.

The 40 response(s) to this question can be found in the appendix.

Appendix

Please tell us why you like these options the most:

#	Response
1.	<p>Opt 1. Nice large central green space. Good for community days and kids playing.</p> <p>Opt 2. Keep the cars away from where the kids and people are. Central Plaza large and plenty of green space for people to hang out. Jetty large and right by plaza which is handy for access. Parking still near playground for parents with kids getting in and out of cars. Parking more consistent, still plenty of it and by toilets handy for quick stop. No crossing road to go to toilet good for kids.</p> <p>Opt 6. Looks pretty and spreads traffic out. More areas for cars to access lakefront area and less likelihood of congestion during peak times. Plenty of green space and stage and jetty separate to concert could be going on whilst people swim further away. Plaza at end of Helwick St so ideal for access. Three entry/exit points for lakeside parking good for keeping the traffic moving. Parking right by toilet. Don't like that you have to cross road though if at park to get to it.</p>
2.	<p>Options 4, I like this as it has the least impact with cars although I would like to see less or no cars go through this area and the closure of lower Helwick St. as I do not see one possible reasonable reason for cars to go up that part of Helwick when this could be utilised as a plaza and access for cars for business is from the back of all these business anyways.</p> <p>I would like to see a much larger site for visitors as well as a much larger jetty like the one in an old plan that you have.</p> <p>Would be happy to see no cars there at all.</p>
3.	<p>None of the above</p> <p>My suggestion:</p> <p>We live in a world class tourist destination. Let's be 'brave' and develop it and improve the town centre/ lake front it to something special.</p> <p>Remove all roading, cars and parking from the lakefront in the town centre.</p> <ul style="list-style-type: none">-Encourage most traffic to Brownston street.-Divert Ardmore St traffic right down Lakeside drive and up Dungarvon St.-Lower Helwick St to pedestrian only. <p>Develop the lakefront into a green user friendly promenade with direct pedestrian access from town to the lake front.</p> <p>Develop more parking elsewhere.</p> <p>Cheers Nick</p>

4.	Option 4 I think that using the lakefront for car parking provision is a waste of a public asset- the lakefront would be more engaging, more used and contribute more the community if it were used as a park or public gathering space.
5.	Option 4 Need existing Businesses at Log Cabin to be included with Isite and stage should all be together and camouflage with planting season.
6.	Option 4 will create relaxed pleasant atmosphere appealing to visitors/tourists thereby enhancing Wanaka's reputation. Will also appeal to the many people who choose to make Wanaka their home because of the outdoor lifestyle and views. Should support local commerce as people stop to enjoy the space and purchase hospitality products/services as opposed to consuming shop bought products from their vehicles. Also I noted that in Europe, vehicles and parking are sited away from water front areas which I found worked to make the towns more attractive.
7.	Option 4 My feedback is strictly related to the Town Centre Option in relation to carparking. My ideal option would have no car parking at all on the lake side of Ardmore St but instead this is moved to Pembroke park possibly on the Brownston side of the park with a little disability parking somewhere for the disabled or the elderly to have access easily to the beach. I may not have filled this in at the right place but option 4 is the best of the 6 unless I created my own visual. Please email if you need further clarification on my feedback. A lake front with no parking would be stunning for everyone. Maybe also Ardmore is foot traffic only and no driving.
8.	Option 2 This has the largest green space next to the lake and removes the car parking spaces away from the lake edge. It is crazy that the carpark currently takes up this beautiful location. The green space next to the playground is a good continuation and for safety removing the busy coach and carpark away from the playground is a good idea.
9.	Options 3 and 5 increased pedestrian access, additional car parks.
10.	Option 4 Vehicle access to the lake front toilets is still retained. These toilets are incredibly popular and it is important that they remain easily accessible for visitors. Vehicle access to the dinosaur playground is still easy which is good for parents with young children. A large plaza and green space is provided. Also it still allows for separation between angle parking on Ardmore St and the live traffic lane. This is important to retain so vehicles can leave their park without impeding the traffic lane. This is also very important for cyclist safety, which is the main reason.

11.	<p>Options 2 and 5</p> <p>I like these options as they are aesthetically pleasing and create good open pedestrian based spaces but still preserve some parking options.</p>
12.	See attached letter
13.	<p>Options 1, 4 and 6</p> <p>I like these plans because they provide for plenty of green space on the water front while also ensuring that adequate car parking is provided for, including car parking off Ardmore St. There is allowance for good pedestrian flow with walkway etc linking to the town area. My most preferred option is 1 (although I put some green space to the left of the info centre) and 4.</p>
14.	<p>Option 2 offers -</p> <p>good connection between Helwick St and jetty</p> <p>Opportunity to interface with the lake and outlook without having to view through parked vehicles</p> <p>But constrains the interface between town and lake</p> <p>Option 5 offers -</p> <p>Pedestrian interface between lake and land (boardwalk)</p> <p>Focus and flow (opening out) from Helwick St to jetty</p> <p>Re-positioning of road to create the "Green" and pedestrian precinct is great!</p> <p>Lots more potential for interface between the town and the lake</p> <p>Option 6 offers -</p> <p>Opportunity to interface with lake front without the parked car barrier</p> <p>Good open spaces</p> <p>a good connection between town and lake</p> <p>A very attractive "opening out" of Helwick St to the lake front</p> <p>BUT don't like the position of the jetty</p>
15.	<p>Option 2</p> <p>The 'Green' spaces are next to the lake and car parking still a good number of spaces.</p> <p>Option 6</p> <p>The stage and plaza a great location with views up the lake in Option 6</p>
16.	<p>Options 2 and 5</p> <p>Larger green space - both near playground and town centre.</p> <p>Coach parking separate from car parking and away from playground.</p> <p>Easy access to toilets from playground.</p> <p>BUT don't like angle parking onto Ardmore St - prefer parallel parking or none at all.</p>

17.	Options 1, 2 and 3 My main concern was that the trees would be cut down and replaced with buildings. I can see from the plans that this is not the intention. So I find all acceptable
18.	Option 4 Preferred option because: -Ardmore street has not been moved. -good visual connection between Helwick St and lake/ lake frontage -pedestrianisation of 'plaza' between Ardmore and lake -removal of log cabin and offset i-site -retain coach park near existing toilet -removal of carpark between Ardmore St and lake -stronger pedestrian and cycle links along frontage.
19.	Option 4 Provides parking close to the playground for easy access*. Has a large green area, but more stage to 'the green' and provides seating and shade trees. *but move coach area to opposite side of Ardmore street as show in option 2
20.	Options 3 and 5 -I like the options with the well organised car parking where traffic flows in only one direction -I like option 5 only for its no parking on building side of Ardmore Street/ that is right up near buildings as they are now -Ardmore is a major thoroughway and parking is best on an alternate route -I like the wide pedestrian areas on #3 and #5 -large plaza area on #5
21.	Options 2 and 4 Largest green space and minimum parking on lake front. Good flow for cyclists and walkers in the area. getting rid of the ugly/dangerous (for kids) parking on the immediate lakefront area. Creating a better space for enjoying the view. Question? is the log cabin on the water front staying? it is ugly and right in the road of views etc. Is this structure on council land? Can the buses that use the area near log cabin do pick up and drop off somewhere else?
23.	1, 2 and 6 I like these options because there is more green space adjacent to the existing play space and generally they look less cluttered on foreshore. However I would like to see less car parking in the area to make the foreshore more pedestrian friendly. There does not seem to

