

04 MASTER PLAN

MASTER PLAN

THE MASTER PLAN PROVIDES THE ILLUSTRATIVE ELEMENTS OF THE DOCUMENT. IT PROVIDES AN OVERVIEW OF THE POTENTIAL LOOK AND FEEL OF WĀNAKA IN A 30 YEAR TIME FRAME. THE MASTER PLAN CONSISTS OF ASPIRATIONAL IMAGERY OF THE POTENTIAL FUTURE OF WĀNAKA TOWN CENTRE.

The master plan section of this document is split into two parts:

1. Firstly the option development where integrated master plan and programme business case options were considered by community stakeholders
2. Secondly the illustrative master plan which provides the look and feel of Wānaka Town Centre in plan, indicative street sections and street views. (The street sections are illustrative only and represent a potential outcome for each street, further investigation is required following the master plan to firm up specific designs)



Three options were considered by community stakeholders which informed the proposed master plan.



Once all feedback was gathered the illustrative master plan was prepared.

MASTER PLAN PROGRAMME OPTIONS

A COMMUNITY STAKEHOLDERS WORKSHOP WAS HELD ON THE 4 APRIL 2019 TO INVESTIGATE VARIOUS OPTIONS AND APPROACHES THAT HAD A MIXTURE OF CONSTANT “MUST HAVES” AND VARIABLES “FOR DISCUSSION”.

The three options which were discussed in detail were:

- 1.0 Baseline_ Improvements to movement and place
- 2.0 Efficient Vehicle Movement_ Network Optimisation to and from the town centre
- 3.0 More Balanced Movement_ people orientated town centre

The Stakeholders were asked to review each element of the three options in small groups and to report back with their preferences. Feedback was collated and the outcome was a hybrid of the options with general agreement on all of the elements with the exception of:

- + Which car parking locations were best
- + Which location for the Wānaka market was best

The three options opposite integrate with the transport interventions identified for the greater Wānaka area in the Integrated Transport Programme Business Case located in appendix A.

1.0 BASELINE_ IMPROVEMENTS TO MOVEMENT AND PLACE



CAR PARKING

465	TOTAL SPACES REMOVED
485	TOTAL SPACES ADDED
+ 20	BALANCE

LEGEND

	PRIMARY MOVEMENT		SIGNALISED INTERSECTION		WĀNAKA GARDENS
	SECONDARY MOVEMENT		ROUNDAABOUT		NEW CAR PARKING
	NEW STREET		PEDESTRIAN LINK		CIVIC HEART
	SHARED LANE (10KM)		BUS STOPS		MARKET LOCATION
	ROAD CLOSED		BUS ROUTE		
			CYCLE NETWORK		

2.0 EFFICIENT VEHICLE MOVEMENT_ NETWORK
OPTIMISATION TO AND FROM THE TOWN
CENTRE



CAR PARKING

465	TOTAL SPACES REMOVED
750	TOTAL SPACES ADDED
+ 285	BALANCE

3.0 MORE BALANCED MOVEMENT_ PEOPLE
ORIENTATED TOWN CENTRE



CAR PARKING

653	TOTAL SPACES REMOVED
600	TOTAL SPACES ADDED
- 53	BALANCE


MASTER PLAN PREFERRED PROGRAMME


ON COMPLETION OF THE WORKSHOP A PREFERRED OPTION WAS DEVELOPED THAT REFLECTED THE STAKEHOLDERS HYBRID PREFERENCES. THIS FORMED THE BASIS TO DEVELOP THE MASTER PLAN READY FOR THE FINAL COMMUNITY ENGAGEMENT.


The preferred option is nearly identical to the Balanced Movement option, albeit with some minor changes. The combination of interventions that make up the recommended option is considered the optimum solution to address the agreed problems as identified by stakeholders at the commencement of this project.


The preferred option opposite integrates with the transport interventions identified for the greater Wānaka area in the Integrated Transport Programme Business Case located in appendix A.


