

03 SPATIAL FRAMEWORK

SPATIAL FRAMEWORK

THE SPATIAL FRAMEWORK SETS OUT THE PROPOSED PEOPLE FOCUSED STRUCTURAL CHANGES TO THE TOWN CENTRE. IT CONSISTS OF FIVE OVERARCHING STRATEGIES THAT ILLUSTRATE INTERVENTIONS DESIGNED TO REALISE THE BIG MOVES.



The movement strategy sets out the long term network of vehicle, walking and cycling interventions within the town centre.



The lake to town strategy sets out the interventions required to reconnect the town centre and the lake reclaiming the space between for people.



The open space strategy sets out the overall strategy for delivering and enhancing open spaces within the town centre.



The places and spaces strategy sets out the structure and function of spaces and precincts within the town centre.



The civic heart strategy sets out the location and potential uses to be located in a community hub in the heart of the town centre.



MOVEMENT STRATEGY

THE MOVEMENT STRATEGY SETS OUT THE NETWORK OF VEHICLE, WALKING AND CYCLING INTERVENTIONS. IT IDENTIFIES HOW PEOPLE WILL GET TO AND MOVE AROUND THE TOWN CENTRE.

From a movement perspective, the key change proposed in the master plan is to shift from a town centre which is currently car focused to a town centre which provides more choice in how people travel to and from the town centre.

To achieve this the streets within the town centre will balance pedestrian, cycle and vehicle movement. To manage traffic congestion as a result of this change a town centre bypass is proposed that connects Golf Course Road and Anderson Road via a new connection either along Macpherson Street or through the northern end of the Wānaka Golf Course. Both options will require further investigations and planning.

The main network changes are proposed in the street hierarchy diagram opposite. A closer look at the pedestrian focused town centre are proposed in the following pages.

Movement interventions for the greater Wānaka area are covered in appendix A : The Wānaka Integrated Transport Programme Business Case.

STREET HIERARCHY

The Street Hierarchy Plan sets out the priorities and function of each street in and around the town centre which are:

THE PRIMARY MOVEMENT NETWORK

- + The primary network consists of the key bus and vehicle routes into town and across town. They will be the most efficient in moving traffic
- + A proposed Wānaka town centre bypass will provide improved east-west movement across Wānaka, to access Three Parks and as an alternative to going through the town centre

- + Brownston Street will become the main vehicle access route into the town centre
- + The primary network is where visitors to Wānaka will enter town. It is therefore important that these routes are designed with a balance of movement, function and amenity interventions such as street planting to enhance the arrival experience

TOWN CENTRE RESIDENTIAL STREETS

- + Town centre residential streets are upgraded to promote walking and cycling into the town centre
- + Footpaths are widened and amenity is introduced in the form of tree planting
- + Streets are designed for low vehicle speeds to improve safety and amenity
- + Town centre residential streets provide for a balance of pedestrian, cycle and vehicle movement
- + Residential streets focus on safety with build outs at intersections, upgraded street lighting and accessible kerbs to enable mobility for all

WALKABLE STREETS

- + Walkable streets are safe attractive streets, often featuring wider pavements and landscaping
- + Walkable streets form the majority of streets within the town centre commercial area and balance pedestrian, cycle and vehicle movement but have an overall priority for pedestrians
- + Walkable streets provide low speed vehicle access to businesses and properties
- + High quality safe crossings that prioritise pedestrian movement are established on all walkable streets

SHARED SPACES

- + Shared spaces give priority to pedestrians recognising the importance of these spaces as places for people
- + These streets have no formed carriageway and all pedestrians, cyclists and vehicles share the movement zone
- + Shared spaces are very low traffic speed zones (10km/hr)

INTERSECTION UPGRADES

- + All intersection solutions proposed will be subject to further design and analysis to enable the right balance of pedestrian, cycle and vehicle access into and around the town centre
- + Potential for signalised intersection upgrades at the junction of Anderson Road and State Highway 84 as well as at the State Highway, Brownston Street and upper Ardmore Street junction to manage increasing traffic demand while providing safe crossings for pedestrians and cyclists, further investigations are required to realise these opportunities
- + Potential roundabouts are being considered on Brownston Street at the junctions of Chalmers Street, Dungarvon Street and McDougall Street other locations may also be required
- + Safe pedestrian crossings such as signals or zebra crossings are proposed to be installed at all intersections where possible