	be any provision for cyclists are they sharing walkways?
24.	<p>I like option 4 for the following reasons:</p> <ul style="list-style-type: none"> -good connectivity to Helwick Street and open space for events etc. -good sized green area close to town and lake. -car parking by the toilets and playground. -would like to see the stage placed in a similar position to options 5 and 6.
25.	<p>Option 4-The traffic is steadily increasing especially the last 5 years. parking is needed nearest the play space. I think the entrances should be one way.</p> <ul style="list-style-type: none"> - The toilet is not big enough and should be doubled. -Town side you are removing all the trees after 20 years. <p>Option 6</p> <p>my opinion again, you have 2x plans. Water marina and then town centre. I would keep park as in plan 4 one way by toilets.</p> <ul style="list-style-type: none"> -Leave town side of Ardmore Street alone. Leave the trees one way into Helwick Street. -Designated MC parking as have seen parking problems with current system. -Area 6 needs walk way opposite otherwise people walk on grass. -Extra toilet opposite Dungarvon Street? Empty site for.....? -Designated Camper van parking beyond Dungarvon Street.
26.	<p>Option 4</p> <ul style="list-style-type: none"> -I like the simplicity of it. -Open green spaces near the lake -Contained car parking near the playground and toilets -Direct walkways -A general feel that it is peaceful and relevant
And feedback from those who didn't choose the 'option function':	
<p>Of the six proposed design options for the town centre Option 4 is my preferred option as it removes the majority of the parking from the green zone between Ardmore Street and the Lake whilst retaining some parking by the playground and toilets (which is required). A beautiful vehicle-free green space is left from which the lake front can be enjoyed and used for non-vehicular activities which benefits both tourists and locals alike.</p>	
<p>Town centre: I support option 4 with the least amount of car parking on the lakefront. There is plenty of space for car parking in the town centre (I understand Wanaka's town centre is larger in area than Queenstown and there are still undeveloped sites in the Wanaka town zone area to create car parking to employees). I would however make any car parking on the lake front anywhere in Wanaka pay and display especially around the toilet blocks. This would help to limit car parking to supply equalling demand. I think we should follow Byron Bay's example here...</p>	

Option3 - first choice
Option 2 - second choice.
Option 4 is my preferred plan.

Please tell us why you like these options the least:

#	Response
1.	Option 5 The green is in the wrong place. Should be beside lake so not sitting in car fumes. Would slow traffic down and become congested in summer with parallel parkers pulling in and out. Still have to cross road from playground to toilet. Stage and Jetty as one seems silly.
2.	Options 1, 2 and 3 Way too many cars. If people want to drive they can hit the road or learn how to walk a few metres. Make it user friendly. Would love to sit or walk along the business district and actually have a view that does not include 100s of cars in the way of that most beautiful view.
3.	Option 3 For the same reasons as above - the use of the lake front for carparking is a waste of a valuable community and public space
4.	Option 5 Ardmore Street should be left straight for large vehicles and boats. Traffic exits from parking should not be near Helwick Street.
5.	Option 1 Because it is the opposite of that described above. ie makes waterfront into a parking area, reducing lake views from the town and discouraging people from stopping. see above.
6.	Options 1 and 3 Due to all the car parking.
7.	Option 5 The green space is not near the lake or linked to the playground and redoing the road so its curvy seems like a big waste of money when the existing road is fine. Having cars and roading up against the lake edge ruins this beautiful natural feature.
8.	Options 5 and 6 Realigning the road would be incredibly costly. Traffic will be impeded by vehicles accessing/waiting for parks in option 5. In option 6 lake side parking will still dominate the landscape.
9.	Option 3 seems to be all about parking.

10.	See attached letter
11.	<p>Option 2 while having good green space has no parking off Ardmore Street which I believe creates safety issues when Wanaka is at its busiest, pedestrians moving from cars to the lake front and children getting out of cars etc.</p> <p>Option 3 is just too dominated by car parking. We do not need this much car parking on the water front!!!!!!</p> <p>Option 5 the green space is on the wrong side of Ardmore Street. Keep the lake front "natural" with plenty of open green space. Is there really any need to move Ardmore Street??</p>
12.	<p>Option 1 - Hate the concentrated block of parking, and the position of jetty is poor</p> <p>Option 3 - lake frontage completely blocked off by parking - oh dear :-(</p>
13.	<p>Option 5</p> <p>Car parking dominates the lake side and green spaces to the back away from lake</p>
14.	<p>Option 3</p> <p>Not enough green space and too much parking area.</p> <p>Coach parking near playground creates danger for pedestrians.</p> <p>Access to toilets is across carpark - dangerous for children.</p>
15.	<p>Option 1</p> <p>1: far too many car parks especially on lake side of Ardmore street</p> <p>-poor pedestrianisation at the end of Helwick street</p> <p>-i-site poorly located, should be set to the side</p> <p>Option 2: far too many car parks along the north side of Ardmore street.</p> <p>-i-site poorly located, should be set to the side</p> <p>-existing layout south of Ardmore street works well so don't waste money on it</p> <p>Option 3; far too many car parks along the north side of Ardmore street.</p> <p>-i-site poorly located, should be set to the side-i-site poorly located, should be set to the side</p> <p>Options 5+6: oppose re-alignment of Ardmore street - negligible benefit if any</p> <p>Far too many car parks along the north side of Ardmore street. -keep lake frontage free of parks</p>
16.	<p>OPTION 5,6 prohibitive COST</p> <p>OPTION 1, 2 Poor access to playground.</p>
17.	<p>Options 5 and 6</p> <p>-existing parking layout is too irregular and vague</p> <p>-#6 is too busy too much going on and road is too irregular</p> <p>-#1 is too going on at Ardmore and Helwick intersection</p>

<p>18. Options 1, 3 and 5</p> <ul style="list-style-type: none"> -parking on lake front is ugly and a waste of prime space -seems like more structured, square up version of what we already have, which is parking lot on the water front!
<p>19. Options 3 and 4</p> <p>Because of the predominance of car parking especially around the children's play space.</p>
<p>20. Option 3</p> <ul style="list-style-type: none"> -Car parking completely dominates the water front. -Coach Parking, don't need to provide massive coach park right on the lake front. They can park on Dungarvon Street bus park and use of the toilets there. I don't want buses dominating the lake front.
<p>21. 1 and 2 together- No parking for mothers near the playground</p> <ul style="list-style-type: none"> - Too much grass eg if cars and camper vans park on Ardmore Street with passenger on and off. Really? <p>Option 3- too much parking between town and Lake. No entrance to the toilet only one far away from parks.</p> <p>Options 5 and 6- Gravel road with parking. Visibility problems. Too many people up and down not counting Tourist vehicles and camper vans. Only one small toilet!! Really?!!</p>
<p>22. Options 1, 3 and 5</p> <ul style="list-style-type: none"> -Too much car parking -No open spaces by the lake -Cluttered
<p>22. option 3 as it is too much determined by car parking.</p> <p>Option 5: as this has the road closer to the lake reducing the amount lake side will also be expensive.</p> <p>Option 6: as to much road/parking between frontage shops on Ardmore street and lake.</p>

If you have any other general feedback about the town centre area proposals, please write this below. |

#	Response
1.	I love the images of gardens and promenade and feel the council is on the right track for Wanaka.
2.	Think about integrating some business on the lake front (only in the town centre) that way there is more interaction between the late and business and there need not be a road between it just a great boulevard (once again Town centre only)
3.	<p>I don't believe any one plan is ideal rather a mix.</p> <p>The principles I support are:</p> <p>a. The concept of a plaza is the correct approach. I live primarily in Timaru and the community has a similar problem trying to link Caroline Bay to the town centre. A plaza was built to obtain this linkage. It has been a success. I support the conceptual ideas of the plaza in options 2,3 and 4</p> <p>b. Again to improve the perspective and vista linking the town centre of Timaru to Caroline Bay and the sea (the dominant feature) a significant number of large trees were removed. There were no issues with loss of shade or loss of green rather the outlook was dramatically improved and supported by the community.</p> <p>Why hide the key feature which is in Wanaka's case the lake and the mountains. I support the removal of non-native trees that hide the lake.</p> <p>c. The current exit on the east end of the car park, by the toilets, should be maintained. This funnels traffic out of the busy central area.</p> <p>d. I do not support car parking proposed on the south side of Ardmore street along the lake frontage area. This is premium pedestrian land. Car parking demand is like water and will find its own level so long as there are enough short, medium and long term facilities available.</p> <p>e. Car parking supply needs to be addressed. Again in Timaru the council made a determined decision to provide suitable land adjacent to the town centre so people could park and walk a short distance to the retail area. Don't remove car from lower Helwick St. This is too draconian. if you are going to provide slow streets then you must provide parking to support that strategic move.</p> <p>f. I support the present car parking design on the north side of Ardmore St adjacent to the lake frontage. In this location car parking should not look like a regimented supermarket car park rather it should ramble along the lake front.</p> <p>g. More design work needs to be done linking upper and lower Ardmore St. The town centre may grow in this direction especially with more infilling and the fire station site which may become available for retail development</p>
4.	There should be loads of green (watered) space. NO sculptures the views are the best thing we have in Wanaka and should not have any manmade structures. Buildings/Stage should be together maybe near toilets and leave all other spaces free of buildings.
5.	Consider having a car free area. Parking should be purpose built and on the side of the town

away from the lake. Many foreign tourist towns enhance their atmosphere by having a car free centre. Possible solutions include a parking building, underground parking (as at supermarkets, I have seen this work well in tourist ski towns in Italy), park and ride etc. Given the projections for population growth and extrapolating the growth in visitor numbers suggests that there is insufficient space around the streets for the parking that will be required.