LEGEND


 PRIMARY MOVEMENT


 SECONDARY MOVEMENT


 POTENTIAL BYPASS ROUTE


 NEW STREET


 SHARED LANE (10KM)


 SIGNALISED INTERSECTION


 ROUNDABOUT


 ROAD CLOSED


 PEDESTRIAN LINK


 BUS ROUTE


 CYCLE NETWORK


 PEMBROKE PARK


 NEW CAR PARKING


 CIVIC HEART


 BUS STOPS

 MARKET LOCATION

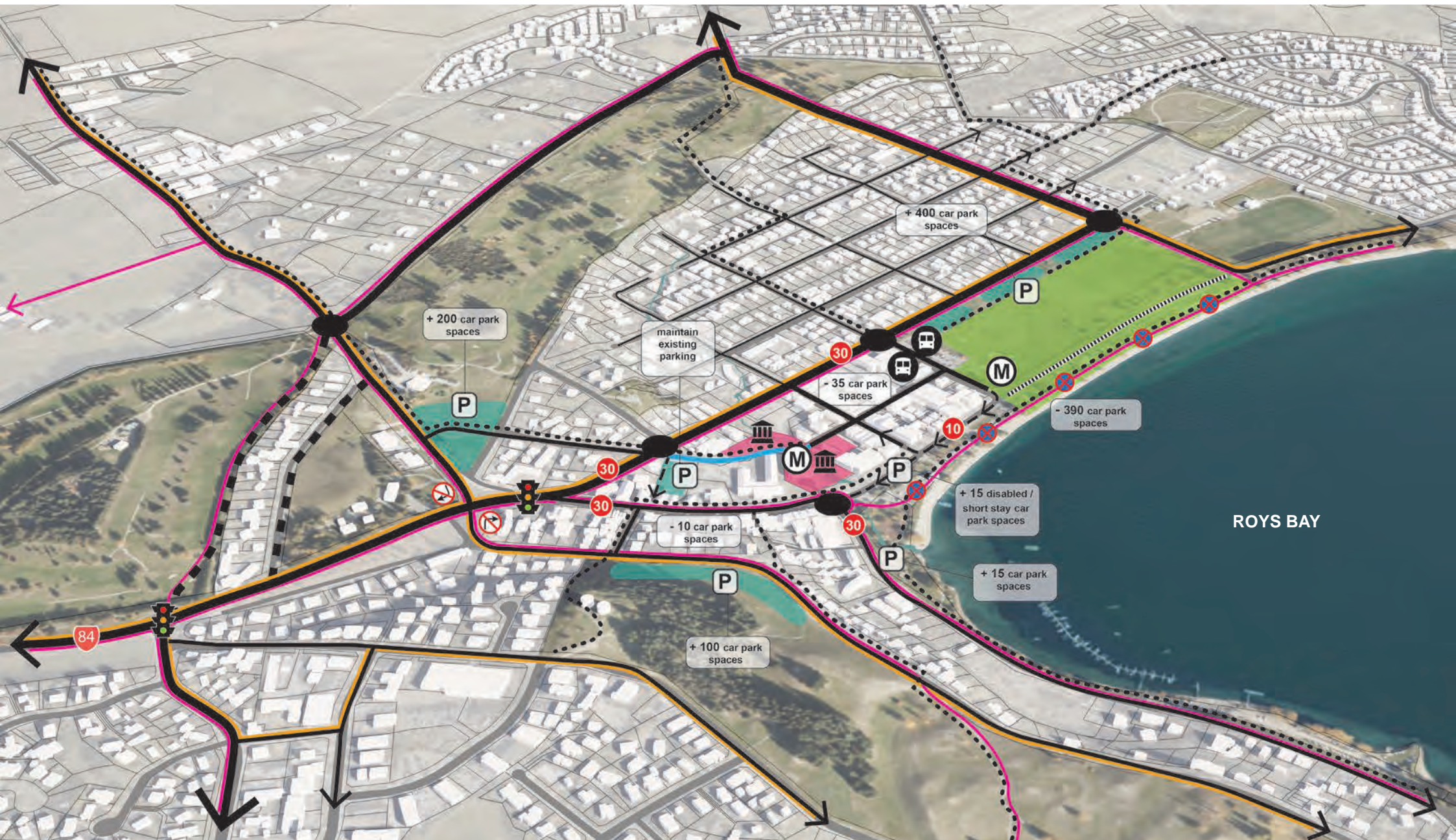
 INTERSECTION CLOSED

 NO RIGHT TURN

 SPEED LIMIT

 NO PARKING

CAR PARKING	
435	TOTAL SPACES REMOVED
730	TOTAL SPACES POTENTIALLY ADDED



ILLUSTRATIVE MASTER PLAN 2050

LEGEND

- 1 Dinosaur Play Ground Expansion
- 2 Diving Platform
- 3 Town Plaza
- 4 Village Green
- 5 Ardmore Street Shared Space
- 6 Enhancements to Bullock Creek
- 7 Masonic Plaza
- 8 Community Hub
- 9 Upgrade to Helwick Street
- 10 Upgrade to Dunmore Street
- 11 Upgrade to Dungarvon Street
- 12 Upgrade to Brownston Street
- 13 Upgrade to upper Ardmore Street
- 14 Laneway Network
- 15 Bus and Coach Hub
- 16 New Street
- 17 Town Centre Gateway
- 18 Lismore Park Parking
- 19 Pembroke Park Parking
- 20 Informal Park
- 21 Sport Fields
- 22 Promenade
- 23 Skate Park