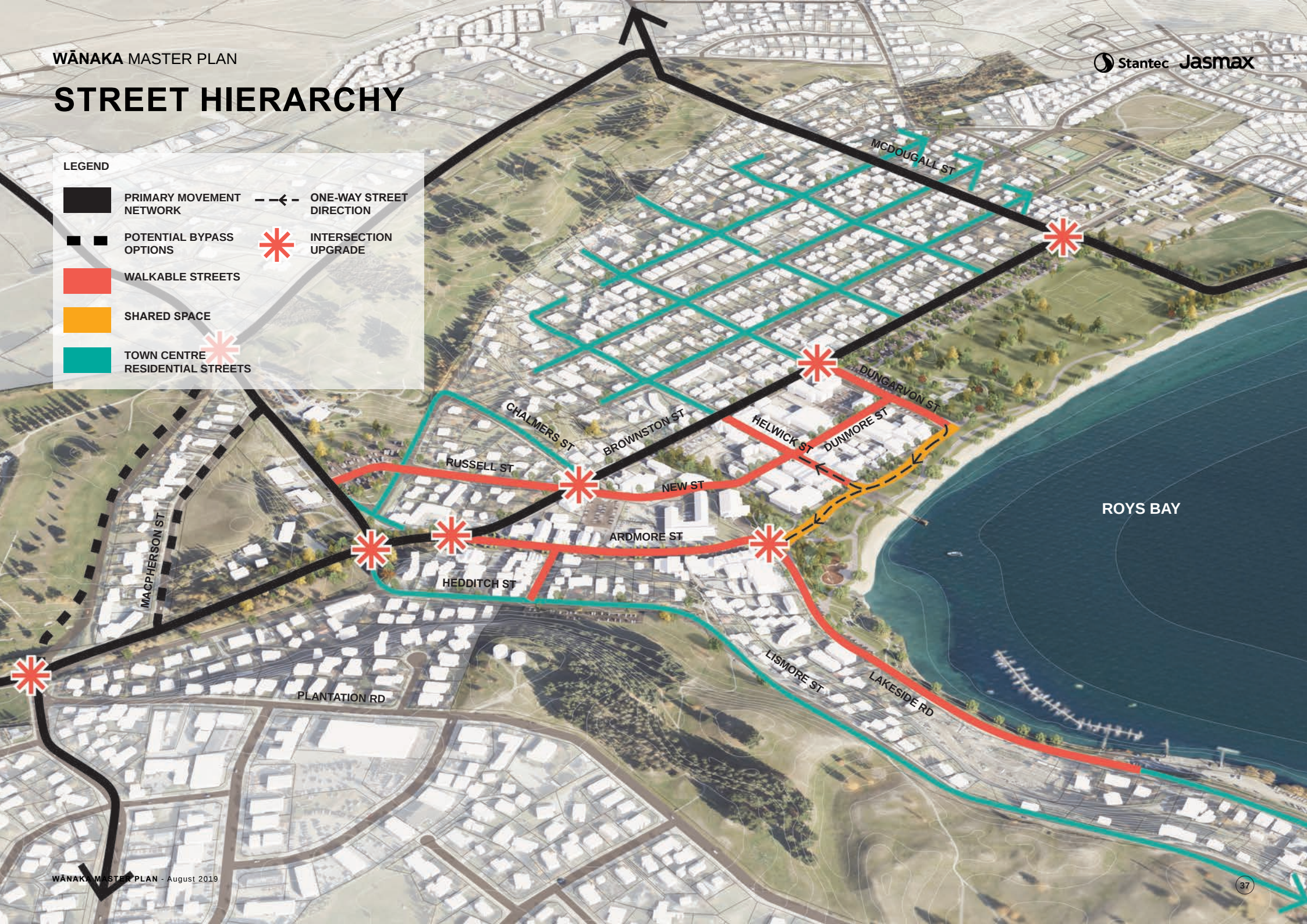
TRANSPORT INTERVENTIONS BEYOND THE TOWN CENTRE (REFER TO APPENDIX A FOR FURTHER DETAILS)

- + Construction of a safe and connected urban cycle network to support access to key destinations including schools, recreational facilities and the town centre
- + Provision of a public transport network to support mode choice and social inclusion for local residents and to reduce parking demand at key destinations.
- + Various intersection upgrades along SH84 to improve access across the state highway, and facilitate the reduced through movement function of Ardmore.
- + Albert Town bridge upgrade to improve access and safety.
- + Upgrade of Riverbank Road and Riverbank/SH84 intersection to enhance freight access and improve safety

STREET HIERARCHY

LEGEND

-  PRIMARY MOVEMENT NETWORK
-  POTENTIAL BYPASS OPTIONS
-  WALKABLE STREETS
-  SHARED SPACE
-  TOWN CENTRE RESIDENTIAL STREETS
-  ONE-WAY STREET DIRECTION
-  INTERSECTION UPGRADE
-  TOWN CENTRE RESIDENTIAL STREETS



THE PEOPLE OF WĀNAKA WILL BENEFIT FROM CHOICE IN THE WAY THEY TRAVEL TO AND FROM THE TOWN CENTRE IN THE FUTURE.

The diagram opposite illustrates the key pedestrian routes into town, the cycle network (developed outside of the master plan process) as it relates to the town centre, potential bus and coach routes and stops and vehicle routes into town.

ENHANCED PEDESTRIAN CONNECTIONS

- + The enhanced pedestrian connections will strengthen the existing key pedestrian routes into town from surrounding neighbourhoods
- + Potential for traffic lights to be installed on key SH84 intersections to support people walking and cycling and reduce traffic on upper Ardmore Street (subject to further investigations)
- + The key pedestrian routes as proposed are:

- 1 Mt Aspiring High School to the town centre via Lismore Park
- 2 North Wānaka and Anderson Road commercial area to the town centre via Little Street
- 3 North Wānaka and Anderson Road to the town centre via SH84
- 4 Three Parks to the town centre via Ballantyne Road & Russell Street
- 5 Cardrona Valley Road and South Wānaka to the town centre via the golf course and town centre residential neighbourhoods
- 6 Wānaka east to the town centre via Meadowstone Drive, Stone Street and Pembroke Park
- 7 Lake front promenade