Consequently, proactive planning is required.

6. As per above where I have written my feedback on the car parking and preferred layout for all the lake side of Ardmore to be car park free, and Ardmore to be foot traffic only and no cars would be my ideal.

7. One-way System for the Dunmore (Southwest) and upper Helwick St (to Brownston St).

- Pedestrian only areas for Lower Helwick street (street closure) – enhanced pedestrian area, loss of 8 low value car-parks, traffic flow issues-integration in to Ardmore Street.
- Traffic Flow for best integration back on to Dungarvon / Brownston St, with the appropriate NO Cross traffic turns.

Marked Pedestrian Crossing - not those speed humps that promote poor road safety. Young children are taught to look for correctly marked Pedestrian Crossings.

8. Brownston Street is running to capacity along its length but especially between Helwick and Dungarvon Streets so no change should be made to restrict or close traffic flows in Helwick or Ardmore Streets until the capacity of Brownston Street is increased. Another possibility is to have an additional alternative route in place. In order to do either of these measures would require a major engineering project.

As a member of the Wanaka Community Patrol we are often tasked by the police to check any activity along the lake front. This is done by driving along the existing roads. Any landscaping plan should not compromise the clear views currently available from the roads. Some of the plans would have buildings or plantings obstructing vision.

9. I note that the plans make no comments with regards to cycle ways. I presume it is intended that walkways will be available for cyclists and have been designed to accommodate movement of both cyclists and pedestrians?

I am very strongly of the view that we should be planning the lake frontage area to be dominated by the development of green space for use by families, pedestrians to enjoy the lake in a "natural surrounding". It should not be turned into a car parking area. Although I acknowledge some car parking needs to be allowed for it does not need to be substantially more than is already there. I have personally never had an issue finding parking in Wanaka when I have been holidaying at our family bach and this includes being in the town at both peak holiday periods and during quiet periods of the year. I accept this is a 30 yr planning and growth needs to be factored in.

I actually believe there is a strong argument for the section Ardmore Street between Dungarvon St and the Lake Side Road roundabout to be closed with traffic being diverted around the back to the town on Brownston St (McDougall Street would also be a feeder to Brownston St). A car park similar to the one that is allowed for in option 4 (next to the playground) could be created that is accessed off the Lake Side Road roundabout (coming in an easterly direct down to the lake).

If more car parking is required it should be provided for in the area of land at the back of the BP Service Station. I realise that this may incur costs and Council would have to look at possible charges for parking. But it is far better than the water front and the area is only about a 300 - 400m walk at most to access the main shopping area and lake front.

10. I would like to see the lakefront area on Ardmore St and Lower Helwick St become a pedestrian zone.

This would remove the conflict between pedestrians and vehicles around this area and allow development of a very pleasant and relaxing "cafe zone".

Maximise green space on the lake front and beside the playground.

11. Future proofing must acknowledge the importance of passive recreation, walking and cycling along lake frontage. Vehicle management and parking must not dominate the lake frontage. Log cabin should be removed. I site should not be on the lake frontage, it should be set to the side of the Helwick view shaft and be a minor element. Plan must include systems for stormwater management (capture and filtration) from hard sand areas. We drink from the lake! Piped outfalls need to be limited and 'rain garden' established prior to all outfalls. Should respect and highlight bullock creek. At the moment it is fenced off and screened by vegetation. It is significant spring fed waterway and plans must celebrate this natural asset and not disregard it- this includes the delta. -specimen trees should be clustered and strategically grouped so as to retain view- shafts and views to the lake. -carparks need to be screened and shaded with trees. -amenity gardens are an inappropriate and cost ineffective suggestion.

12. Make Ardmore street one way going south west.

Make Helwick street one way between Ardmore St and Brownston St.

- would improve intersections
- enable footpaths to be widened
- enable more diagonal parking
- increased safety for both motorists and pedestrians

13. *Disgusted missing from all plans, the 'Memorial seat' please see it remains where it is.

*Areas to address-town centre is separate from the lake edge because of shelter belt and large trees/shrubs in it. They need to be cut and lowered (only needs to be tall enough to camouflage toilet roof 9know they block the wind off lake) - but still stop all lake views.

*Against all the new tree plantings along the lake and beside street to Dungarvon and for a

number of reasons (i.e is in option 6 option town centre plans 1-6)

*First impression of Wanaka is it used to be beautiful clear panorama coming down Ardmore street now blocked by trees in the playground area. Willows along the lake edge is natural whereas every greens are not

*log cabin must remain where is. this is a focus and there is a jetty and history.

*Suggested stage should go in the playground area with the back to the road as it is already a sheltered area.

*coach parking ideal by the toilets not to be shifted to lakeside edge as in some plans, plenty of room for signage (that plans say is lacking) along from toilets.

*Don't like plaza plans - wide area right to lake- tile area looks very unnatural. Very obvious the dirt from foot paths and are an uneven surface to walk on. present area pleasant to walk around.

*no, to formalised wide formed pathways near lake. keep it natural, keep it simple. stop trying to make it look like a seaside resort. Embrace the lakes natural element. Water, gravel, mountains.

*The lake levels and flooding has always occurred - you can't stop nature. Keeping the natural leads to an easy clean up and maintenance.

*By making more formal areas you are separating the lake being accessible easily by all for swimming and watersports, walking etc.

*Bullock Creek area- Bridge in plan- why the need for a proposed bridge no detail on plans, raise, structure- purposed design?

*Bullock Creek beside Speights Ale house- water area used to be larger- weed on banks and in water from Ardmore Street to Brownston street needs to be kept cleared. Islands with sculpture, messy. Too many flaxes along the edge of creek

*Against formalised carparks in town centre option 4 near road end Dungarvon Street. leave as it is already developed.

14. -less car centric and more pedestrian friendly

-only disabled, pregnant women and parents with small children require close to the shops parking

-Wanaka has a reputation of an athletic town- the rest of us can walk a few blocks

-opposite to what I have heard shop keepers claim- I think if people have to walk a few blocks they are more likely to stop into more shops and they pass by.

- remove all lake front parking between Dungarvon and McDougall- the view of the lake and mountains is destroyed by all the white camper vans, laundry and cars- perhaps more organised parking on Pembroke Park side of the road would be acceptable.

- this would also make the walking and cycling trail obvious that it's not a place to park.

-Increased toilet blocks along lakefront.

15. A)

* Concerns regarding the marina- this has become a fabulous breeding ground for crested grebes, a rare bird. Any changes need to ensure these birds breeding sites are maintained. Consultation with the ecological expert John Darby would be needed.

*My preferred option would be removing the road along the water front. Pedestrian roads in town and cities which have excluded traffic seems to increase foot traffic and business for retailers increase. These car-free areas create a fantastic atmosphere well suited to Wanaka. if we were starting from scratch we would not be building a road along the front!

16. Closure of Ardmore Street traffic. traffic to be converted to Dungarvon.

17. My preference is to see good cycling and walking access around the lakefront unimpeded by cars with the exception of some 'handicap' parking areas. That doesn't preclude limited local selected watersports and their facilities as long as they don't impede access

18. I am somewhat surprised to find that nowhere on this form of address to be found. Surely a physical address and an email address should be provided. Also a date when feedback forms to be sent back.

