



**REPORT**

**OF THE**

**WANAKA 2020 WORKSHOP**

*24 – 28 May 2002*

---

# CONTENTS

	PAGE #
INTRODUCTION	1
STEERING COMMITTEE	2
FACILITATORS, DESIGN TEAM, OTHER SUPPORT	3
BACKGROUND	4
OBJECTIVE	7
WORKSHOP FORMAT & TIMETABLE	8
DISCUSSION GROUPS REPORT SUMMARY	9
RECOMMENDATIONS	17
FUTURE ACTION	27
APPENDICES	
□ 1 - WORKSHOP BRIEF	32
□ 2 - WORKSHOP BACKGROUND MATERIAL	34
▪ Parks and Reserves	
▪ Infrastructure	
□ 3 - WRITTEN SUBMISSIONS	47
□ 4 - YOUTH SURVEY SUMMARY	

---

# INTRODUCTION

This report is based on the presentation made at the end of the Wanaka 2020 workshop.

It summarises in written form both the general conclusions from the workshop discussions, and the response to those conclusions developed by the facilitators and the technical support team. It is drawn from workshop notes and the tape recording of the public report back session at the conclusion of the workshop.

It is a first step only, and will require considerable further amplification through development of detailed implementation proposals and associated costings, which can then be the basis for prioritizing the actions which will give effect to the recommendations of the workshop.

Work on more detailed proposals will be ongoing, and will be reported to the Community Board, Council and relevant Council committees over coming months. The report was submitted to the Wanaka Community Board at its July meeting and, following a series of councilor and community board workshops, to Council at its August meeting.

In addition to the content covered in the workshop itself, there is a wealth of material on related topics covered in the written submissions to the Wanaka 2020 process. Work has commenced on analysis of this material, and a supplementary report on those recommendations will be prepared for consideration by the Community Board and Council, and for use by Council management.

**Helen Tait**  
**Project Manager, Community Planning**

*August 2002*



# STEERING COMMITTEE

Trevor Williams	(Chairman)
Lyal Cocks	(Community Representative)
Bill Gordon	(Community Board Chairman)
Sally Middleton	(Deputy Mayor and Wanaka Ward Councillor)
Rosy Parsons	(Community Representative)
Barry Lawrence	(Strategy Committee Liaison)
Toni Cruickshank	(Co-opted member)
Brent Harridge	(Co-opted member)

# **FACILITATORS, DESIGN TEAM & OTHER SUPPORT**

## **FACILITATION TEAM**

Wendy Morris  
Chip Kaufman  
Kobus Mentz

Ecologically Sustainable Design  
Ecologically Sustainable Design  
Sinclair Knight Mertz

## **SPECIALIST TECHNICAL SUPPORT TEAM**

Provided background information and processed workshop outputs for Tuesday's report:

Vicki Jones  
Jane Titchener  
Ben Espie  
Nick Clough  
Chris Gregory  
Jim Bradley  
Tony Penny  
Ken Gousmett  
Anne Salmond

Senior Policy Planner, Civic Corp  
Senior Consents Planner  
Landscape Architect  
Maps and Demographics,  
Infrastructure, IMTECH  
Infrastructure, MWH  
Traffic planning, Traffic Design Group  
Reserves & Public Open Space  
Architecture and Design

Assistance to the group was provided by: Sophie Bond & Juliet Glaister, student observers, members of the Wanaka Design Collective, Ralf Kruger, Landscape Architect, & Stewart Burns, QLDC Finance Manager.

## **OTHER KEY CONTRIBUTORS**

Chris Hawker  
Graham McDougall  
Grenville Craig

QLDC Wanaka Ward Manager  
Graphics and Powerpoint Presentations  
Audio Recording

# BACKGROUND

## STRATEGIC PLANNING FOR THE QUEENSTOWN LAKES DISTRICT

Both the Queenstown Lakes Council and the Wanaka Community Board took office in October 2001 with a strong commitment and a mandate to provide leadership for the community in agreeing long-term goals for the district, and ensuring that they are achieved.

It was agreed that a formalised Strategic Plan was required, to:  
**Develop a SHARED vision for the future.**

Encompassing:

- ❑ the kind of community: size, shape, growth rates etc.
- ❑ community values
- ❑ economic focus
- ❑ special qualities of the area to be preserved/protected.

Commitment to this shared vision will:

- ❑ guide decision-making
- ❑ provide for long term planning
  - infrastructure and services
  - environmental protection
  - social
  - financial allocation and prioritising
- ❑ give focus/certainty for the community (communities)
- ❑ provide a context to measure results and mark progress
- ❑ reduce conflict and optimise council effectiveness
- ❑ assist in managing change/development
- ❑ (including through provision for changing the plan itself. It must be a living document).

## A WANAKA COMMUNITY PLAN AS A FIRST STEP

In deciding how the District should go about developing such a shared vision, and the action plans which arise from it, it was recognised that some community plans already exist (eg: Glenorchy, Arrowtown).

It was also recognised that the Wanaka Community had shown enthusiasm for the development of a plan for Wanaka, and had the high level of community interest and commitment to work it through.

It was therefore agreed that a Wanaka Community Plan would be a first step and the basis for a comprehensive District-wide plan.

## STEPS IN THE PROCESS

- December 2001 A Council and Community Board workshop made the commitment to the preparation of a district strategic plan, with a series of community plans developed through workshops as the mechanism for community involvement.
- February 2002 The Wanaka 2020 Steering Committee was appointed by the Wanaka Community Board to oversee the Wanaka community plan process.
- Feb – May 2002 Publicity of the planning process was generated through:
- ❑ local media coverage
  - ❑ brochure insert with Wanaka Sun and rates mailing
  - ❑ establishment of a Wanaka 2020 website
  - ❑ meetings with community groups
  - ❑ two general public meetings.
- Feb – May 2002 Relevant background information was prepared by Council staff and contractors to support the workshop.
- March 2002 Wendy Morris and Chip Kaufman, of Ecologically Sustainable Design, were appointed as the lead facilitators for the workshop.
- 25–27 March 2002 Briefing and familiarisation visit from the facilitators, including a public meeting to define issues and frame a workshop focus.
- April 2002 Issues raised through preliminary meetings were developed into a statement of the objective of the workshop (see Page 7).
- March – May 2002 Special interest groups gathered to share ideas and prepare material:
- ❑ a questionnaire for youth input was prepared and circulated by a volunteer group
  - ❑ an education group met regularly
  - ❑ an architecture and design group met and prepared material for the workshop
  - ❑ a health group was formed
  - ❑ other existing groups met, and/or prepared submissions for the Wanaka 2020 process, including: Landcare groups, sporting groups, Environmental Society, Residents Association, Tourism Wanaka, Airport management and user groups.