ILLUSTRATIVE MASTER PLAN





MASTER PLAN VIEWS_ TOWN PLAZA

LOCATION PLAN





MASTER PLAN VIEWS_ ARDMORE STREET SHARED SPACE

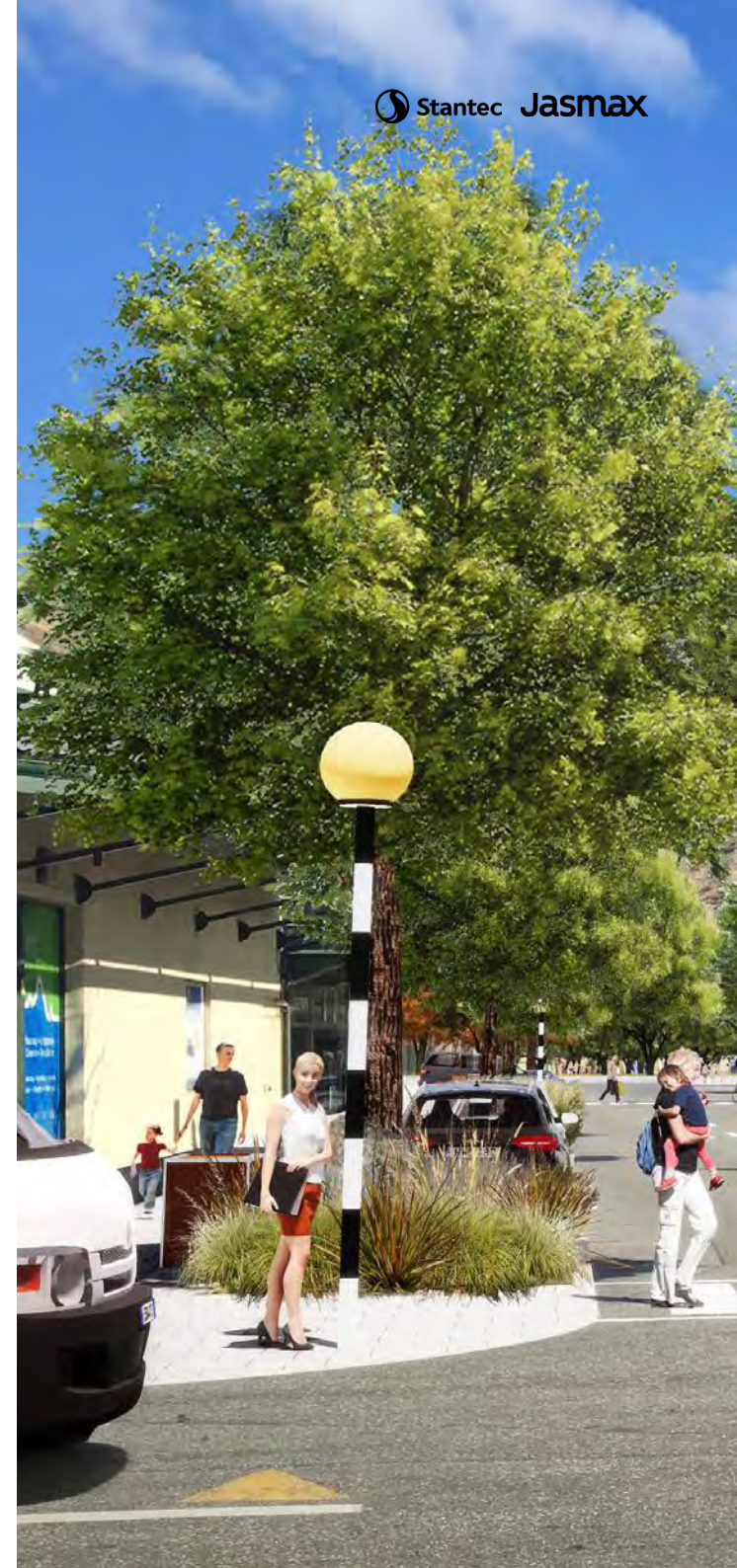
LOCATION PLAN





MASTER PLAN VIEWS_ DUNMORE STREET

LOCATION PLAN





MASTER PLAN VIEWS_ HELWICK STREET

LOCATION PLAN





INDICATIVE STREET SECTIONS

UPPER ARDMORE STREET EXISTING



VEHICLE SPACE
Including carriageways, medians and parking.

72.5%

PEDESTRIAN SPACE
Including footpaths, planting beds and verge.

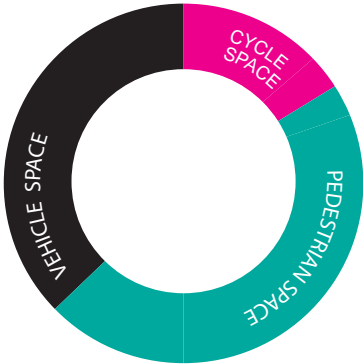
27.5%

PARKING
Including service bays and accessible spaces.

92



UPPER ARDMORE STREET POTENTIAL



(This street section is illustrative only and represents a potential outcome. Further investigation is required following the master plan to firm up specific designs)

VEHICLE SPACE
Including carriageways, medians and parking.