VEHICLE ACCESS AND TOWN CENTRE PARKING

- + Brownston Street becomes the main access route into the town centre
- + Speed limits are reduced to 30km/hr when entering the town centre
- + The bypass is an important enabler to changes in the town centre as it diverts traffic around rather than through the town centre
- + Long stay and visitor parking is located on the edge of town at the following key locations (further analysis will be undertaken for each location in subsequent studies):

- 8 Ballantyne Road/Stratford Terrace, potential for dedicated camper van parking conveniently located at the entrance to the town centre
 - 9 Lismore Park, long stay and commuter parking with pedestrian access via Little Street and Monley Lane To upper Ardmore Street
 - 10 Dungarvon Street off-street parking will be retained plus additional angle parking on street which will be time limited and user pays
 - 11 Pembroke Park (south side as part of land-swap with Ardmore Street) long stay and commuter parking with pedestrian connections through the park to Dungarvon Street
 - 12 Existing mid-block parking retained with a mixture of long stay commuter parking and time limited and user pays parking
- + Parking management is introduced that will include user pays and time limits to free up on street parking and ease of access to businesses
 - + Substantial increase in disabled parking across the town centre
 - + Street based parking is reduced by 10-15% to accommodate street trees and other town centre enhancements

CYCLE NETWORK

- + The key cycle routes were identified in the Wānaka Network Operating Framework
- + The cycle network will connect the town centre and surrounding neighbourhoods, providing safe cycling routes to the town centre
- + Cycle facilities such as secure cycle parking and e-bike charging will be established across the town centre

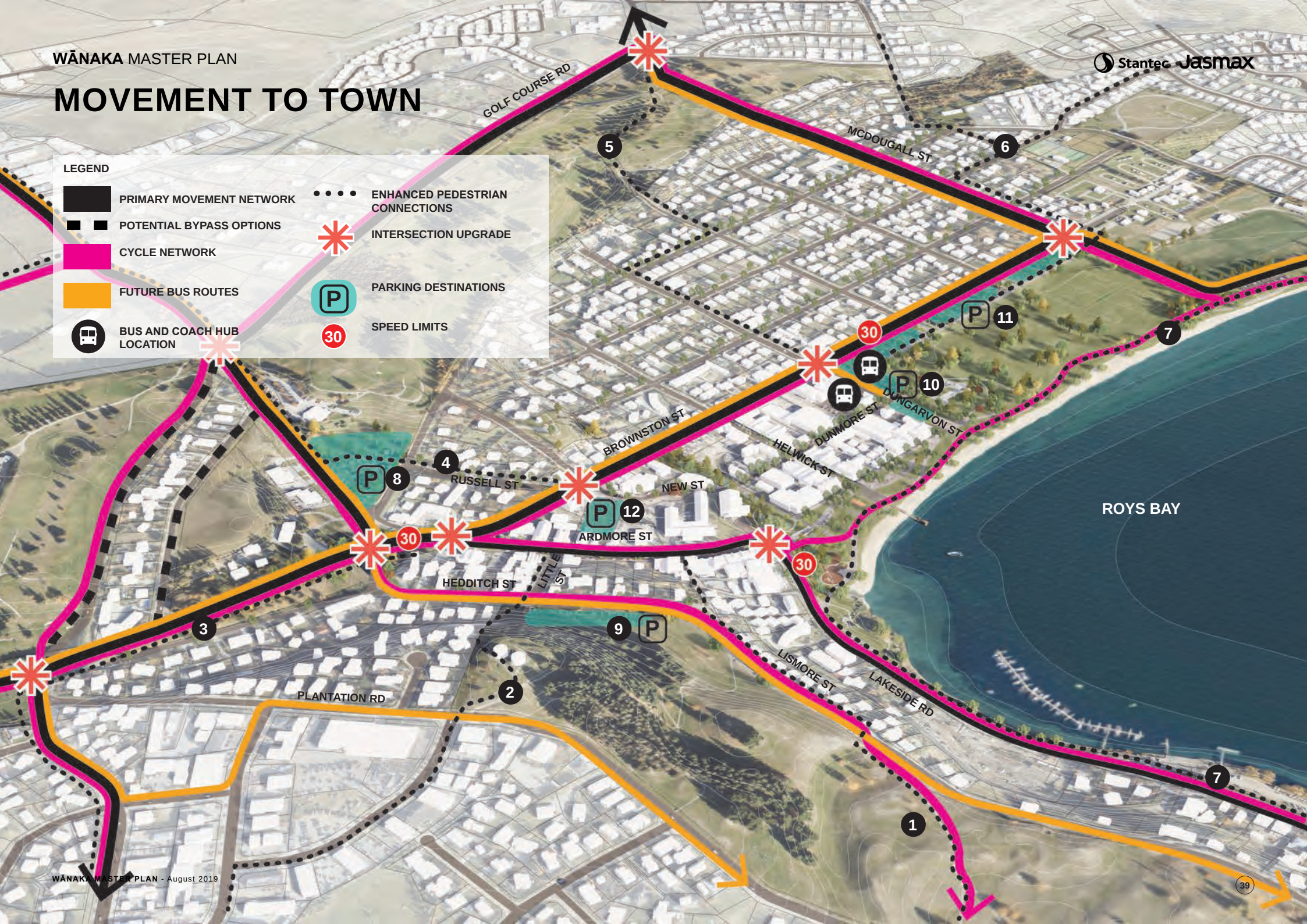
TOURIST COACH AND FUTURE BUS ROUTES

- + Brownston Street is the key future bus route in and out of town.
- + Tourist coach stops and future bus stops will be consolidated in a public transport hub located on upper Dungarvon Street
- + The location of the hub will allow good access to the primary movement network and not result in unnecessary movement of large vehicles through town and onto the lake front
- + The future bus routes will connect Wānaka's residential neighbourhoods and outlying settlements with the town centre providing transport choice for the whole community and mobility for those whom do not drive or it is too far to walk or cycle