24–28 May 2002	Wanaka 2020 workshop was held:
24 May	Briefing day for the technical support team.  Evening public meeting to set the scene.
25 May	Public meetings on topics defined through preliminary meetings and community input.
26 May	Public topical meetings continued.
27 May	Technical Support Team summarizing and responding to the issues and recommendations established through the public sessions.  Open house session for the public in the afternoon.
28 May	Technical Support Team work continued Evening presentation of workshop outcomes.
June 2002	A preliminary summary of the workshop was prepared, and initial evaluation of further steps required for implementation commenced.
July 2002	Initial reports and recommendations are to be reported to the Wanaka Community Board and Council and Council committee meetings. The implementation timetable will be further developed. Councillor ancommunity board workshops discussed implementation actions for recommendation to council
August 2002	Workshop report and implementation recommendations were submitted to council for approval

---

# WORKSHOP OBJECTIVE

The objective of the workshop is to develop a growth management strategy for Wanaka, which is economically, socially and environmentally sustainable, and provides:

- ❑ A vital town centre, servicing the daily needs of Wanaka.
- ❑ Protection of key landscapes and views.
- ❑ Accessibility and ease of movement throughout the town area, by car and on foot.
- ❑ Access to natural recreational amenities, through walkways, cycle ways, public open space surrounding the town, and access to the lake and rivers.
- ❑ A clear statement of the desired character of the town, and of the surrounding rural area, and a clear definition of the transition from town to rural areas.

# WORKSHOP FORMAT & TIMETABLE

## Friday 24 May

7pm – 10pm

### **Workshop Opening**

Weekend format explained by the Workshop Facilitators.  
Essential information  
Group discussion

## Saturday 25 May

9am

### **Introduction**

9.20am – 11.30am

### **Topical Sessions – Presentations followed by discussion**

#### **Wanaka Future Growth Management**

- Including town edge issues
- Infrastructure
- Surrounding rural character

11.45am -1.30pm

#### **Wanaka Town Centre**

- Including urban character/style
- Traffic, parking

2.15pm – 3.45pm

#### **Recreation & Open Space**

- Including Lake access and use
- Reserves, walkways, cycleways
- Community facilities

4pm – 5.30pm

#### **Economic Development, Employment Opportunities, Affordable Housing, Tourism**

## Sunday 26 May

9am – 10.30am

### **Topical Sessions continued**

**Panel discussion.** Developers of some current proposals share their views on planning for Wanaka's future.

10.45am – 12.30pm

### **Housing Character and Architectural Style**

1.30pm – 3pm

#### **Parallel Sessions**

- Social issues – including future provision for education and health facilities
- Young people's session
- Children's session

3.15pm – 4.30pm

#### **Public Forum**

Comments from the floor on issues arising from the weekend's discussions.

## Monday 27 May

9am – 4pm

**Facilitators and design team. Closed session**

4pm – 6pm

**Design studio open to the public.**

## Tuesday 28 May

9am – 4pm

**Facilitators and design team. Closed session.**

7.30pm

### **Concluding Public session**

Workshop directions reported back to the community.

# DISCUSSION GROUPS REPORT SUMMARY

THIS SUMMARY IS A SYNTHESIS OF **KEY POINTS ONLY** FROM A NUMBER OF SESSIONS THROUGHOUT THE TWO DAYS OF PUBLIC INPUT, WHERE THERE WAS A CLEAR CONSENSUS OR STRONGLY HELD VIEWS. IT DOES NOT INCLUDE THE DETAILED REPORTS OF INDIVIDUAL DISCUSSION GROUPS.

## GROWTH MANAGEMENT

### General

- ❑ The long term town boundary should remain inside the Clutha and Cardrona Rivers.
- ❑ A short term boundary should be clearly defined inside the long term, and the boundary should only be extended out towards the long term limit as the expanded area is filled – to avoid sprawl and scattered development outside a clear boundary.
- ❑ A clear distinction between the town and surrounding rural area was seen as a priority.

### Traffic

- ❑ Connecting roads should be planned around the town to link areas without congestion. These should be identified and protected before development
- ❑ Improve key junctions – Anderson Rd/SH84, Brownston St/Ardmore corner, Hedditch/SH 84, Lakeside Dr./Ardmore St
- ❑ Current levels of traffic are generally seen as acceptable. Growing volumes need to be designed for to ensure that there is no deterioration. Traffic lights were opposed. Roundabouts were seen as acceptable.

### Infrastructure

- ❑ Plan to replace sewage discharge to the river
- ❑ The sewage ponds were seen as an impediment to growth – review their relocation
- ❑ Sustainable solutions should be emphasised. These should be built into new developments
- ❑ The need for treatment of stormwater should be reviewed
- ❑ Plan ahead to ensure that infrastructure supports planned growth. Water supply, wastewater and stormwater infrastructure should support all town development to the defined boundary – but not be used by development outside the boundary.

## **Rural Landscape**

- ❑ Increased density of the town was favoured rather than sprawl into rural areas.
- ❑ Some extension of existing town boundaries was seen as acceptable
- ❑ New developments should be more dense to slow spread through growth
- ❑ Respect natural boundaries eg ridges
- ❑ Retain a rural working landscape round town – “real farms” are part of the Wanaka character. (This included the idea that planning should support the viability of farming activities).

## **Sustainable Urban Growth**

- ❑ Growth to the south behind the town centre was seen as the first priority
- ❑ Beacon Point growth should be contained in front of the ridge line in the first instance. Development on Beacon Point should be more dense.

## **Infill/Intensification**

- ❑ Should be generally encouraged
- ❑ There should be incentives for sensitive infill in older areas – through amalgamation of lots, concessions on lot size etc.
- ❑ Newer areas were seen as less suited for infill because of house location on lots
- ❑ Encourage future intensification by encouraging mixed lot size in new subdivisions. A new urban extension zone encouraging mixed size development was favoured.