47.5%

PEDESTRIAN SPACE
Including footpaths, planting beds and verge.

40.0%

PARKING
Including service bays and Disabled spaces.

82 11% reduction

CYCLE SPACE
Including dedicated lanes and shared cycle pedestrian lanes.

12.5%



BROWNSTON STREET EXISTING



VEHICLE SPACE
Including carriageways,
medians and parking.

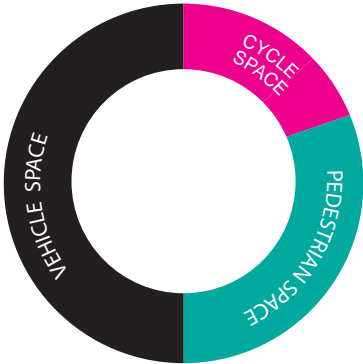
62.5%

PEDESTRIAN SPACE
Including footpaths,
planting beds and verge.

37.5%



BROWNSTON STREET POTENTIAL



(This street section is illustrative only and represents a potential outcome. Further investigation is required following the master plan to firm up specific designs)

VEHICLE SPACE
Including carriageways, medians and parking.

46.5%

PEDESTRIAN SPACE
Including footpaths, planting beds and verge.

32.5%

CYCLE SPACE
Including dedicated lanes and shared cycle pedestrian lanes.