Car parking and traffic flows are problematic. I think that there definitely needs to be some sort of payment for parking around the town centre- pay and display type meters. The area behind the library, Bullock bar etc could be considered for some kind of parking building- this would have to be together with 'pay and display' on the streets otherwise it wouldn't be used.

with increasing in volumes of camper vans and RV vehicles they should be provided with a specific parking area and restricted from the town centre streets (very common in overseas towns).

There does not appear to be any provision for cycle stands especially near play space or around I-site. Many families and people cycle along the water front to these areas.

19. The plans produced were very detailed and for me, reinforced the vision of how I would like to see these areas developed, which I can describe in the little words. KEEP IT SIMPLE.

Our lake and surrounds set the scene because of the natural and scenic nature of what we have, and I believe we must keep these in mind and expand on them not impose unnecessary clutter.

-I do not want to see car parking areas intruding on this lake front area.

-I hope the I-site will remain where is operating now as it is in a perfect central position to maximise the service they offer for the public.

-Why is the log cabin not identified? I am a firm believer that, if the jetty is there, it needs a base building where people can get information on the conditions of the lake, what they can expect to see if they go up the lake, for hire of the lake equipment boats, kayaks, etc fishing and general information about the history of the area etc.

- I think two jetties is a practical move.

- I like that plaza idea but do not see this area as the correct spot for a stage.

-I like the walkways/promenades but the tile feature along Ardmore Street was not identified and must be protected.

-I would hope the access from Helwick Street across Ardmore Street would be an authentic

designated pedestrian crossing.

Please give your feedback on the selected areas below.

#	Response
1.	I love the cohesiveness of the planning strategy and am looking forward to the finished product. I think the tourist buses are a concern in terms of where they stop. I don't believe they should be directly in town but rather to one side so that they don't create congestion during summer. Tourists and townspeople should have a degree of separation so that frustrations are contained.
2.	As we all know, Wanaka is becoming very popular as a wedding destination, however we are often asked by our wedding couples if there is anywhere sheltered with views in Wanaka for having photos taken in the event of bad weather. Unfortunately at present Queenstown and Arrowtown offer several options that work well in adverse weather conditions but Wanaka literally has nothing. We feel that a beautifully designed pergola either on Pembroke Park or on the lakefront itself in the Main Beach area would not only increase wedding bookings in Wanaka, but would also be enjoyed by every type of visitor to the area as well.
3.	When developing this important part of the Wanaka landscape please think about making it a smokefree area. We have to make positive steps to achieve a smokefree Aotearoa by 2025 and making this beautiful area smokefree would be positive for the green image you are creating
4.	<p>Town centre: I support option 4 with the least amount of car parking on the lakefront. There is plenty of space for car parking in the town centre (I understand Wanaka's town centre is larger in area than Queenstown and there are still undeveloped sites in the Wanaka town zone area to create car parking to employees). I would however make any car parking on the lake front anywhere in Wanaka pay and display especially around the toilet blocks. This would help to limit car parking to supply equalling demand. I think we should follow Byron Bay's example here...</p> <p>Stage area should be located after playground area though to protect it from prevailing NW wind. However issue of no toilets on Northern side of dinosaur park. The land does fall in a natural amphitheatre style around the existing boardwalk and spring. There is also enough height change from the lakes edge to hide toilet block area from the existing neighbourhood views...</p> <p>Marina area: I Support this change but as above think this would better suit reclaiming some of the land nearer the lakes edge to build a boardwalk and maybe a stage area as this area is well protected from prevailing NW wind... Also widen existing footpath and turn into a cycle path. Maybe screen it from road. Boardwalk needs to be well lit as there is not a lot of light in this part of town.</p> <p>Yacht/power boat club area: Boardwalk should be kept away from lake and located up on bank above flood line and out of the area of where cars and trucks are backing trailers. board walk to stop above yacht club area and return down to lake front after the yacht club building. All parking should be pay and display (daily or 6 hour rate) here to pay for upkeep</p>

	<p>of the boat ramp (honesty box removed). Boat trailers to back in on lakes edge as it would be very difficult to back a trailer uphill with a braked trailer. Car parking to nose into bank on Lakeside road edge and footpath. Also continue to widen existing footpath on Lakeside road and turn into cycle lane. Maybe screen it from the road with small garden boxes. Last thing I would recommend would be a raised speed bump/safety crossing at the corner of Lakeside and Beacon Point road to allow pedestrians and cyclist to safely cross here.</p>
5.	<p>I am concerned about the extra parking being allocated to the marina area towards the toilet block. These car parks are in front of the boat ramp. When putting a boat in the water at the marina I use all the available space in front of the boat ramp. Having cars parked there would be a hindrance. This area is also used by boats to temporarily park when exiting the ramp to tie down boats onto trailers and adjust engines etc before they head out onto the road.</p> <p>In regards to the playground at the bullock creek. I think that there should be a water fountain included.</p> <p>Also the current bridge access is affected by lake flooding. Both the existing and any new additional bridge should be built higher to avoid flooding.</p>
6.	<p>Walkway from South beach to Eely point great idea but bikers must be separated as carnage out there at the moment. Very dangerous and this should include track to Edgewater. NO man made sculptures/ buildings should be included. If you are going to upgrade toilets at South Beach then Rowing storage should be there or at yacht club. The board walk at Marina is ridiculous. You cannot have people walking through backing boats. This needs serious redesign for safety reasons walkers should be sent above boating area. Marina development what happens to boats with existing moorings in this area? Parking along the front of Pembroke Park makes sense but not backing into traffic.</p>
7.	<p>Ensure there are no car parks adjacent to lake edge. Preferably either side of Ardmore St but with breaks in between. Don't remove any existing trees as shade is essential alongside the lake. Replace any diseased trees if necessary. Rebuild log cabin with a more appropriate design and materials like timber and schist stone. This building could also accommodate a cafe to be leased out as there are currently no public lakeside eateries with seating and toilets until you get to Edgewater resort. Ideally close off Ardmore St along the edge of Pembroke park so all traffic diverted down Brownstone St. Parking can be available either edge of this close off area. Convert Pembroke Park into a botanical garden right down to water edge. Cafe and restaurant can be within this area overlooking lake. Provide art installation areas along lake front. Shift commercial operators away from town centre towards current yacht club zone along with jetties and slip ways. Prevent any commercial or club sports developments along Ardmore stretch of Lake side. Create focus gardens opposite Helwick St by lakeside with seating and shade, use lots of stone and slab timber materials. Encourage art installations along lakeside. Create an underpass for pedestrians from Helwick St under Ardmore St to lake front.</p>
8.	<p>On behalf of WellSouth Primary Health Network, Address: Level 3, 80 Ardmore Street Wanaka 9305</p> <p>Contact Person: Sarah Berger, Health Promotion Coordinator</p> <p>Introduction</p>

WellSouth engages in health promotion with a focus on equity that calls for the participation of individuals, families and communities as key actors in improving the population's health. To improve health – in its biological, psychological and social dimensions – it is not enough to focus on people's behaviour or on users or providers of health services. WellSouth affirms the socio-ecological concept of the determinants of health, illustrated by the adage, 'health begins where we live, learn work and plan'. Accessibility to and issues around the management of lakefronts, reserves and towns can play an important factor in the community's engagement in physical activity and other health behaviours.

This submission was developed by the Health Promotion Team on behalf of WellSouth.

Thank you for the opportunity to submit on the Wanaka Lakefront Development Plan.

Smokefree:

We submit that implementing a Smokefree Wanaka Lakefront is included in the Development Plan. The 2016-46 Plan is an opportunity to take a strategic and stepped approach to implementing Smokefree outdoor areas in line with the Government's goal of a Smokefree New Zealand by 2025. Over the coming years Smokefree outdoor public areas will be nationally implemented, so now is the time to include it in your planning.