MOVEMENT TO TOWN

LEGEND

-  PRIMARY MOVEMENT NETWORK
-  POTENTIAL BYPASS OPTIONS
-  CYCLE NETWORK
-  FUTURE BUS ROUTES
-  BUS AND COACH HUB LOCATION
-  ENHANCED PEDESTRIAN CONNECTIONS
-  INTERSECTION UPGRADE
-  PARKING DESTINATIONS
-  SPEED LIMITS



MOVEMENT AROUND THE TOWN CENTRE IS FOCUSED ON HIGH QUALITY PEDESTRIAN AND CYCLING CONNECTIONS. VEHICLE MOVEMENT IS EFFICIENT AND FOCUSED ON DESTINATIONS WITHIN THE TOWN CENTRE RATHER THAN ACROSS TOWN MOVEMENT.

MOVEMENT AROUND TOWN

The diagram opposite illustrates the key connections within the town centre, walkable streets and shared spaces are complemented with a network of laneways providing alternative off street routes around town. The key elements of movement around town are:

- + High quality pedestrian environment with generous footpaths and safe international standard crossings throughout the town centre
 - + Walkable streets within the town centre which balance pedestrian, cycle and vehicle movement
 - + A network of off street laneways located on both private and council land including the enhancement of existing lanes and access ways and addition of new lanes.
 - + The Bullock Creek Walkway is enhanced and provides an important green link within the town centre
 - + Ardmore Street - a one way shared space between Dunganon Street and Lakeside Road
 - + Lower Helwick - a south bound one-way street with on-street parking and paved spaces for cafe service and social gathering
 - + Widened paths along Lakeside Drive for walking and cycling and access to the Marina
 - + A lake front promenade which will connect open spaces and activities along the lakes edge
- + Vehicle movement is efficient within the town centre and access to properties, businesses and for servicing is enabled
 - + Speed limits in the town centre are reduced to 30km/hr and 10km/hr on Ardmore Street along the lake front
 - + Parking management is introduced in the town centre. Key retail streets such as Helwick and Dunmore benefit from time limits and user pays parking to free up customer parking convenience and access to businesses
 - + Increased disabled parking will be located throughout the town centre streets including Ardmore Street along the lake front

MOVEMENT AROUND TOWN

LEGEND

-  PRIMARY MOVEMENT NETWORK
-  WALKABLE STREETS
-  SHARED SPACE
-  OFF STREET LANEWAY NETWORK
-  ONE-WAY STREET DIRECTION
-  SPEED LIMIT
-  INTERSECTION UPGRADE





LAKE TO TOWN STRATEGY

THE LAKE TO TOWN STRATEGY SETS OUT THE INTERVENTIONS REQUIRED TO RECONNECT THE TOWN CENTRE AND THE LAKE RECLAIMING THE SPACE BETWEEN.

A key change proposed in the master plan is the way in which the space between the town centre and the lake is used. This change focuses on moving away from the current busy Ardmore Street and lake front parking which are spaces designed for vehicles to spaces designed for people.

To achieve this the Lake to Town Strategy focuses on 'bringing the lake to the town'. Significant changes are proposed including a series of physical connections along the lake front. The diagram opposite illustrates the series of connections that will reconnect the lake and the town centre.

PHYSICAL CONNECTIONS

Access to the lake is an important part of what makes Wānaka special. This however does not need to just mean driving up and parking on the beach. The experience can be a much richer one that is integral to the daily lives of the community and makes better use of the lake front.

Physical connections in the form of pedestrian and cycle links are proposed along the length of the lake and town centre interface. These include footpaths and spaces that extend from the streets and lanes of the town centre commercial area out and onto the lake front as well as extending Pembroke Park out to physically meet the lake front.

In order to achieve these physical connections, Ardmore Street as it is today will need to change. Currently the street forms a barrier between the town centre and lake. Proposals shown in the following pages illustrate how changes to Ardmore Street will reclaim the space between the lake and town centre.

LAKE FRONT CHARACTER

The lake front will be extended from the lake edge right up to the building edge along Ardmore Street. The spaces between will reflect the character of the existing lake front. This will include simple and straight forward spaces with large areas of lawn and planting, open views to the mountains and lake, and broad sweeping forms of these spaces reflect the nature of the lake edge.