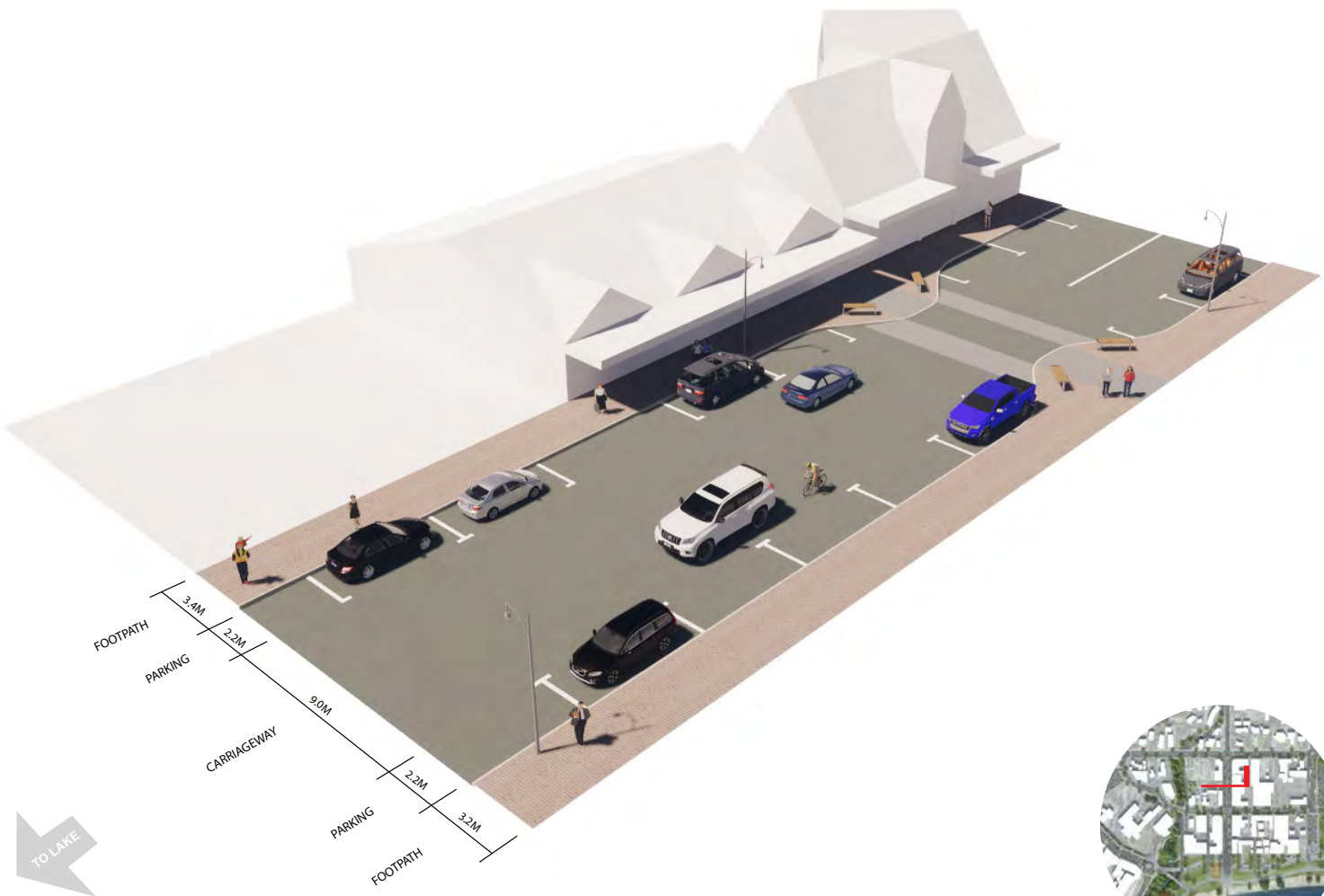
21.0%



HELWICK STREET SOUTH EXISTING



VEHICLE SPACE Including carriageways, medians and parking.
67.0%
PEDESTRIAN SPACE Including footpaths, planting beds and verge.
33.0%
PARKING Including service bays and Disabled spaces.
19



HELWICK STREET SOUTH POTENTIAL



(This street section is illustrative only and represents a potential outcome. Further investigation is required following the master plan to firm up specific designs)

VEHICLE SPACE
Including carriageways, medians and parking.

60.0%

PEDESTRIAN SPACE
Including footpaths, planting beds and verge.

40.0%

PARKING
Including service bays and Disabled spaces.

17 10% reduction



HELWICK STREET NORTH EXISTING



VEHICLE SPACE Including carriageways, medians and parking.
68.0%
PEDESTRIAN SPACE Including footpaths, planting beds and verge.
32.0%
PARKING Including service bays and Disabled spaces.
16



HELWICK STREET NORTH POTENTIAL



(This street section is illustrative only and represents a potential outcome. Further investigation is required following the master plan to firm up specific designs)

VEHICLE SPACE
Including carriageways, medians and parking.

30.0%

PEDESTRIAN SPACE
Including footpaths, planting beds and verge.

70.0%

PARKING
Including service bays and disabled spaces.
(+ Additional shared movement space)