# **TOWN CENTRE**

## **Traffic**

- ❑ Slow the Ardmore St approach to town, specially after the Lakeside junction.
- ❑ Consider narrowing and slowing streets with more on street parking
- ❑ Provide strong link(s) across from the town to the lakeside
- ❑ Plan for future parking. No more in Pembroke Park!
- ❑ Helwick St mall – the response was ambivalent, but generally was more negative than positive
- ❑ Link Ardmore St to Dunmore St (pedestrian only or vehicle?)

## **New Local Town Centre**

- ❑ A second centre for bulk retail was favoured
- ❑ Convenience plus opportunity to improve the existing town for both local and tourist use. Anderson Rd was generally preferred for retail – shift industrial to Ballantyne Rd.

## **Infrastructure**

- The flooding risk was generally accepted because of low probability
- The **option** of raised flood floor levels **or** designing buildings for inundation was preferred to compulsorily raising the height of all new town centre buildings. There was concern about the eventual difficulties with building and street levels if a higher level was pursued.

## **Town Centre Character**

- Encourage coherence, eg. through character guidelines– but diversity was also valued as part of the Wanaka character
- Upgrade Bullock Creek surrounds – to create a beautified link through town
- No international fast food franchises
- Height to 3 stories was seen as acceptable, but not all at a standard height. Variety in roof lines was preferred.
- Height limit by floors rather than metres was preferred, to encourage roof variety.

## **Town Centre Design**

- Strong links to lakeshore are required
- Wide footpaths for restaurant seating etc. were favoured to front lower Ardmore St
- Upper Ardmore St requires revitalising – close the gaps
- Improve integration of spaces. Encourage filling in of the existing commercial zone
- Consider expansion for the future to the south of Brownston St
- Complete the quality group of civic facilities – Lake Wanaka Centre, Library and upgraded Arts Centre as a integrated core to the town centre. Early design and completion of a new Arts Centre was favoured over upgrading of the present facility.

## **Secondary Town Centre Option at Motor Camp/A&P Site**

- This was considered as a result of discussion on growth issues, but did not find favour for the foreseeable future.

# **RECREATION, OPEN SPACES, COMMUNITY FACILITIES**

## **Waterfront and boating**

- Opposition to the MacKay Street reclamation proposal
- Construct a launching ramp at Ely Point to define the launch area
- Re-establish the Outlet launching facility
- User pays provision of launching facilities was considered acceptable.

## **Pedestrians and Walkways**

- ❑ A network of linked walkways and cycleways was seen as highly desirable for both locals and tourist use (Having cycle and walkways together is acceptable)
- ❑ The route should be declared now to plan for the future. Acquisition should include requirements through the subdivision process
- ❑ An outer walkway/cycleway rim track with radial routes to the town centre was favoured.
- ❑ A map of tracks with colour coding and times would make the network a feature for tourists.
- ❑ The range of walkways should include some provision for wheelchair access.

## **Sportsfields, Active Recreation, Golf, Pools**

- ❑ Sportsfields should ideally be concentrated in one place to allow the sharing of facilities.
- ❑ Close to high school was seen as the preferred location to allow for school use.
- ❑ A second choice location was to add to fields at showgrounds. (A review of possibilities for more readily moved showgrounds fixtures to facilitate multiple use was suggested).
- ❑ The golf course should be retained in its current location as open green space, but it should be indicated that walking and other access is allowed - through signs etc. (There was some difference of opinion about the practicality/safety of multiple use.)
- ❑ If a second golf course is developed, it should be different, eg international standard. It was considered acceptable to have a high cost alternative.
- ❑ Therapeutic/hot pool(s) for exercise and after ski use would be a valuable amenity. This could be combined with the existing pool to promote year round use and/or located with a climbing wall etc. as a youth and tourist venue.

## **Regional Parks and Green Belts**

- ❑ A clear region wide strategy was seen as essential – to be achieved progressively
- ❑ Ensure that all land or reserve contributions are clearly seen to be in line with this strategy
- ❑ Amalgamate substantial size areas of green space in new development areas, so that green/open space has an impact.
- ❑ Locate protected green space in sensitive areas – particularly ridge lines.

## **Community Facilities & Local Parks**

- ❑ There should be no Council provided theme parks or commercial recreation – this should be a private enterprise responsibility

- ❑ There should be no flower beds or formal gardens
- ❑ Small local playgrounds should be scattered. Children prefer a wide range of equipment – which indicates a preference for fewer well equipped playgrounds. (Adult/child difference of preference).

## **ECONOMY, EMPLOYMENT, TOURISM, AIRPORT, AFFORDABLE HOUSING**

### **Employment Strategy, Business Development, Training**

- ❑ Wanaka Work Initiative is a valuable link between employer and worker needs. It could fill a wider role and operate more effectively with secure funding
- ❑ Council support for employment creation/support initiatives was seen as a valid expenditure
- ❑ Initiatives which build on under-utilised talents and qualifications in the community were favoured, eg. by enabling/encouraging links as a basis for business initiatives
- ❑ Tertiary programs with a focus on subjects relevant to the area should be encouraged
- ❑ Residential schools should be developed as a tourism opportunity. Eg. University of 3<sup>rd</sup>. age, specialist residential schools.

### **Tourist Accommodation in Town**

- ❑ There was general opposition to large monolith hotels. It was considered important to blend buildings into the surroundings.
- ❑ Pressures on motel operations from short term rental of residential accommodation was recognised. There was debate about the level of this as a tourism/business issue
- ❑ More activities are required to fill the low season and spread tourism.

### **Tourism and Resorts in Rural Areas**

- ❑ The community was not opposed to resorts in rural areas if they are sensitively sited and screened
- ❑ Developments should include:
  - provision for worker accommodation
  - covenant protection of surroundings & open space to ensure that they do not become a focus for de facto residential development in the rural area.

### **Industrial Development**

- ❑ Strengthen the existing development on Ballantyne Road. Any extension should be well screened and set back.

- ❑ It could include mixed industrial and large retail (separated). In time it was seen as necessary/desirable to move the present sewage ponds.

### **Affordable Housing**

- ❑ This should be integrated throughout built areas to foster an integrated community.
- ❑ Incentives to encourage developers and employers to contribute affordable housing should be a priority in future planning

### **Airport**

- ❑ It was considered important to retain the airport in Council ownership as key strategic resource
- ❑ The airport zone should be protected from development
- ❑ Provide for future expansion through land designation/purchase
- ❑ Control and use of airspace over the town should be reviewed as tourism and general use increases.