The 30 year Plan states two of the Key Moves are to be; 'Restore & develop ECOLOGY' and 'Provide a range of FACILITIES'. WellSouth submit Smokefree is included into one of these; it complements both of these areas.

Rationale:

Tobacco use causes the death of around 5000 New Zealanders every year and disproportionately affects our Maori and Pacific populations. It is well accepted today that tobacco use is harmful and that there are significant benefits at the individual, community and population levels in preventing smoking initiation, helping people who smoke to quit and minimising the effect of tobacco smoke on non-smokers.

The World Health Organisation has declared that there is no safe level of exposure to second hand smoke in any setting. The most important benefit of Smokefree areas is in their role in de-normalising the behaviour of smoking and in this way, over time, reducing the number of young people who may take up smoking. Smoking is less likely to be considered normal behaviour if it is removed from public areas. A Smokefree Wanaka Lakefront would also protect Wanaka's environment by decreasing the risk of fire from cigarette butt litter and by reducing the amount of cigarette packets and butt litter that enters the environment including the lake.

Committing to Smokefree outdoor areas is nothing new or extraordinary. The vast majority of New Zealanders (83%) don't smoke and most people support restrictions on smoking, especially around children. Overseas and local experience suggests smoke-free outdoor areas do work, don't require heavy-handed enforcement and are widely supported by smokers and non-smokers alike. Having Smokefree environments represents the views of the majority and supports those who want to quit.

Many local authorities have already adopted smokefree policies that include reserves, parks, skate-parks, beaches, and town centres. Some Councils such as Auckland, Christchurch and Marlborough have stated their commitment to be smokefree by 2025.

Locally, Central Otago reserves and parks, Cardrona Alpine Resort and other local businesses, including cafes went Smokefree in 2015. Queenstown Lakes District Council acknowledges the benefits of smokefree areas and has a policy of smokefree playgrounds and swimming pools, but it still remains behind other local authorities.

We submit that Queenstown Lakes District Council be proactive and demonstrate leadership by promoting a smokefree lifestyle as being both desirable and the norm in Wanaka. The Council can send a positive message that our children and young people's health and the environment (i.e. litter and lake) should be protected from the effects and debris of smoking.

Implementation:

We recommend that the Council adopt a written Smokefree Wanaka Lakefront Policy which would apply to all users, including events.

The Smokefree Policy would be non-regulatory. This means that the Council is not banning smoking nor can people be fined for it. Instead the policy encourages people to refrain from smoking and will focus on education and awareness through adequate signage.

The policy needs to be visible, thus the Smokefree status of the area would be incorporated into new signage. The Smokefree logo would be included on Council website information and any publicity material to ensure the message is consistently communicated.

WellSouth and other partner organisations would be willing to support the Council in developing policy when the time comes.

Cycleways and pedestrian access:

WellSouth supports the move of a 'continuous pedestrian/cycle promenade around Lakefront' and 'a defined cycleway along Lakeside Road.'

We submit that QLDC could take this further and consider making Wanaka Town Centre and immediate Lakefront area as pedestrianised as possible.

There are multiple benefits of increasing cycling and walking opportunities:

- Social: improved health and wellbeing of the public. Reducing cars from our streets makes them safer and more pleasant.
- Environmental: improving air and water quality by reducing vehicle emissions and reducing our individual and collective carbon footprint.
- Economic: reducing costs associated with parking and fuel use, and removing cars from shopping streets slows people down. The number of pedestrians and cyclists increases meaning more potential customers and increased sales.

Summary:

In the 2014 Wanaka Reserves Management Plan, the Council states its vision for the Wanaka Lakefront Reserves is to "protect and enhance the amenity value of Lake Wanaka Reserves whilst providing opportunities for both land and water based recreation." Going smokefree will protect and enhance Lake Wanaka Reserves. It will also align with the Government's goal of becoming a smokefree nation by 2025. This commitment provides a

strong strategic direction for local authorities and other organisations working towards smokefree outcomes. Reducing car use and increasing opportunities for cycling and pedestrians will do the same and help us work towards a sustainable future.

We would like you to consider this issue now in your planning. WellSouth would like to be heard with respect to this submission.

9. Hello,

Overall I am supportive of the redevelopment according to the design plans provided, in making the water front a more open and user friendly location, as long as there are no commercial buildings added along the water front (aside from additional toilets, bbq areas and Information centre as outlined in the plans) and that the overall lake and mountain vista views are not disturbed. Something I would like to see added would be additional play areas for children along the waterfront at either Main Beach or South Beach areas. Whilst the playground at Bullock Creek is very good, Wanaka continues to grow with a high portion of young families moving here, it would be great to continue the theme that Wanaka is a playground for all ages, whether that be adrenaline adventures, to hiking mountains, or boating & biking, to walking. Family, community, play and the environment should all be able to co-exist.

Good luck with the overall plans. Please feel free to reach out should you want any further feedback or assistance.

Kind regards,

Robert

10. the lakefront from the town to South Beach should be a green space for people to relax, picnic, swim from etc. Wanaka's raison d'etre is the waterfront and views from it. With people wanting to walk, cycle, picnic etc vehicles moving both in and off the parking area creates a safety issue as well as reducing the amenity and scenic values of the lakefront. Further planting would help to lift the wind thereby sheltering the lakefront.

11. Of the six proposed design options for the town centre Option 4 is my preferred option as it removes the majority of the parking from the green zone between Ardmore Street and the Lake whilst retaining some parking by the playground and toilets (which is required). A beautiful vehicle-free green space is left from which the lake front can be enjoyed and used for non-vehicular activities which benefits both tourists and locals alike.

The Master Plan for the Main Beach and South Beach area have nicely continued the uninterrupted green space along the lake front by moving the parking to street side. As well as providing a great visual amenity this should improve the safety of this area for cyclists and pedestrians. However the current issue of lack of irrigation during the summer months needs to be addressed. There is no point creating an even bigger dust bowl than we have at the moment if we can't water our green spaces.

When considering road-side parking, the issue of campervan size will need to be taken into consideration, so that they don't consume multiple parks or cause a hazard by protruding

into the road.

Whilst I understand the desire to slow traffic down on Ardmore Street, the raised speed bumps in conjunction with the narrowing of Brownston Street by installing pedestrian islands (creating a chicane effect) and having vehicles reverse from the Pembroke Park car parks has removed any through road for emergency vehicles from the relevant stations to Meadowstone/Mt Aspiring Road. Overseas tourist still treat these speed bumps as pedestrian crossings and this still needs to be resolved. I don't see any need to install more speed bumps in front of Pembroke Park.

12. Option 4 is my preferred plan. In general, the Lakefront Development Plan should:

1) Include more open space on the lakefront with unobstructed views of the lake. If this open space is to be grass, then provision should be made for appropriate irrigation to maintain its condition (we don't need to create a dust bowl).

2) Making cars "2nd class citizens" in the Town Centre area is attractive - closing Lower Helwick St to public vehicles and converting it to a pedestrian zone would allow for a more vibrant café and retail zone as well as safer for pedestrians. Whilst I don't believe the lakefront should be a pedestrian only zone, the lakefront between Dungarvon St and roundabout at the bottom of Helwick St could be converted to a "semi-pedestrian" zone.

3) Provision needs to be made for sufficient parking - ideally separate from the open space on the immediate lakefront for aesthetic reasons but also for the safety of walkers and cyclists. Angle parking on eastern side of Ardmore St adjacent to Pembroke Park seems to be a logical option but pedestrian crossings should be provided.

4) Provision needs to be made for through traffic. Currently the speed bumps on Ardmore St (lakefront) are a hindrance to emergency services and goods vehicles and with the development of angle parking on Brownston St and the addition of traffic-furniture means that this is not an acceptable route through town i.e. with angle parking plus traffic islands on Brownston St there is no space for ambulance or fire services to pass vehicles and the road is too narrow for heavy goods / delivery vehicles.