To complement this structure, activities will be programmed that include:

- + A wide promenade that connects activities and destinations along the lake front
- + A 'Village Green' for community based events
- + Opportunities to tell Kāi Tahu stories and recognise the cultural importance of the lake and express Kāi Tahu values
- + Play opportunities as a series of interventions along the promenade
- + A diving platform that provides swimming, jumping and diving opportunities for all ages
- + Recreational activities such as volley ball and pétanque
- + Planting that reflects the alpine and high country landscape that surrounds the town centre
- + Expansion and enhancement of the Dinosaur Playground
- + Expansion of the skate park
- + Informal heritage and sculpture garden
- + Public comfort interventions such as water stations, seating and toilets

LAKE TO TOWN CONNECTIONS

LEGEND



COMMERCIAL AREA



LAKE FRONT & PEMBROKE PARK



CONNECTIONS BETWEEN LAKE AND TOWN

TO THREE PARKS

GOLF COURSE RD

WĀNAKA GOLF COURSE

WĀNAKA WAR MEMORIAL

RUSSELL ST

TOWN CENTRE RESIDENTIAL

BROWNSTON ST

COMMERCIAL AREA
NEW ST

ARDMORE ST

HEDDITCH ST

PLANTATION RD

MCDUGALL ST

ROCHE ST

YOUGHAL ST

DUNGARVON ST

LAKE FRONT

HELWICK ST

LISMORE ST

LAKESIDE RD

LISMORE PARK

SHOW GROUNDS

PEMBROKE PARK

ROYS BAY



SOME OF THE BOLDEST CHANGES PROPOSED IN THE MASTER PLAN ARE THOSE PLANNED FOR ARDMORE STREET ALONG THE LAKE FRONT. THESE INCLUDE REDUCING THE FUNCTION OF THE STREET AS A VEHICULAR THROUGH ROUTE AND ESTABLISHING A SHARED SPACE BETWEEN DUNGARVON STREET AND LAKESIDE DRIVE.

ARDMORE STREET SHARED SPACE

Proposals for Ardmore Street include:

- + A one way shared space along Ardmore Street between Dungarvon Street and Lakeside Road that discourages through movement but enables access to businesses and destinations on the lake front
- + Short stay and drop-off parking, disabled parking and service bays along the shared space
- + Ardmore Street becomes a destination rather than a through route
- + Dedicated space for food and beverage service including seating and tables
- + Retain and complement existing mature tree planting
- + A series of social spaces for groups and families to come together
- + A strong pedestrian connection between Helwick Street and the lake with a town plaza and diving platform
- + A 'Village Green' for community based events
- + Opportunities to tell Kāi Tahu stories and recognise the cultural importance of the lake
- + Extend the town centre laneways down to the lake front
- + A lake front promenade that connects activities and destinations along the lake front

LAKE FRONT DEVELOPMENT PLAN (2016)

The proposals for spaces between the lake and Ardmore Street align with the Wānaka Lake Front Development Plan big moves which are:

- + Restore and develop ecology: such as ecological enhancement of Bullock Creek
- + Provide continuous access: such as the continuous pedestrian and cycle promenade along the lake front
- + Improve land use: such as the new village green and town plaza
- + Provide a range of facilities: such as a new diving platform (town pier) and heritage gardens

EXISTING ARDMORE STREET



PROPOSED ARDMORE STREET



LAKE FRONT ZONES AND USE

LEGEND

- RETAIL FRONTAGE MOVEMENT ZONE
- FOOD & BEVERAGE SERVICE ZONE
- SOCIAL SPACES
- SERVICE BAYS
- SHARED MOVEMENT ZONE
- PARKING AREAS (SHORT STAY)
- PROMENADE SHARED CYCLE PATH
- LAKE TO TOWN CONNECTIONS





OPEN SPACE STRATEGY

THE OPEN SPACE STRATEGY SETS OUT THE OVERALL STRATEGY FOR MAINTAINING AND ENHANCING OPEN SPACES WITHIN THE TOWN CENTRE

The open space strategy is focused on protecting open spaces such as Pembroke Park and Bullock Creek which are treasured by the community. The strategy is also about enhancing and complementing these spaces through plantings and diversification of activities to meet the needs of the growing community.

To achieve this, interventions are proposed such as preserving and enhancing the green belt around the town centre and maintaining the informal nature of Pembroke Park. Introducing high country and alpine landscape palette to the streets and spaces will also reflect the plant species of importance for Kāi Tahu and enhance the functional and ecological aspects of Bullock Creek.

GREEN BELT

The Wānaka town centre is fortunate to have an established green belt that surrounds the town centre.

It consists of a number of active and open space typologies including Pembroke Park and the lake front, Lismore Park, National Park, the Wānaka Golf Course, Faulks Terrace Reserve, the Wānaka Cemetery and the AMP Show-grounds.

The green belt is recognised with the master plan as a key open space asset to be maintained and enhanced through passive landscape treatments such as plantings and additional recreational activities to meet the needs of a growing community.

GATEWAYS

Gateways will be created that define the edges and entry into the town centre. These will consist of landscape treatments such as:

- + Generously planted areas including trees and ground level planting that reflect the alpine and high country landscape that surrounds the town centre
- + Signage to identify these thresholds
- + Public art to celebrate the diverse culture of the people of Wānaka including opportunities to express Kāi Tahu visual arts

BULLOCK CREEK

The following interventions are proposed to maintain and enhance Bullock Creek as a natural asset in the town centre:

- + Riparian plantings and ecological restoration
- + Provide safe physical access to the stream edge with steps and platforms
- + Plant species of importance for Kāi Tahu such as Tī kōuka and Harakeke
- + Habitat creation for both aquatic and bird life