### **Home Based Business**

- ❑ A significant number exist ie they are important to the local economy
- ❑ Information sharing and a support network could assist in resolving common problems and increasing the business opportunities available.

## **WANAKA CHARACTER**

### **Town Centre Character**

- ❑ Diversity was valued, BUT some coherence was also valued
- ❑ Strict controls can lead to a contrived look. Design guidelines for education and encouragement were favoured. The idea of a Design panel should be considered (particularly for the town centre)
- ❑ Scale was seen as important. Broken appearance was favoured rather than monolithic structures
- ❑ The importance of trees and streetscape in residential areas was highlighted. It was questioned whether a 2m. limit is too restrictive. Views under trees may be appropriate in some places.

### **Rural Character**

- ❑ The current controlled activity status was generally favoured
- ❑ Dwellings should blend with the landscape
- ❑ Different character is suitable in different areas. Proscribed controls were seen as too rigid.

### **Design Principles for New Urban Extensions**

- ❑ There was no written report. Discussions were reported back as a designed response to the input. (See map Figures A and B1&2)

### **Special Views and Vistas**

- ❑ Key views were identified on the map
- ❑ It was recognized that the foreground was often equally important in framing view
- ❑ Views from lake should be considered
- ❑ Identification of key views was seen as important to ensure future protection as development progresses.

### **Guidelines for Wanaka Character**

- ❑ Guidelines not controls were preferred. Exploration of means of describing desirable attributes as an encouragement to those building/developing was recommended.
- ❑ Guidelines should acknowledge the history and tradition of the area and the palette of the surrounding rural area.

### **Character of Streets and Reserves**

- ❑ Roads were seen as for more than traffic. Views and visual amenity were considered important
- ❑ Wide road reserves, but narrower roads with traffic slowing and passing bays were favoured
- ❑ Softer surfaces with stormwater soakage etc. planned into verges were favoured. Planning changes to encourage this should be explored
- ❑ Traffic plan for the wider area to ensure that new developments are appropriately linked was considered essential
- ❑ Shielded lighting was favoured.

## **EDUCATION AND HEALTH**

### **Primary and secondary**

- ❑ There is an urgent need to accommodate rapid growth
- ❑ Moving the primary school was not seen as a long term solution as a second school would ultimately be required
- ❑ Protection of a primary school site adjacent to the secondary school to share facilities was given a high priority. The structure of schools should be reviewed eg integrated, or middle school options considered

### **Pre Primary**

- ❑ A one stop shop pre primary facility – pre-school, plunket, toy library etc. was seen as desirable
- ❑ Development provisions should ensure that pre school sites are accommodated in planning.

## **Health**

- ❑ Provision is required for the elderly. This would be compatible with hospital requirements
- ❑ A site should be identified and secured for a hospital for the longer term
- ❑ An integrated medical centre would meet town needs in the short term. Planning by interested parties should be co-ordinated.

## **YOUTH AND CHILDREN**

### **Youth Session**

- ❑ Youth input to the workshop was derived from 180 questionnaire responses (See appendix for summary)
- ❑ Youth most valued: natural scenery, the sense of community, and outdoor activities
- ❑ They were most concerned about: employment opportunities, cost of living, affordable housing, and unmanaged growth
- ❑ They valued tourism for employment and for the cosmopolitan mix, but wanted it balanced against locals' needs.

### **Children's Session**

- ❑ The children attending most valued: the outdoors and the lake, the best teachers, and rainy days
- ❑ They most wanted: a magic shop, a zoo or animal park, and more playgrounds

# RECOMMENDATIONS

These recommendations have been summarised from the final report of the workshop Tuesday 28 May.

The format of that report was:

1. An explanation of the background and format of the workshop
2. "What you told us" – a summary of the discussion sessions (Pages 9-16)
3. Analysis and recommendations from the specialist team and facilitators, under the following headings:
  - Growth management
  - Infrastructure
  - Recreation and open space
  - Traffic
  - District plan issues
  - Town centre

## GROWTH MANAGEMENT

### Growth Projections

In making recommendations it is not known whether growth will be at the high or low end of predicted growth rates. A variation in rates will alter the timing of the requirement for property development and therefore the extension of town boundaries. Assumptions have been based on a continuing growth rate of 4%.

The Growth Projection Maps (Chart i) show the requirement for land at varying densities of development. (Note: These maps were prepared prior to the workshop and show a theoretical allocation of land to demonstrate the areas required only. The location of the land taken up is not that recommended as a result of workshop input and analysis)

The Population and Dwelling Projections (Chart ii) show the calculations done during the workshop, relating population projections to land area requirement at average lot sizes of 1000 and 2000 sq. m. (including provision for roading, reserves and other public facilities and spaces).

Calculations consider low to high growth rates for:

- Permanent residents – used as the basis for determining requirements for schools etc.
- Permanent residents plus the census figure for transients – determines requirements for roading and other public amenities, as well as dwelling numbers

- ❑ Permanent residents plus higher season transient numbers (summer, ski season etc.) – determines infrastructure requirements, water, wastewater etc., as well as total accommodation requirements (dwelling plus tourist accommodation). Does not cover the maximum peak season of Christmas/New Year, Easter etc.

Some implications of the figures:

- ❑ Population numbers have been converted to dwelling numbers as a basis for dwelling projections relating to infill, new requirements, land requirements etc.
- ❑ The current population of 4800 (with an average number of transients) is housed in 2600 dwellings. The median growth projected population figure of 14000 by 2021 would require an additional 3500 dwellings
- ❑ At 10 dwellings to the hectare, this would require an additional 350 hectares, and an additional 700 hectares at 5 dwellings per hectare.

What is shown on the growth projection maps (Figures A and B1&2) provides for 700 hectares (ie 5 dwellings per hectare, with all provision for roading, public facilities, reserves etc. included). If this rate is not achieved, more land will be required.

## **Urban Extension**

Workshop discussion recommended a long term boundary being defined within the rivers (the red line shown on Map Figure A), but the growth boundary must be progressively defined, not all opened at once. Progressive stages of orderly growth must be defined, both to retain the clear town boundary definition favoured by the community and for efficient servicing through infrastructure etc.