13. I think it's critically important to preserve the integrity of the lakefront. It's something special in Wanaka. Improvements to the lakefront via promenades, a jetty, trees - those are all good additions. However, things like adding a pavilion or boathouse or recreational building along the lakefront will ruin its look and untouched feel. Those things could possibly be added by the marina or yacht club, but the lakefront should be free of any buildings. Once there's one, there will be more, and it's nearly impossible to go back and un-build. That's my two cents - PLEASE preserve Wanaka's pure, untouched feel. This is one of the only places in the world with this much natural access to pristine lakes.

14. Marked Pedestrian Crossing - not those speed humps that promotes poor road safety. Young children are taught to look for correctly marked Pedestrian Crossing.

Round-about for better traffic flow, and allow for back tracking for drivers unfamiliar with

Wanaka.

Additional Food vendors areas for food vans

Sufficient Toilets and additional rubbish bins.

15. Thanks for the opportunity to check out the foreshore plans and make comments.

The Wanaka Yacht Club support the improvement of the Lake Wanaka Foreshore and in particular the Boat ramps, parking, marina and jetty areas.

In making submission we limit our interest to those issues that affect the WYC operations and the boat users off the lake. We do not attempt to deal with those areas outside of that interest or the design aspects of the proposal. A number of individual members are also expected to make private submissions.

We seek that the council consider the following the design and make the changes required to meet the requirements and uses below.

1. Parking for WYC members - WYC hold a lease over part of the reserve for the building and operations and a license to occupy for parking of boats. The ability to park trailer boats with masts up is integral to our operation as a yacht club and although we are not opposed to the improvement or adjustment of that area we request that the design does not result in ANY net loss of car parking available for the WYC and storage of yachts. The current plan includes some reclamation and pushing back of the parking adjacent to the willows, while we are not opposed to this there are some practical considerations to make with regard to the condition of the willows, the potential for overhanging branches to restrict storage of masted yachts. It may be better to remove the willows if reclamation or pushing back of that area is proposed. Paving or sealing of this area would be highly desirable for the WYC as has been done adjacent to the boat ramps and associated parking.

2. the public jetty and marina - the current plan for the jetty adjacent to the boat ramp includes combining the access to the private marina with the public jetty and adding a second row of private marina. While not opposed to this as an option for boat storage we have concerns about the configuration. Yachts currently can pull around to the lee side of the jetty and tie up temporarily pointing into wind which allows safe rigging of yachts and pulling up of sails. the new plan removes or significantly reduces access to the lee side of the jetty or options for boats to point into wind. We ask that this be adjust to include a similar amount of boat tie up opportunities as currently exist (about 5 yachts) to allow safe rigging and manoeuvring of yachts pointing into the prevailing W to NW wind direction.

We are always happy to meet to discuss specifics of the design.

Thanks for your consideration.

Quentin Smith

on behalf of the WYC.

0212703706

16. I wish to strongly lodge my objection and reasonings, regarding The Wanaka Lakefront Development in which QLDC is proposing to remove or interfere with The Millennium Trail Tiles.

I am a direct 6th generation descendant of the first European Settlers whom arrived and settled in the Wanaka District. My 2 sons, are 7th generation, and my two granddaughters, are 8th generation descendants.

Although I do not reside in Wanaka on a permanent basis, I return several times per year, just as I have done over the past 50 years. I have relatives still residing permanently in Wanaka, including immediate Family, who own and operate a large business within the District.

Since my early Ancestors, Henry Ferris Norman and his wife, Mary Ann Edwards, first arrived and settled within the District in 1859, followed very closely in the early 1860's, by Henry Alexander Maidman and his wife, Francis Maria Cole, and then by Frederick Arthur Collings who married Sarah Ann Maidman, whom took up residence at Mt Barker in 1880, before relocating to Lagoon Valley at Lake Hawea in the early 1900's, you can very clearly see my extensive Family connections to the District, which spans 157 years.

All of my Ancestors, raised and educated large families within the District, with major acknowledgements being recognised and displayed along The Millennium Trail, in which the costs were fully met and donated by our relevant Families. This also acted as permanent commemoration and the acknowledgement of our Ancestors achievements during a 157 year period.

Many local Families and Business's, publicly and financially supported the concept, evolution and construction of The Millennium Trail, as it was an extremely unique, and creative way of not only acknowledging the extremely rich history of the District, but also the many individuals whom had contributed in any significant manner since the early days of settlement within the District. It was also a permanent commemorative structure that merged the history of the District, with the future of the New Millennium.

It has also served as a very important and popular way of displaying the local history to any visitors or tourists visiting Wanaka. I have personally witnessed many times when I return to Wanaka, the amount of visitors or tourists, who follow the Trail, reading each tile, and therefore learning of the History of Wanaka. If this Trail is removed, or interfered with in any manner as deemed by QLDC, and not included in the future Lakefront Development Plan, then a large, important and very public part of Wanaka's history, will be lost to not only the community, but also our families, future visitors and tourists.

For myself, on an extremely personal level, any removal or interference with the Millennium Tiles is equivalent to desecration of my ancestors' memories, and their achievements gained over the 157 years since first settlement. I have very proudly shown my eldest granddaughter, the relevant tiles related to my various families, in which she is a 8th generation descendant. She deserves to be able to visit Lake Wanaka with her children, and grandchildren, which would be 9th and 10th generations, and be able to see how her

heritage first evolved and developed. It was with great pride, that I was able to show her my grandmother's tile, which is her g-g-grandmother, in which she is acknowledged for her extremely successful golfing abilities. To remove, or interfere with either my late grandmother's tile, or any other family tile, in which there are several, would be classified as an extremely personal insult to me.

As a Family Historian, and a direct descendant, I very strong object to any changes, or interference with the existing tiles.

I do acknowledge the Waterfront Development Proposal, and do agree with certain proposals, as I feel they will benefit the future of the Lake Wanaka Waterfront, but the removal or interference of the Millennium Trail, I very strongly object too.

The Millennium Trail was created by the people of Lake Wanaka, and belongs to the people of Lake Wanaka.

I fail to see how QLDC could make a proposal for its removal, or to be interfered in any way. I am sure that with a little more planning, and consideration towards the people of Lake Wanaka, and the effects that would arise if the tiles were removed or interfered with, then perhaps a more suitable compromise or solution could be reached, that would ensure The Millennium Trail would be preserved for future generations, as originally intended, yet incorporated with the proposed plans for the Wanaka Lakefront Development Plan.

17. Has a one way system been considered in terms of making traffic flow steadier? One idea was to have angle parking on Ardmore St. This would be unsuitable because people with campervans will use these parks. Keep main parking off Ardmore Street in the Central Business Area. Is there somewhere above the Central Town Area where a car park can be developed

18. I like the concepts generally but do not like the way you are converting the edges of Pembroke Park into a car parking areas. You have already created car at the edge of the park on Brownston Street. Then there is the town centre carpark taking a corner of the park up and you are now proposing to boarder the lake edge of the park with cars too.
- It's a shame there can't be a low lying parking building away from the lake edge that people could park and walk to the lake from. Cars and campers spoil the beauty.
- Keep up the good work because the paths and boardwalks look lovely.

19. The boat parking

20. Do we need another marina?

Extend parking along lakeside road near the dinosaur park.

I like option 4 best for the town centre area. The I-Site building needs to be moved further away from the water. If the leased is to be renewed in 2017 it should be for a lower profile building that would fit better with the redesign of the area.

I do not like the extensive areas of gardens and the 3m wide promenade. This puts large concreted or paved areas right near the lake front. Part of the beauty of the lake Wanaka

water front is that it is basic and natural to go with its surroundings (the lake, the mountains and the weather). It does not need to have the same look as a city waterfront. Looking at the pictures in the plan it all looks very controlled. I would like to see less concrete and mainly native plantings.

21. Marina Terrace Apartments is a new apartment block to be built directly opposite the current marina, hence our interest in any changes to the current layout are of great interest. There is huge opportunity to develop this area and improve the local amenity. Our site will also include a new restaurant /cafe and pedestrian and cycle access in a safe and consider way will be paramount. As part of the proposed Master Plan we would fully support the boardwalk features and expanded marina facilities, but would suggest adding additional entry and exit points on the boardwalk to allow people to enter and exit at various points along route.