HIGH COUNTRY AND ALPINE LANDSCAPE PALETTE

The landscape palette used in the streets and open spaces of the town centre will reflect the qualities of the high country and alpine character of the landscape that surrounds Wānaka. This will be expressed in:

- + Choice of planting species including alpine tussocks and shrubs
- + Stone including strategically located boulders and locally sourced aggregates for paving
- + Colours and finishes reflecting those in the wider landscape
- + Robust, weathered and refined detailing reflecting the natural geology and rural landscape

GREEN BELT AND OPEN SPACES

LEGEND

-  GREEN BELT
-  GATEWAYS
-  PLAZA / SHARED SPACE
-  BULLOCK CREEK RIPARIAN RESTORATION



PEMBROKE PARK

CHANGES TO PEMBROKE PARK ARE PROPOSED THAT WILL RETAIN ITS CHARACTER AND SIZE WHILE ENHANCING THE AMENITY AND RECREATIONAL POTENTIAL OF THIS IMPORTANT TOWN CENTRE OPEN SPACE.

The following interventions are proposed for Pembroke Park:

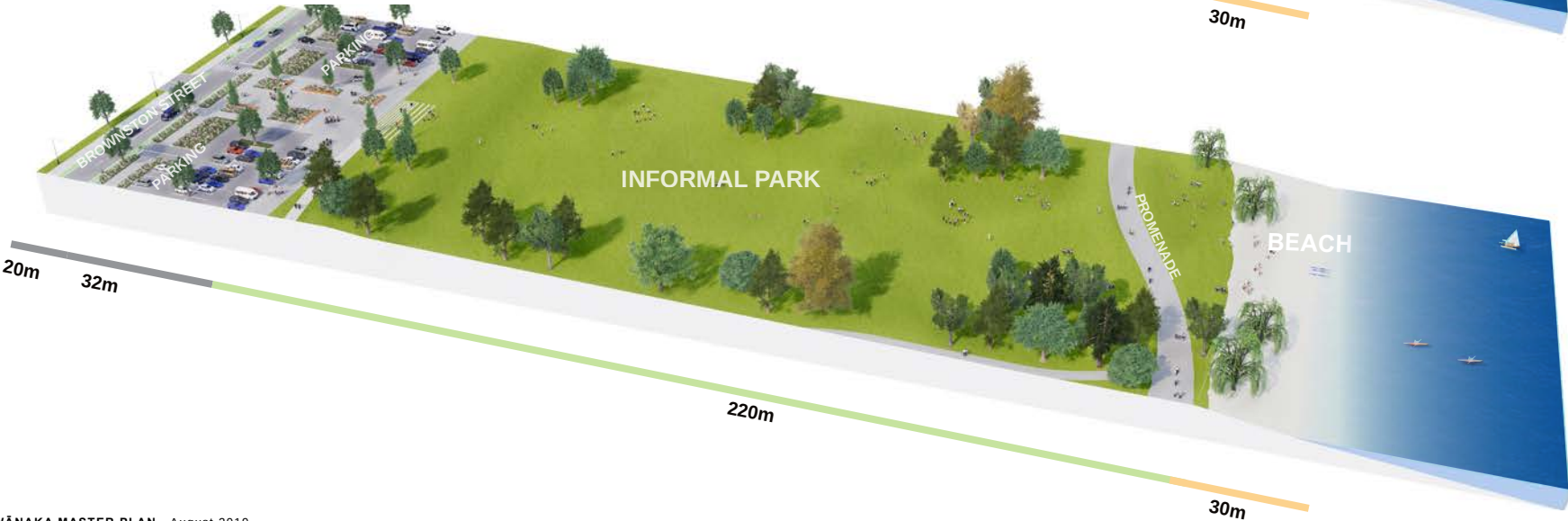
- + Connect Pembroke Park to the lake by removing Ardmore Street and lake front parking. Implement a land swap with parking on the southern side of park with no overall loss in park area
- + Establish specimen trees in the reserve to provide shelter, shade, structure and form to the reserve and support the greening of the Wānaka town centre in general
- + Maintain view shafts from Brownston Street across Pembroke Park and manage trees as they mature by crown reduction and crown lifting to maintain views as appropriate to tree species and habit
- + Consolidate football and cricket pitches on the south-western end of the park
- + Retain and enhance the informal character across the balance of the park
- + Introduce informal heritage gardens on the lake side of the park and consider the use of plant species of significance to Kāi Tahu
- + Provide a network of barrier free paths around Pembroke Park and on established desire lines across the park
- + Implement lighting improvements in accordance with Council's lighting policy to reduce glare and light spill beyond the reserve, improve the comfort and safety of park users and protect the Wānaka night sky
- + Integrate the Wānaka Millennium Path tiles with the alignment of the new promenade



EXISTING PEMBROKE PARK



PROPOSED PEMBROKE PARK





PLACES AND SPACES STRATEGY

THE PLACES AND SPACES STRATEGY SETS OUT THE STRUCTURE AND FUNCTION OF SPACES WITHIN THE TOWN CENTRE. SEVEN COMPLEMENTARY TOWN CENTRE PRECINCTS OFFER DISTINCT EXPERIENCES AND ACTIVITIES.

The places and spaces strategy is focused on responding to current and future land use and activities within the precincts that make up the town centre.

This will be achieved through the upgrade of streets to provide a safe, pedestrian-friendly town centre that expresses improved amenity and landscaping across the town centre.