Ensuring that the urban growth boundary moves progressively, and is maintained within the area shown as providing for the projected 20 year growth will also meet the community's wishes in preserving a surrounding of rural land, as well as preserving clear entrances to the town.

New development areas shown within the extended town boundary are proposed at urban density. This does not mean that existing rural residential and rural lifestyle dwellers will be forced to change, but that choices will exist. Some rural living zones are retained for environmental protection and other reasons.

On Map Figures A and B1&2, the yellow area shows the main new proposed growth areas:

Around the town to the South East.

Along Beacon Point to the northern end up to the ridge in the first instance (protecting the sensitive ridge line)

Albert Town is proposed to be retained as an independent town. Some growth potential is identified there. The town still kept separate from Wanaka, but with linking roads, and a green break is preserved, protecting views to Mt Iron.

700 hectares is available in the yellow zoned areas.

A possible further future extension zone identified on the Clutha side of the Beacon point ridge for further investigation as a potential area of development. This is not required during the development period of the current review.

Benefits of that area are that it is in few ownerships, and could be suitable for urban development. Whether and when such development might be pursued are questions for the future beyond the timeframe of this review. A preliminary step might be to protect it so that it is not broken up into ad hoc development. The area is approximately 200 hectares, ie it would yield a potential 1000 dwellings. It needs to have roading access secured to have that future potential.

The new sustainable urban extension zone which is proposed is not just the same as the existing urban zone but has much higher demands applied to it. It should provide for flexibility of lot size, encourage sustainable infrastructure provision and require the provision of interconnected roads and other public amenity. The integration of these features is critical in achieving success in defining the proposed expanded town boundary.

## **Retail and Industrial Growth**

Maps show a proposed new retail and mixed use associated with a large supermarket. Analysis of community requirements indicated a medium to longer term need for an additional larger supermarket. Attempts were made to fit it in to the existing town centre, but the conclusion was that it does not fit satisfactorily with its required parking and access. A review of alternatives led to the conclusion that this central location would serve the wider area well.

The proposed location is hidden from the main road into town by an escarpment. This retains a rural highway entry, but is hidden below it. The proposal envisages a major supermarket and other associated retail and mixed use (professional offices, housing over commercial units) with sleeved carparking. A full retail analysis would be required based on the growth projections.

Further analysis is also required in relation to Ballantyne Road. An extension to the present industrial area is proposed, with screening planting. Determination of the exact scale of extension would be based on further review.

The removal of the sewage ponds would provide for longer term expansion. A further review of the industrial and residential balance in the area would be required at the time of relocation of the sewage ponds (15 years plus?).

Expansion of town boundaries would be supported by a major new roading network. This would provide for a number of new streets, but these would be low key in scale. A significant new arterial road runs around the south east of the town to link the two sides without increasing through traffic.

## **Detail of Growth Proposals**

Detail is shown on Southern and Northern area maps (Maps Figure B1&B2). It is emphasised that these maps are intended as an indicative diagram to show what could happen - NOT a definitive plan. Areas are based on required land capacity, and show linking roads as a principle of good development, not definitively placed at this stage.

They are illustrated at this scale to show what is possible. There may be good reasons why street locations would be different, parks located in particular places etc.

At the western end of town, in an area currently zoned rural residential, an area is proposed for the new sustainable urban zone, providing a logical link and extension to existing town development.

A difficult area was identified around the southern corner of the present town area. It is already zoned residential, but is quite steep. The proposed new zoning would provide more flexibility for density in the lower areas and leave green areas on the slopes.

Around Cardrona Road there is the opportunity for more development, perhaps focused on a corner store or similar amenity. Orchard Rd is seen as the ultimate boundary of the extended urban area in the 20 year time frame.

A possible long term future school site could be considered in the area. The community's first preference for a new school is adjacent to the high school site, with the present site in the town serving the western end of town. In the further future, should there be a need for a third school site, this could serve the expanding southern development areas of the town

### **Northern Map (Figure B1)**

Proposals show existing growth continuing eg Scurr Heights and Allenby Estates. It is recommended that consideration be given to transferring some existing area approved for development to the proposed new urban extension zone to get more diversity of lot size, more flexibility etc. to encourage inclusion of affordable housing.

A proposed extended school zone was identified in the area.

North of Scurr heights land has been sold in large lots, but there might be the potential to negotiate transfer to future urban and integrate lots to provide for linking roading, which would provide access to northern end of development area.

Community discussion indicated that the proposed Peninsula Bay development could be more beneficial with greater density. This would require a better more direct access for full benefit. In this area it is also important to protect access for the future to a possible further extension area.

North of the present Allenby development there is another area which would benefit from coordinated development. Encouragement for existing owners to get together should be fostered.

It was considered that development could place too much pressure on Anderson Rd. A new link connecting round around the bottom of Mt Iron is recommended for investigation.

### **Albert Town**

Albert Town was seen as having greater potential to provide for affordable housing. Currently zoning provides for an 800 sq.m. minimum. The new urban extension zone would support that capability while preserving green space views etc. A parallel linking road is recommended to limit state highway access.

## **INFRASTRUCTURE**

Community discussion favoured changes in water and sewerage provision. The key principle should be integration. Use of existing reticulation systems should be optimised. Unplanned growth means that infrastructure capacity is installed at the wrong rate.

The benefit of a planned approach is that the capacity can be strategically designed in advance for the whole area and developed as required. Planning should look only as far as the proposed defined urban boundary.

Expenditure should be staged to keep reticulation cost effective for both developers and community.

Infrastructure installation should be performance based to give flexibility and choice. A focus on sustainability meets the community's requirement to be "clean and green"

A high demand was expressed through the workshop for clean water to be going into the lake. Water treatment requirements could include requirements for on site treatment, but this is expensive and may not be justified, depending on the quality of the stormwater run off to the lake. More investigation is required. An investigation should also include assessment of stormwater treatment on the way through developments, through dry or wet basin treatment and/or reuse within property. Grass swales alongside appropriate roads are recommended for further consideration.

Other issues to be included are water treatment. (There was considerable comment on the taste of treated water). Given Wanaka's extremely high water usage, (four times the national average), sustainable water management techniques should be promoted. Eg dual flush toilets, no garbage grinders, water sensitive planting, rainwater storage.

## **Sewerage**

Discharge to the river is not a preferred long term solution. Location of the ponds where they are now will eventually be a constraint on growth. Septic tanks are not considered a viable long term solution.