Representation from our group would also like to participate in any future planning discussions with QLDC as an interested stakeholder.

22. Option3 - first choice
Option 2 - second choice.

23.

Gem Lake Ltd own 113 & 117 Lakeside Road. The site contains an established visitor accommodation business that operates under the name of "Wanaka Bakpaka". This business offers quality backpacker accommodation for independent travellers. Gem Lake Ltd are in the process of seeking resource consent to redevelop the site into a 36 room boutique hotel. A resource application is currently being assessed by the QLDC planning department for this proposal under RM150934.

Gem Lake Ltd are overall supportive of the proposed Lakefront Development Plan. The proposed lakeside boardwalk, shared 3m pedestrian / cycle path and footpath on the north eastern side of Lakeside Road linking Lakeside Road with the Town Centre are seen as positive outcome and are supported. In addition to these pathways Gem Lake Ltd would like to see defined pedestrian crossing points installed on Lakeside Road particularly given the number of existing and proposed visitor accommodation facilities on the north eastern side of Lakeside Road with many guests wanting direct access to the Lakefront. Pedestrian crossings could also help passively slow traffic along this stretch of road. A crossing point on Lakeside Road at Ardmore Street which provides a pedestrian linkage to Lismore Street is seen as a key location for one of these crossing points.

The section of Lakeside Road from the Yacht Club to the Town Centre is likely to see rapid development of visitor accommodation in the coming years including Gem Lake Ltd proposed hotel and the Marina Apartments. Providing a cycle and pedestrian friendly environment to support these facilities should be a priority.

The proposed vegetation and ecological enhancement of the lakeside edge is also seen as a

positive outcome.

24. I like the planned area and development of the yacht club and marina, but would not like to think that the marina becomes dominating on the lake.

I do not believe there needs to be parking on both sides of Ardmore Street in front of Pembroke Park.

I also think the Council wants to be mindful of keeping the lake front land between Ardmore Street and the lake in a natural state. One of the beauties I believe of Wanaka is you stand on the lake frontage and it is not all "perfectly manicured" and rather artificial it. While there is a pedestrian way that currently runs through this area I know my two young daughters love that there is grass, shingle/beach tracks and various "humps and bumps" they can run around or ride their bikes on.

25. Yacht & Marina - Extension of the shared path from the dinosaur park to the marina, around the shore to the yacht club is a good idea. Making it workable through the launching ramp will be an issue. Such a path could become a real asset without costing the earth. I believe making most of it 3m wide boardwalk is not a cost efficient solution having been involved in building this sort of structure in the past. I believe this could mostly be achieved with more traditional designs. Inclusion of a proper foot path and shared use (bike) path along Lakeside Road is way overdue. Great idea.

Bullock Creek - I believe this area is already really good and needs little change if any. I think the extra bridge is a waste of time. Keep it simple

Town Centre - I believe none of the designs promoted really make a significant change to be worth seriously considering. They are all car centric and continue to place cars and parking as the primary consideration. As a result I believe what we have already works well and has cost significant investment and there is no justification to change it. If however it were to change to a less car centric design where the town and lakefront can join without a major road running through then this would be worth it.

South Beach - One thing that is clear from the last round of lakefront development undertaken in the early 2000's is that people like the less developed and less manicured look here. There needs to be a good shared use path along the lakefront and the existing parking could be moved closer to Ardmore St (The plan shows parking adjoining Ardmore St which is a great idea) to give more space at the lakeshore. But the proposed complex gardens and paths are a total waste of money and do not represent what Wanaka is about. The 71 marked car parks are a tourist feature and is that really what we want the lakefront cluttered up with. I say no. Again keep it simple.

Summary

Overall for such a visionary document a proposal to close off part of Ardmore Street to connect Helwick with the lakefront in a pedestrian friendly way would be more worth aiming for. The plans are very car centric and do not show much imagination for a 30yr

plan.

I believe the foot paths and shared use paths between town and the yacht club are well over due and are a good investment to encourage more alternative modes of transport. Moving parking back from the lakefront is also well worth doing.

26. In regard to any proposed developments, it is important to always have awareness of the need to maintain habitats to ensure biodiversity of native fauna and flora. The undeveloped 'wild' nature of the Wanaka foreshore is what initially drew most people to the area. It is important that it does not develop into manicured spaces full of sealed pathways and mown lawns ie visually copying other developed areas instead of looking uniquely like Wanaka. Where practicable, the lake margins must be protected, and ideally enhanced, to allow establishment of native plants and creatures, from microscopic through to lizards and birds. A 'messy' appearance is often very conducive to habitat formation ie don't 'tidy' the lakeshore to the detriment of the long established wildlife.

Therefore any planned development should aim to protect ecosystems, eradicate introduced plants/weeds, and to eradicate or lessen the impact of human-introduced animals. And if habitat must be removed or changed as a result of a development, there needs to be a positive wildlife contribution to compensate.

27. Having looked closely at the development plans for the overall lakefront, I am left wondering who is going to benefit from all the changes proposed. We folk who live here came to the town because we like it the way it is, so it is not going to benefit us. It must be designed for tourists, in which case I think many would be disappointed to come here and find it has been manicured in exactly the same way as many, many other tourist resorts. Surely the charm of Wanaka is the rustic, natural beauty we locals love and which has been advertised so much to attract overseas visitors. The rustic Log Cabin is in itself an attraction, drawing visitors to the beach for water sports, and has over the years become a landmark. I suggest it should not be moved.

Another concern is the cost to the ratepayer of all the proposed developments. Those in business and the tourist industry will definitely benefit, but the bulk of ratepayers are being asked to subsidise the tourist industry. Time for a re-think, and perhaps a tourist tax?

28. I am taking this opportunity to submit a proposal for a life size replica of a moa to be situated somewhere in the proposed new development on Wanaka lakefront. It is surprising that the world's largest bird lived here and has not been acknowledged. Elsewhere in NZ there are life and bigger replicas of fruit, trout, salmon, sheep, dogs and even a carrot all showing characteristics of the area. Closer to Wanaka is the impressive installation of two life size horses and dray at Luggate. This idea was floated some years ago and was strongly supported by then, mayor of Wanaka, Mr. W. King. After Mr King's death the idea was not followed up. I am hoping that a member of the committee will feel the project is very worthwhile and will encourage consideration. It would be of great interest to both visitors and locals.

29. 1. Lake board walk 3.0m wide (this is not Auckland). Viewing deck inappropriate, include marked cycle way through centre of parking area.
2. Plant more trees (especially kowhai) beside road and near spring. Have lakeside boardwalk closer to the lake (in places). Revegetate (native sedges and rushes) lake margin. Add more parallel parking near the spring.
3. Have lakeside boardwalk cross stream delta. Do this instead of the proposed new bridge.

Lower path by the lakeside drive to be closer to the stream. Change planting beside the stream. Open views to stream and lake and focus on the native sedges and rushes. Need clear cycle way separate from the playground; consider relocating some of the playground items.

4. See previous notes

5. Need clearly defined 3.0m wide cycle way along frontage. Lake front gardens, unsustainable, costly and messy. Need stormwater runoff management/treatment of runoff from carparks. More trees kowhai and willow. Need seats and tables for recreation.

6. Need strongly defined cycleway (3.0m wide) along lake frontage. More seats and trees (kowhai and willow). Viewing deck of limited value. All paths should respect the desire lines. Remove 'amenity' garden. Add rain garden of systems to capture and treat runoff from car park areas. Need define camper van car parking areas. These should be scaled and designed for these larger vehicles. Must exclude vehicles from lake front. Install traffic management systems to ensure vehicles do not intrude onto grass areas. This includes the management and operators such as kayak rental. All pedestrian crossings must be clearly discernible to traffic as having priority. All carparks must be sealed or be hard permeable surfaces. Parks need to be well marked to ensure poor inefficient parking does not occur.

- investigate surset or cobblestones for paths and parking

30. Having parking on both sides of Ardmore St between Dungarvon and McDougall streets would be like driving through a car park. The lake front side of Ardmore street should be free of parking. Parking and formal sculpture gardens would be better placed on Pembroke park and the lake front returned to a more natural pre development condition. Large car parks could be developed opposite Dungarvon St and the show grounds.