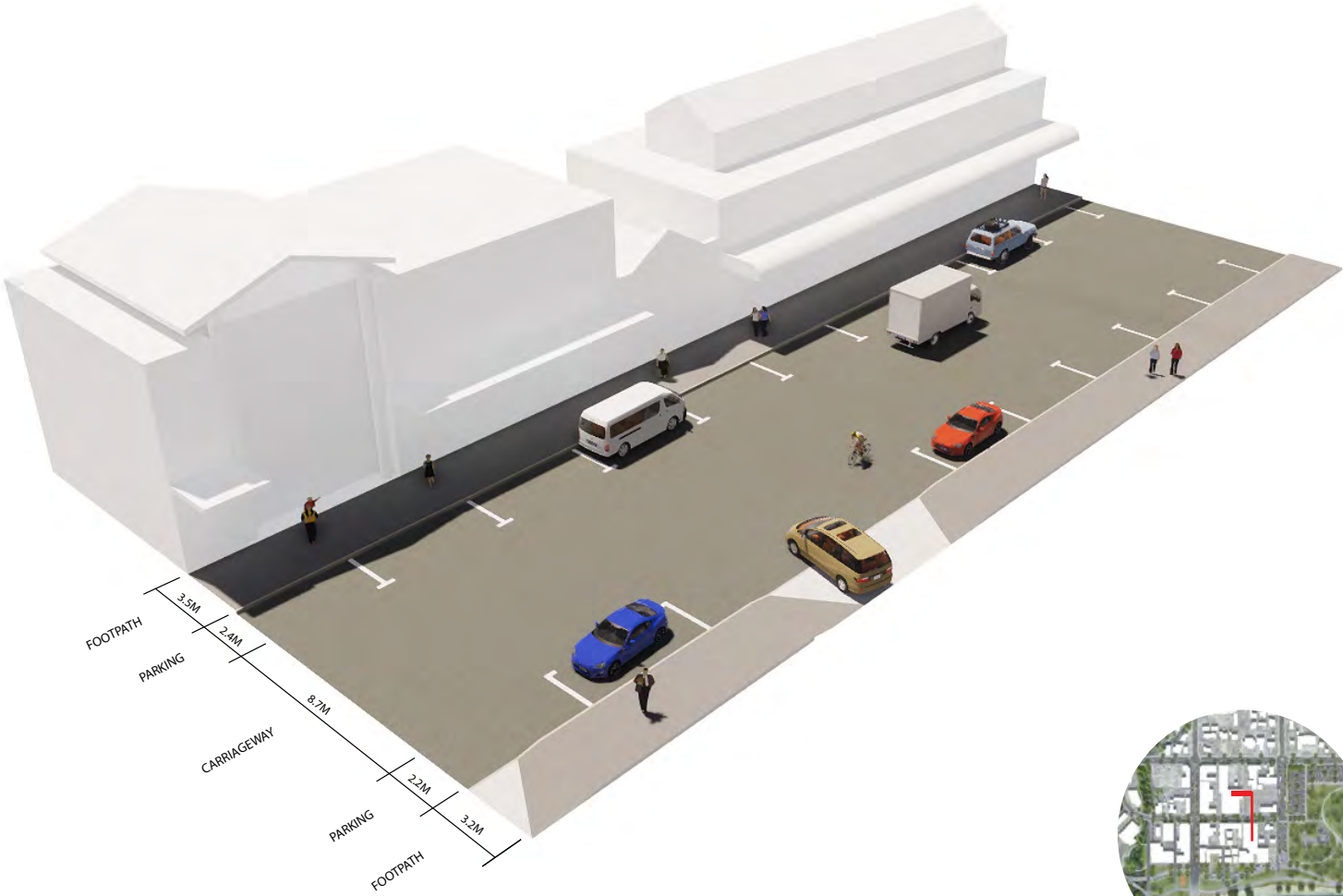
9 44% reduction



DUNMORE STREET WEST EXISTING



VEHICLE SPACE Including carriageways, medians and parking.
66.5%
PEDESTRIAN SPACE Including footpaths, planting beds and verge.
33.5%
PARKING Including service bays and disabled spaces.
32+1 _{BUS}



DUNMORE STREET WEST POTENTIAL



(This street section is illustrative only and represents a potential outcome. Further investigation is required following the master plan to firm up specific designs)

VEHICLE SPACE
Including carriageways, medians and parking.

60.0%

PEDESTRIAN SPACE
Including footpaths, planting beds and verge.

40.0%

PARKING
Including service bays and disabled spaces.