Present buffers around the sewage ponds are quite small because they were originally designed for a rural area – around 150 m. Urban redesignation requires around a 500m. buffer – particularly to respond to Wanaka's inversion conditions and valleys in the buffer area. A study is needed on where and when the present sewage ponds might be relocated. Albert Town is almost at capacity with currently proposed development.

## **Solid Waste**

A waste management strategy currently in preparation for the District is endorsed as an appropriate step in dealing with Wanaka's future requirements. Recommendations were referred for consideration as part of that strategy.

## **RECREATION AND OPEN SPACE**

Map Figure E shows a proposed park network and green and trail network.

New parks should be planned into developments to be used to protect sensitive areas. Appropriate locations should be identified within new urban expansion area then planned around. Community requirements would be met by ensuring that reserve space in new development areas is amalgamated into green space of significant size.

The proposed walking and cycling network is based on an assumption that both uses are able to get on together. It is based on strengthening existing links and linking existing facilities.

Other community wishes and preferences expressed through the discussion sessions (See pages 9-16) should be referred to the current District review of reserves strategy.

## **WANAKA CHARACTER**

Considerable attention was focused during the workshop on the definition of a Wanaka character. It was recognised that character is made up of multiple elements: buildings, surroundings, landscape, streetscape. Protection and enhancement was seen as more appropriately provided through education and encouragement than through additional controls, though those controls which are provided in the present district plan rules were generally considered effective. The general aim should be to define style but not to mandate for it. In key sites and with major developments the value of a design advisory group should be considered.

Chart iii shows the range of community response on a number of design issues. These preferences could inform the assessments made by a design advisory group.

Community comment regarding social character valued sustainability and an integrated community. The town form should reflect those values.

## **DISTRICT PLAN CHANGES**

Proposals require changes to zones and to rules:

- ❑ A new sustainable urban extension zone with new rules
- ❑ A new retail zone opposite Mt Iron
- ❑ An expanded industrial zone in the Ballantyne Rd area
- ❑ A possible expansion to the commercial zone in the existing town centre
- ❑ Extend the present high density in residential zones by a small amount
- ❑ Identify a site for community facilities – an expanded school site
- ❑ Minor changes are proposed in the existing low density zone to encourage greater flexibility.
- ❑ Town Centre: review of parking contribution
- ❑ Review the proposed Peninsular Bay special zone
- ❑ Anderson Road: Reduce gross floor area requirement to allow some smaller retail to meet the local retail requirement which is already happening there. This will assist in addressing bulk retail requirement until the proposed new centre is there.

## **TRAFFIC**

Growth projections predict three times as many trips during the development period. That level of development would not be sustainable with the existing network. Planning for an integrated network is essential.

Main road traffic issues in the immediate future focus on the top end of Ardmore Street and the end of Anderson Rd.

The indicative traffic plan prepared for the workshop report showed only arterial and distributor roads. Local roads would be required to complete the network. These should be reviewed as part of an overall strategic roading network study.

Infill should be based on a grid pattern, not cul de sacs, to provide for ease of movement throughout the town area.

A route from Cardrona Valley Rd around to Mt Aspiring road was suggested through the workshop, but this was considered not practical because of topography and present development proposals. It was assessed that there are no significant problems with the existing route in through McDougall St.

An upgrade to Riverbank Road was seen as desirable to provide a linking road between State Highway 6 and Cardrona Valley. There should be an offset entrance to this link road.

A new linking road should be planned to lead to the proposed local subcentre.

In relation to the proposed Allenby Estate Road, although development is already underway, provision for a linking road through to Beacon Point should be attempted. It is essential to have more linking roads associated with all new development to meet community wishes and the workshop objective for ease of movement.

### **Town Centre Traffic Issues**

Traffic will increase on all entrance roads.

A suggested roundabout for the end of Anderson Rd, would provide a means of not only solving Anderson Rd problems, but also signaling the entrance to the town centre, and would provide breaks in traffic heading into town.

A link from Hedditch St through to Ballantyne Rd is seen as a desirable element in the network, but there are difficulties with topography and view lines. This link would assist in feeding through to the proposed Ballantyne Rd. industrial expansion.

A smaller roundabout should be considered at the Ardmore/ Brownston St. intersection. At this corner there should be a change in priority to favour Brownston St. and limit Ardmore St.

At Lakeside Drive/Ardmore St corner the ideal from a traffic flow perspective would be another roundabout, but there is a slope difficulty.

## **TOWN CENTRE**

There was a high level of agreement on the issues and the desired outcomes expressed in workshop sessions.

There were mixed feelings about character, with both consistency and the vitality of variety being valued. Concerns were expressed about the divide between the two halves of town.

Major inefficiencies are identified at the top end of town. Areas are under used and not easy to move through.

In addressing solutions, a key question is that of how much growth to allow. If too much is allowed the town may never consolidate and retain vitality. If too tightly constrained rentals rise too high and the town becomes artificial – not real businesses serving the local community.

The expansion proposed is half a block back from Brownston St. Further might make provision for larger sites eg supermarkets etc. but would have difficulties in doing that and could have the disadvantage of too much spread.

Some proposed solutions for the town centre generally include slowing traffic into Ardmore St right through the waterfront area. Ardmore Street should remain a normal street, but with the road calmed and slowed specially in front of the town centre. It is proposed that it remains a two lane road. The option was considered of closing the road, but was not strongly favoured in community discussion. A flush median is proposed to slow the feel of the road. It is recommended to remove the cul de sac parking areas and replace them with right angle parking – this at least replaces the number of carparks. Raised or at least well defined pedestrian crossings should be featured in the key activity area.

It is recommended to remove some of the parking in the waterfront area to provide for views through to the lake.

Improved peninsular link roads will reduce traffic from Lakeside Drive.

On the upper side of Ardmore Street there is currently struggling retail due to the difficulty of access.

The idea of malling Helwick was discussed but rejected by the majority. It was not recommended by the design team as a means of achieving the desired outcomes. Upper Helwick requires more treatment as with the lower area. Some differences in design are recommended.

Parking was seen by the community as very important. Some proposals were tested: eg a carparking deck over the existing Dunmore Street carpark. This is commended for the future when land values justify it. The economics of the cost of decking will require further working in the future. At the moment the decking cost is more than the land value. In the meantime right angle parking is possible at least on one side of the road in Dunmore St and Dungarvon St. Any proposed carpark building must have retail frontage to Dunmore St as part of the improved civic amenity. Street parking should be first priority in the short to medium term.