31. MARINA AREA: area could be improved- board walk would be interesting but I see a huge cost in all these suggested developments- falling back on rate payers- would expect suggested plans and cost all come back ratepayer before decisions to go ahead for developments.

*Existing spring future and seating great- if board walk wasn't an option some view points coming off lakeside road down to landing to look at Grebes etc would be an option. Springs could be channelled

*Do not want to see plantings from lake edge up to the road hindering the view from the existing path i.e planting to below the road level.

*Any further marina development should not be owned by private concerns - should be councils revenue coming back from berths.

*Needs a jetty that public can walk out on to view

SOUTH BEACH AREA

*Against all plans with all gardens- sculptures, extra trees blocking view, formalised gardens and footpaths or promenade do not mix with natural lake views of gravel, water and mountains.- Lake Wanaka- unique with all its open spaces which tourist regularly comment on- and its always, it's so much better than Queenstown I hope is doesn't get spoilt with over development. All the garden space is now used with informal parking relaxed and enjoyed by many. it's no use being parked back by the road- the enjoyment for many of us is sitting in vehicles on gravel banks enjoying the peace and the beauty and the

water lapping on the lake edge. This certainly caters for less able, to always have access. Leave it this way. The last thing you want is concrete paths by the lake.

*Against diving pier on page 17. where placed- if necessary should go down by children's playground at the beach. What length-? varying lake levels etc etc.

*Do not want to see formed path along Roy's Bay for continual cycling- as walkers going toward waterfall creek always moving off for cyclists. Leave lake edge for more leisurely pursuits.

SOUTH BEACH AREA

*Suggest Pedestrian crossings along Ardmore street (near toilet) from showgrounds side to lake. Another one where gate narrow way comes out from show grounds.

MAIN BEACH AREA (p16, including design P15)

*Definitely against these plans

Millennium tiles- Appalled that these tiles were missing in the plan- they must stay and not be removed. They are the feature- tourists most impressed and comments like the best thing we've seen on our travels etc Also asked many are these history tiles going to be carried on? Update

*No gardens, statues, viewing platforms needed- already great views from the bank. (the climate already show what happens in dry summers- more water and maintenance required - what an unnecessary expense.

*informal parking should always remain in this area - No one wants to park by the street- everyone from young to old, families, visitors need easy access to the beach and water front. Parking where they now do allows young to old, families, visitors need easy access to the beach and water front. Parking where they now do allow easy access for picnic, apparatus for water sports, swimming and many also taking own gazebos and umbrellas for the day. Why hinder all people from being able to park and view the splendid scenery from their vehicles in all weathers

*Against all suggested tree plantings (new ones) along Ardmore street- views for visitors and home owners shouldn't be obstructed any more.

*Lake front doesn't need lawns planted to be mowed and watered- perfectly suitable to picnic on this?

*Do not need the large raised speed table crossings would be useful off Pembroke Park- but just like Brownston Street ones- not necessary to be raised.

*Along the water front- either more BBQ tables (which are regularly used or seats would be an asset). Please more shelter top tables.

*Informal angle parking along Pembroke Park side only making use of some of grass verge do not see need for concrete path.

*Make sure main Lake Area Beach Area remains with wide open spaces accessible by foot and vehicles to lakeside. this what makes lake Wanaka unique- supported by open space of Pembroke Park- gives a feel of relaxation and freedom to enjoy the beauty of the surrounds.

32. Yacht club area and Marina Area

-boardwalk would provide safer place for pedestrians and cyclists

Main beach and South beach area

- organised parking is awesome
- good to keep it off the beach and park area
- cycle way is too indirect
- good proposal for more toilets

South Beach\ -organised parking for many cars is very good here!

-additional BBQ's is great

33. refer to A) for comments

Concerns over the 'need' for car parking options on the water front area. I think of Wanaka community as cutting edge, daring to be different and caring for our environment. How can we reduce driving? How can these plans provide excellent community options for cyclists and pedestrians? how can Wanaka lead the way for a more harmonious healthy town centre?

34. -Path cannot be shifted at the tiles would break

- There is not beam to help prevent flooding
 - Criss- cross paths and flowerbeds are not suitable for our lakefront
 - What is wrong with it now?
- Where are you going to put all the cars go in big events eg A&P show?

35. The same principles apply to all water and riparian areas unimpeded continuous public access is important.

36. Bullock Creek-provide wider path than playground area as this is a popular cycle route and conflicts with playground.

South Beach- Support the idea of additional formatted car parking.

37. I am pleased to see that this area is to be developed with lawns, gardens, footpaths etc to make it more pedestrian friendly. I do wonder that is to happen to the tiled millennium walk along this area? I note that many people wander along this reading the events on the tiles and would like to see it incorporated along the foot path. The slowing of traffic along Ardmore Street is a plus but the angle cars parking will encourage too many vehicles to in this area. Could Ardmore street be a pedestrianized and more car parking provided on the other side of Pembroke Park on Dungarvon and on McDougall streets (angle parking)

Please could you consider properly marked pedestrian crossing; courtesy crossing causes much confusion with neither pedestrians nor cars knowing who has the right of way. Tourist don't have any idea of what they mean- I have observed much uncertainty at the present crossings.

38. -I like the green belt directly behind the beach with the cars further away. At the moment some of them park on the beach and footpath!!

-Must be sufficient car parks along road to cater for hundreds of cars that currently park along the lakefront.

-I think the green space will be better used when concreted to the beach than it is at the moment between the parked cars and the road. It is not used except as a walking/biking track.

-Having been at the beach Waitangi Weekend, my biggest concern is that there were hundreds of cars parked along the lakefront. So need to ensure that there is sufficient parking spaces for them all.

39. 1) Yacht club Area we need a jetty and break water

2) Marina we need a bigger Marina area, I have a mooring 9.

but cost 1) resource consent \$500000 2)public objections 3) build 3-5million \$\$

Am I wrong on the total?

3)bullock creek, needs additional BBQ's

Lake front plan, we need a Rowing club building. the suggested site at the far end of the South beach is the only place.

40. The plans produced were very detailed and for me, reinforced the vision of how I would like to see these areas developed, which I can describe in the little words. KEEP IT SIMPLE.

Our lake and surrounds set the scene because of the natural and scenic nature of what we have, and I believe we must keep these in mind and expand on them not impose unnecessary clutter.

-I do not want to see car parking areas intruding on this lake front area.

-I hope the I-site will remain where is operating now as it is in a perfect central position to maximise the service they offer for the public.

-Why is the log cabin not identified? I am a firm believer that, if the jetty is there, it needs a base building where people can get information on the conditions of the lake, what they can expect to see if they go up the lake, for hire of the lake equipment boats, kayaks, etc fishing and general information about the history of the area etc.

- I think two jetties is a practical move.

- I like that plaza idea but do not see this area as the correct spot for a stage.

-I like the walkways/promenades but the tile feature along Ardmore Street was not identified and must be protected.

-I would hope the access from Helwick Street across Ardmore Street would be an authentic designated pedestrian crossing

Main Beach Area

I am totally against the-

- Proposed gardens on the lake front
- Potential rain gardens
- Viewing deck with signage is unnecessary clutter
- Gravel should not be used in parking area
- If picnic tables go ahead the seating as shown at the viewing deck should be by the picnic table
- 'Raised speed tables' send questions flowing with similar causing a lot of controversy in our town.

South Beach Area

I am totally against

- Proposed lake front gardens
- The proposed sculptures
- A food truck location

I support the upgrading of the existing toilet, the car parking in this area and the BBQS.

Yacht Club Area and Marina Area

both of these plans look neat and tidy to me, but there would be people involved with boats who know more than I do.

However I do support the area from the Dinosaur Park to the Yacht Club being tidied up and attractive, and the walk ways and board walk will go a long way to do this as will the native re vegetation planting.

I also support the viewing deck with seating in the Yacht Club area, the lookout area near the Springs feature.

Thanks for the opportunity to view these plans.

Loris King.