Wānaka town centre places and spaces will:

- + Provide social spaces to encourage interaction and support the sense of community identity within the town centre
- + Provide a family focused town centre with enhanced play opportunities
- + Encourage visitors to stay longer in the town centre, to experience the authentic Wānaka attractions and retail opportunities while supporting the local economy
- + Provide parking in the town centre and ensure it is accessible for all ages and abilities
- + Provide streets and spaces which are engaging and uplift the amenity of Wānaka to support local businesses
- + Engage with the stunning landscape that surrounds the town centre through the protection of views and authentic streetscape improvements
- + Ensure that Kāi Tahu as mana whenua are represented in the urban realm

TOWN CENTRE PRECINCTS

Seven complementary town centre precincts offer distinct experiences and activities which are:

1. PARKLAND AND SHOW GROUNDS PRECINCT

- + Important open green space in the town centre
- + Provides informal recreation opportunities such as picnicking and family activities
- + Engages seamlessly with the lake through the removal of Ardmore Street
- + Formal sports including football, rugby and cricket
- + Large annual event space for AMP show and others

2. TOWN CENTRE CORE PRECINCT

- + Key mixed use precinct in the town centre offering retail, commercial and tourism uses
- + The traditional centre of town focused on the original street grid
- + Restaurants cafés and bars that utilise streets with widened footpaths and improved amenity to attract and retain customers
- + Service retail benefit from increased pedestrian activity in the town centre
- + Tourism operators and commercial businesses benefit from accessible and attractive town centre locations

3. CIVIC HEART PRECINCT

- + The community focus of Wānaka
- + Civic uses such as library and community meeting spaces encourage a heart of the town centre that is focused on locals
- + Provides opportunities and facilities that showcase the arts and culture of the people of Wānaka
- + Illuminates Kāi Tahu presence as mana whenua in Wānaka

4. LAKE FRONT PRECINCT

- + The playground in the town centre for all of the people of Wānaka and for those that visit
- + Provides lake based activities such as swimming, water sports and new attractions such as the proposed diving platform
- + Play spaces including the Dinosaur Park and other actives along the lake front
- + Tourism with commercial operations such as kayaking and boat tours are located within this precinct
- + Reflect the importance of the lake to Kāi Tahu

5. UPPER ARDMORE PRECINCT

- + A retail focused precinct on the linear axis of upper Ardmore Street
- + The generous width of the street provides sufficient space for movement and parking as well as a new Linear Park which starts at the Brownston Street intersection and continues down to Bullock Creek
- + Street address for significant future land use development along the southern side of upper Ardmore Street including potential redevelopment of the petrol station sites and the Wānaka Hotel

6. LAKESIDE PRECINCT

- + Established visitor accommodation and residential precinct with close proximity to the town centre which offers elevated views across Roys Bay

7. TOWN CENTRE RESIDENTIAL PRECINCT

- + Location of the majority of town centre residential properties within close proximity of the town centre
- + Tree lined streets balance the movement of pedestrians cyclists and pedestrians