### **Flooding issue/Raised Footpath Areas**

Consideration was given to the stretch west of Helwick St on the waterfront. Clearly there will be additional new development there in the near future. The present District Plan aims at a higher floor level. As new buildings are added they will each require ramps, which will look ungainly.

Consolidating parking on the street produces a very deep public space, which could be raised say to about 700mm – not the full height of the raised floors, but as a step down. This would produce a comparable feel to “the strip” on Oxford Tce. in Christchurch.

In planning for and providing such a development, attention should be paid to the balance between public amenity and the benefits to immediately adjacent retailers.

It was proposed to trim the planting on the lake side of the road to enhance the view.

There were mixed messages from the community about lakefront parking. People do not like it but cannot see a better alternative to replace the number of parks.

New World: Any future expansion could be combined with better relationship with the rest of the town by having shops facing to the street. Civic amenity could be improved by making this change a condition of future expansion.

Raised pedestrian crossings at the Helwick St Dunmore St corner should be provided to give the message that pedestrians have priority.

Bullock Creek is seen as attractive and should be developed through the rest of the town.

### **Link between Ardmore and Dunmore Street.**

This would make the cohesion of the town work much better. Parking exists in both areas but they are cut off from each other. Methods of achieving a slow speed lane to link the two were/ examined. It has a relationship with both the new library and the proposed site for a replacement Arts Centre. Options should be kept open and be taken into consideration in the design of both the proposed cul de sac entrances to the library from Ardmore and Dunmore Streets and future design of the Arts Centre. The planning and construction of the Arts Centre should be completed as soon as possible, both to complete the high quality focus of civic facilities in the town centre, and to encourage positive planning for the interior of this block.

The parking area behind the back of the upper Ardmore Street shops has great potential for development, possibly with shops fronting out into the parking area. This would require cooperation or a joint development between existing properties eg the back of BP station and the hotel.

Shopping use provides safety and civic amenity as well as economic benefit. A good example can be seen in the recent Nelson back court shopping developments.

### **Bullock Creek Estuary**

Some community suggestions of reclamation and public use was investigated. Continuity with playground and other public area makes it worth considering as an alternative location eg for waterfront tourism operators, and public access to the lake. Opportunities exist for a stepped retaining wall to also provide for lake access.

# FUTURE ACTIONS

## **(Initial assessment July 2002)**

The recommendations set out in this section were set out prior to review by Council's specialist advisors. The summary which follows includes proposed initiatives identified in the preliminary draft of the report, with a first indication as to possible next steps and timing where this can be anticipated.

The report on the workshop submitted to the August meeting of Council includes further specialist assessment and implementation recommendations from a series of councillor and community board workshops.

## **PLANNING ISSUES**

### **Zoning**

A number of zoning changes were proposed, including:

- ❑ The creation of a new urban extension zone, designed to provide for urban density development, but differing from existing urban zones in being specifically designed to encourage variable lot sizes, to require the provision of interconnecting roads, and to encourage innovative performance based solutions to sustainable infrastructure provision.
- ❑ Some rezoning of rural areas to the new zone to provide for the identified growth requirements. In addition the possibility of rezoning some existing urban zoned areas to the new zone was proposed.
- ❑ Consideration of rezoning to extend the present town centre commercial area, and amending both the Anderson Road and Ballantyne Road industrial areas.
- ❑ Consideration of rezoning from low to high density in some identified urban areas.
- ❑ A review of the proposed Peninsular Bay special Zone to provide for greater density of development.
- ❑ Consideration of the long term need for a new commercial zone adjacent to the State Highway opposite Mt Iron.

A report is was prepared by Civic Corp staff for the July meeting of the Strategy Committee which addressed the resource requirements for further work on some of these issues. A further report on zoning requirements will be required. The timing of this is yet to be determined, but will logically address related issues raised in both the Queenstown and Wanaka workshops .

## Character Guidelines

Workshop discussions and the input of the Technical Support Team favoured education and encouragement over additional mandatory controls as a means of encouraging the development and application of character guidelines.

Specific proposals recommended for further investigation are:

- ❑ Preparation of a publication on Wanaka character based on the material produced for the workshop by Anne Salmond and the Wanaka Design Collective.
- ❑ Consideration of the establishment of a design review panel to advise on building design and related issues in respect of high profile town centre sites
- ❑ Possible review of the expression of current height controls to consider height limitation by floor levels rather than height, or other mechanisms to encourage diversity of roof lines in the town centre.

## Other Planning Issues

A number of designation issues were raised which require further consideration. These include:

- ❑ An expanded school zone adjacent to the present secondary school to provide for a new primary school or a middle or integrated school.
- ❑ A hospital site to be identified and designated for the long term, and consideration of a possible amalgamated medical centre site in the short term. (Both school and hospital designations would involve representations to central government, and further preparatory work with the relevant sectors in the community)
- ❑ A protection zone around the Wanaka airport to secure options for future development.
- ❑ Expansion of the buffer zone around the present sewage ponds to provide for possible residential development in the vicinity

Some recommendations indicated a need to consider revision of specific planning rules; eg:

- ❑ Consideration of limitation on the size of tourist accommodation,
- ❑ Possible provision for no building covenants on land surrounding tourist accommodation in rural areas,
- ❑ Incorporation of a requirement for the provision of worker accommodation in association of particular types of development,
- ❑ Provision for other incentives to encourage construction of affordable housing.
- ❑ Provision of incentives to encourage increased infill development in existing residential zones
- ❑ Review of the present tree height restrictions, on the basis that in certain circumstances views may be better maintained by allowing additional height with views under trees.
- ❑ Consideration of town centre parking contributions

## **TRAFFIC ISSUES**

The key to all recommendations in respect of future traffic planning was the perceived need for advance planning and integration of roading networks.

All future development should be conditional on identification and protection of necessary linking road corridors and integration with linking local roads within planned new subdivisions.

The first step in ensuring this is to commission the preparation of a comprehensive roading strategy, detailing the general principles established in the workshop.

Such work is eligible for a 75% subsidy from Transfund. The next opportunity for Transfund consideration of a funding application will be in November - with the second allocation round for the 2002 – 2003 year. A brief and costing for a strategic study should be prepared for submission in this round.