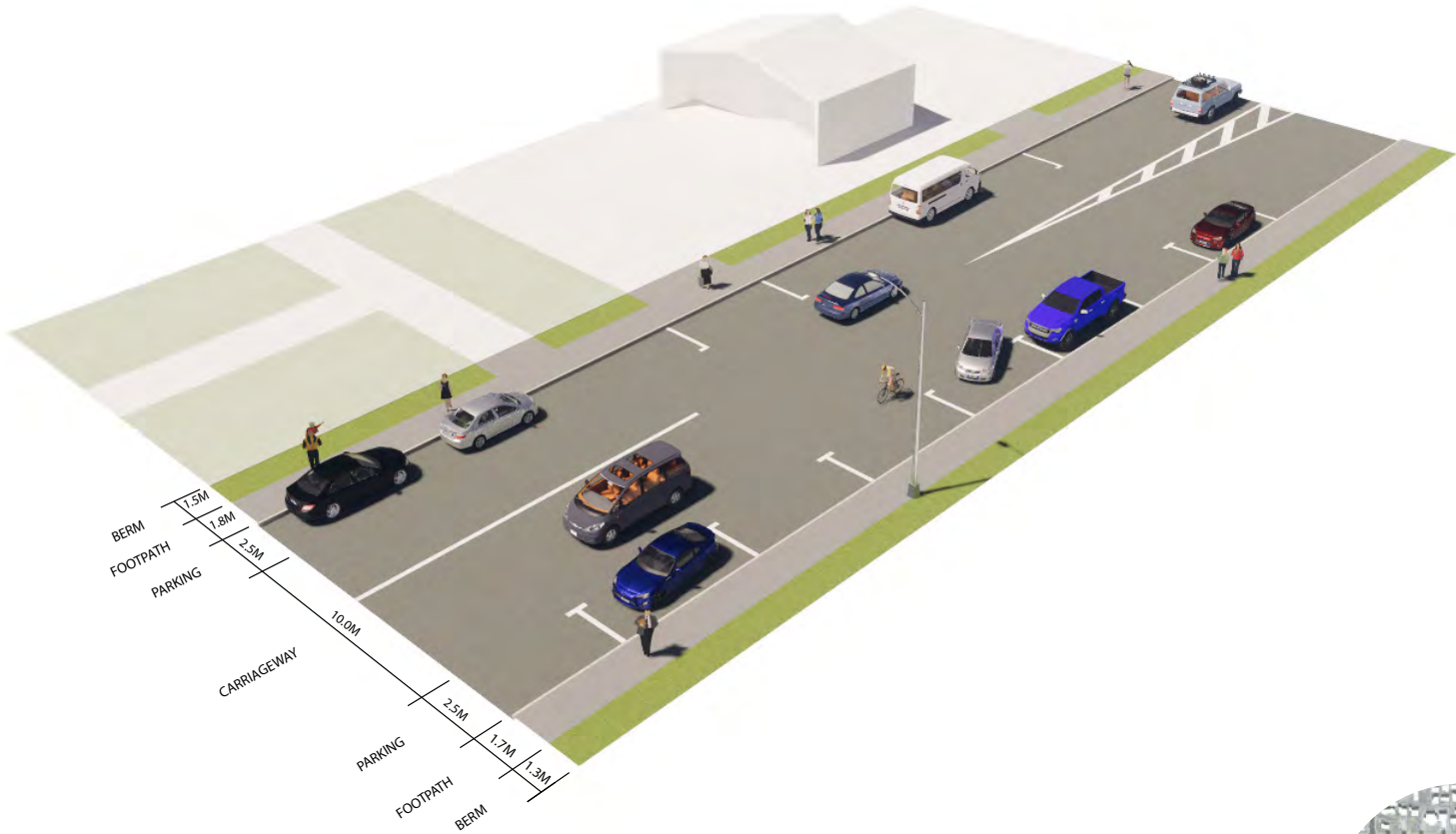
22 30% reduction



DUNGARVON STREET NORTH EXISTING



VEHICLE SPACE Including carriageways, medians and parking.
75.0%
PEDESTRIAN SPACE Including footpaths, planting beds and verge.
25.0%
PARKING Including service bays and disabled spaces.
18



DUNGARVON STREET NORTH POTENTIAL



(This street section is illustrative only and represents a potential outcome. Further investigation is required following the master plan to firm up specific designs)

VEHICLE SPACE
Including carriageways, medians and parking.

75.0%

PEDESTRIAN SPACE
Including footpaths, planting beds and verge.

25.0%

PARKING
Including service bays and disabled spaces.