TOWN CENTRE PRECINCTS

LEGEND

 PARK AND SHOW
GROUNDS PRECINCT

 TOWN CENTRE CORE
PRECINCT

 CIVIC HEART PRECINCT

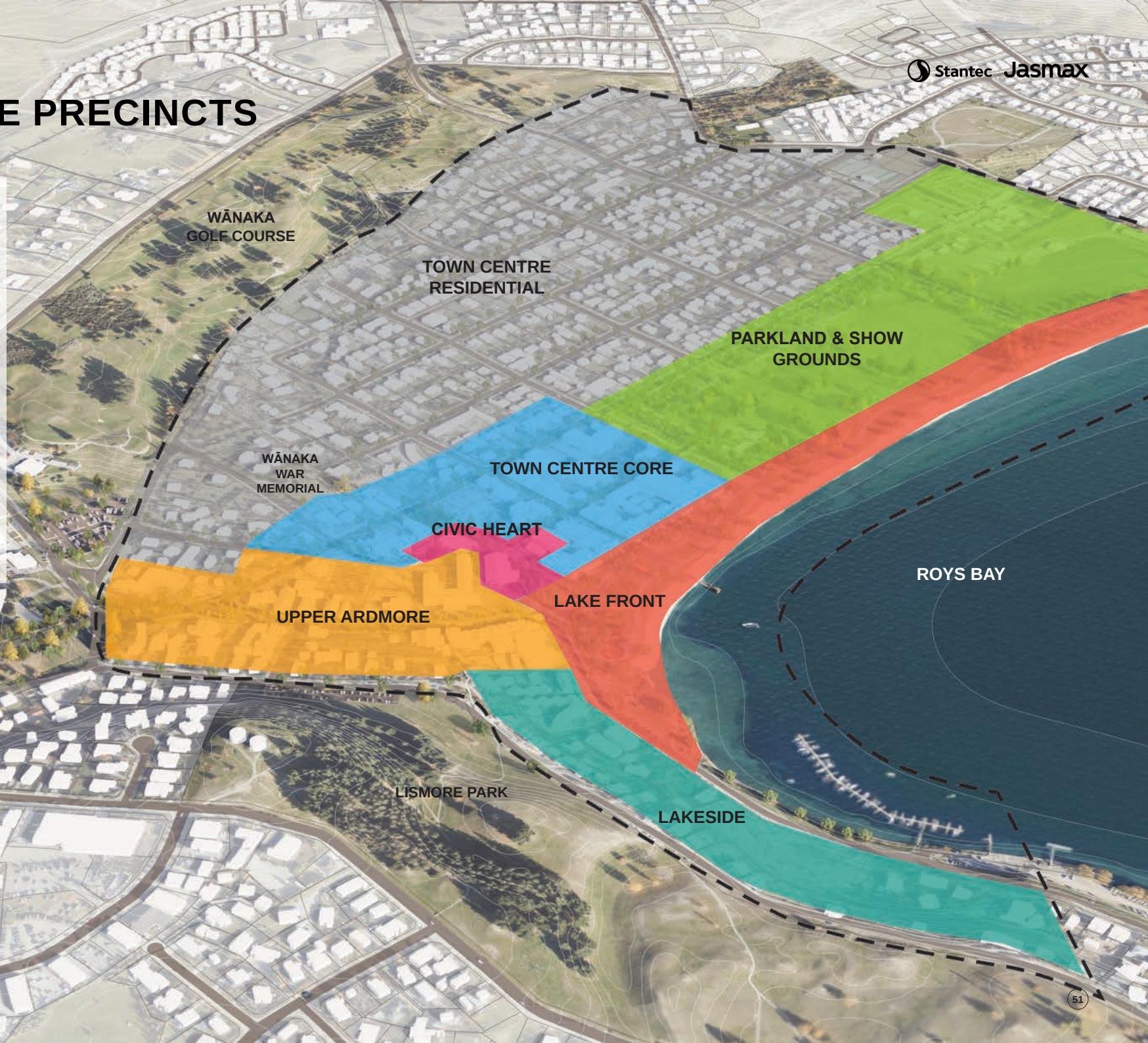
 LAKE FRONT PRECINCT

 UPPER ARDMORE
PRECINCT

 LAKESIDE PRECINCT

 TOWN CENTRE
RESIDENTIAL PRECINCT

 TOWN CENTRE BOUNDARY



GREENING THE TOWN CENTRE WITH THE INTRODUCTION OF MORE PLANTING AND TREES IS A CHALLENGE WHEN AT THE SAME TIME MAINTAINING VIEWS TO THE LAKE AND MOUNTAINS BEYOND.

The 'Blue Green Streets' concept proposes a combination, maintaining and enhancing views as well as bringing nature in and greening the town centre with trees and planting.

The 'Blue Streets', which align north to south towards the lake, preserve views to the lake and mountains beyond ensuring visual connection with the surrounding landscape. Streets such as Helwick and Dungarvon will have low level planting and 'fastigiate' trees that are upright in form and do not spread out across the street so view shafts are maintained.

The 'Green Streets' which align east to west across the town centre with larger street trees and more plantings bringing nature into the town centre. Brownston and Dunmore Street will provide an important green link between Pembroke Park and Bullock Creek.



View down Helwick Street. Blue Streets enable views to the lake and mountains from the town centre.



View along Dunmore Street. Green Streets bring nature and tree planting into town from Pembroke Park through to Bullock Creek.

BLUE GREEN STREETS

LEGEND



BLUE STREETS



GREEN STREETS



VIEW SHAFT





CIVIC HEART STRATEGY

THE CIVIC HEART STRATEGY SETS OUT THE LOCATION AND POTENTIAL USES TO BE LOCATED IN A COMMUNITY HUB IN THE HEART OF THE TOWN CENTRE.

The Civic Heart strategy is focused on strengthening the community and civic infrastructure of the town centre. The growing community will require increased investment in community facilities such as meeting and social spaces, places for artistic and cultural expression and community resource spaces.

This will be achieved through the establishment of a civic heart in the centre of Wānaka that enhances and upgrades existing community uses as well as providing space for new ones to be developed as the community grows.

CIVIC HEART LOCATION

A variety of options were considered for the location of the Civic Heart in early stakeholder and community engagement events.

The preferred location is to establish the Civic Heart in a cluster of civic facilities and services centred around Dunmore Street and Bullock Creek. This location reinforces the existing location of the Library and Wānaka Centre which is important for the community.

The Civic Heart will contain a new multi functional community hub located on the existing Dunmore Street carpark adjacent to the Masonic Hall. To complement this new community building a 'Plaza' space is proposed which will provide break out and community events adjacent to the Bullock Creek. The plaza can also provide an alternative sheltered location for markets and small events to be held.

A key enabler of the Civic Heart will be the extension of Russell Street through to Dunmore Street past the existing Library. This new street will open up access to the Civic Heart and provide an address to the community hub on a key town centre street. The new street will also function as an additional movement route through the town centre.

POTENTIAL USES

Further investigations will be required to understand the feasibility of the community hub. However some of the potential (additional to the existing uses) uses which were considered in community engagement are:

- + Performing arts facility
- + Bookable community meeting spaces for small groups, clubs and community organisations.
- + Arts centre and studios to replace the existing centre.
- + Art Gallery to show case local art
- + Museum and cultural centre



Potential Civic Heart with community hub in the foreground and the proposed new street between the library and Wānaka Centre.



Potential Civic Heart illustrating the potential for future private development along the New Street.

CIVIC HEART LOCATION

LEGEND



CIVIC HEART LOCATION



KEY STREETS AND ACCESS