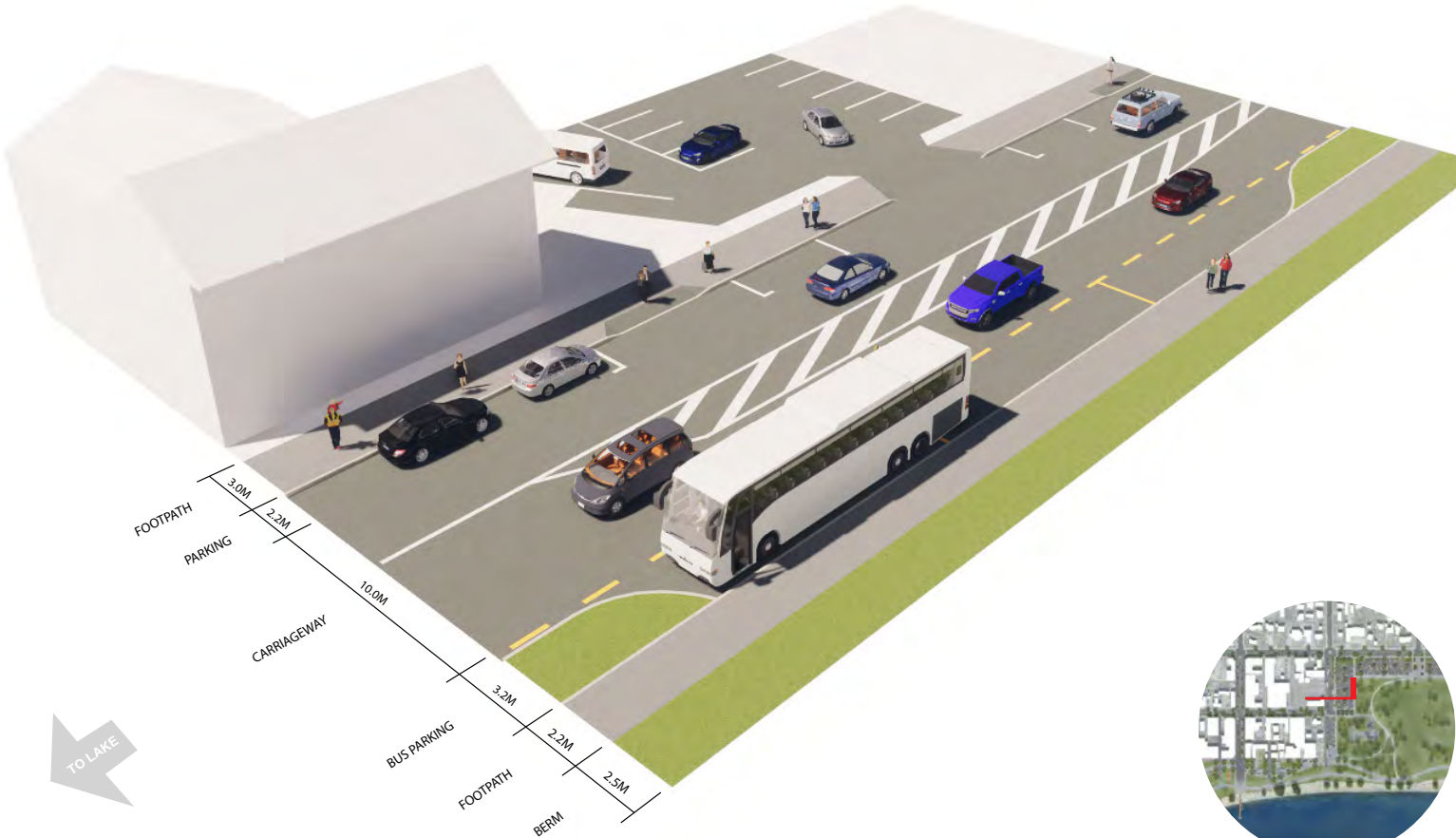
26 30% increase



DUNGARVON STREET SOUTH EXISTING



VEHICLE SPACE Including carriageways, medians and parking.
67.0%
PEDESTRIAN SPACE Including footpaths, planting beds and verge.
33.0%
PARKING Including service bays and disabled spaces.
10+3 BUS



DUNGARVON STREET SOUTH POTENTIAL

(This street section is illustrative only and represents a potential outcome. Further investigation is required following the master plan to firm up specific designs)



VEHICLE SPACE
Including carriageways, medians and parking.

63.0%

PEDESTRIAN SPACE
Including footpaths, planting beds and verge.

37.0%

PARKING
Including service bays and disabled spaces.

6 BUS 100% Decrease