The strategic study would include links in and through the town centre, and should be accompanied by an associated parking and pedestrian study for the town centre.

## **INFRASTRUCTURE ISSUES**

Infrastructure recommendations included general policy issues, such as the requirement to formalise the commitment to provide reticulated water and sewerage within identified town boundaries as these expand, but not to provide reticulation beyond town boundaries, as well as a number of practical issues of varying degrees of urgency.

An initial integrating strategy would be a valuable basis for specific initiatives

### **Sewerage**

A review of future provision for sewage disposal in the Wakatipu basin is nearing completion, and a similar study in respect of Wanaka was agreed by the July meeting of the Utilities Committee. This will include such issues as:

- Type of treatment and options for disposal of treated sewage
- Future location of treatment ponds and life of the present ponds in both Wanaka and Albert Town.

### **Sustainable Infrastructure Provision**

Proposals to encourage sustainable provision of infrastructure through innovative technology and performance defined solutions found favour both in workshop discussions and in the solutions proposed by the Technical Support Team.

These will require at least the preparation of guidelines and encouragement through education and incentives. It may also be necessary to change requirements in subdivision rules and other planning requirements to ensure the required results.

A scoping study to identify issues in detail and explore a range of solutions for further consideration is required in the first instance.

### **Water Supply and Water Quality**

An Otago Regional Council report due out within the next two months is expected to have major implications for Wanaka. Further consideration of issues of water quality and water supply should be undertaken at the time of the release of the ORC report.

### **Solid Waste**

A District wide strategy is currently in preparation.

## **PARKS RESERVES AND OPEN SPACE ISSUES**

Recommendations have been fed into the District reserves review. These include:

- ❑ Long term planning for a comprehensive strategy for future reserves development to ensure that appropriate land is set aside as new developments are approved. (It was considered important the decisions regarding reserves allocation should be assessed against a clear strategy.)
- ❑ Amalgamation of reserves land to create new reserves of significant scale in development areas
- ❑ Provision of scattered small local reserves in addition to significant areas
- ❑ Provision for additional sportsgrounds – preferably amalgamated in one location to benefit from shared facilities. The first choice of location is adjacent to the high school, the second is the showgrounds.
- ❑ Designation, and development over time of a cycleway and walkway network, including making provision for acquisition and development of the network at time of subdivision.
- ❑ Labeling and signposting of the network trails and provision of a map for tourist use.
- ❑ Inclusion in the walkway network of some tracks suited to wheelchair access
- ❑ Retention of the present golf course, and promotion of its use for walking and other open space recreation.

## **OTHER GENERAL RECOMMENDATIONS**

A range of specific items do not fall under any one of the topic areas covered above:

Subsequent reports will have these items listed with recommended assignment of responsibility for further steps. Issues include:

- ❑ Provision of a boat ramp at Eely Point
- ❑ Reinstatement of the boat launching area at the Outlet
- ❑ A possible review of the Bullock Creek estuary area, including the possibility of reclamation and construction of a retaining walled promontory for lake access.
- ❑ Consideration of airspace control issues over Wanaka township
- ❑ Consideration of means to deter the establishment of international fast food franchises in the town.

## **FURTHER DETAIL**

Further recommended steps in the implementation areas outlined above will be detailed in a subsequent reports to Council, the Wanaka Community Board, and relevant council committees, as appropriate.

## APPENDIX 1.

# WANAKA COMMUNITY PLAN FACILITATOR PROJECT BRIEF

Wanaka 2020, the community plan project, is both a community plan for Wanaka, capable of immediate implementation, and along with other community plans already undertaken, or still to come, an major input into a Strategic Plan for the Queenstown Lakes District.

The plan must be built on a shared vision for the future of Wanaka, encompassing economic, environmental and social aspects. It will be the basis for:

- Consistent decision-making by Council and Community Board
- Managing growth in the area
- Long term planning
  - Land use planning
  - Infrastructure and facilities development
  - Environmental protection
  - Financial allocation and prioritising
- Focus and certainty for the community
- Measuring results and marking progress
- Reducing conflict and optimising effectiveness

## Required Outputs

- A consensus view of the overall character desired in the future Wanaka
- Sufficient detailing of the expression of this character to provide for immediate implementation through district plan variations, asset and reserve management plan revision, prioritised budget allocation etc. This must include (but is not limited to):
  - Mechanisms for responding to projected growth, including agreement on areas for future development – residential, commercial and industrial

- A designed edge to the town, including entries
  - A clear statement of character in the surrounding rural area against which planning decisions can be assessed
  - Relationship with satellite settlements
  - An overview plan for the towncentre including traffic flows
  - Consideration of building design controls as a means of reinforcing the desired character
  - Interface with the lake
  - Style of reserves and walkways
  - Levels of required infrastructure servicing
- Agreed priorities for future development of Council provided facilities and services
  - Identification of environmental features of special significance and agreement on desired levels of protection
  - Agreed objectives in relation to economic and employment issues, including tourism
  - Consideration of social requirements in future planning eg education and health
  - In all of the above outputs, recognition of the role of council in implementation, and (broad) identification of other agencies required to be involved

## **Required Outcomes**

- Community “ownership” of the plan leading to satisfaction with/acceptance of, the steps required to give effect to it.
- A clear basis for Council planning, service delivery and decision-making immediately
- available.

Prepared February 2002

## APPENDIX 2.

# WANAKA PARKS AND OPEN SPACE AND COMMUNITY FACILITIES

Briefing by Ken Gousmett

### **Active and Passive Recreation Capacity**

- ❑ Current under supply of sports grounds - 7ha needed for future.
- ❑ More Neighbourhood parks needed – 0.5ha/1000 persons or 250 lots.
- ❑ Ample local parks and open space/passive. More needed for specific amenity purpose.

### **Active and Passive Recreation Capacity**

- ❑ Additional parks can be acquired through the subdivision process.
- ❑ In particular sports grounds and neighbourhood parks.
- ❑ Existing parks and open spaces are under developed, limiting usability.
- ❑ Often inadequate facilities in poor condition, especially toilets, paths, lighting and landscape planting.

### **Lake Wanaka**

- ❑ Existing boat launching totally inadequate.
- ❑ 300 to 400 boats in Roys Bay, 230 cars and trailers at Eely Point.
- ❑ Only ramps are at Roys bay and Lake Outlet, beach launching at Eely Point.
- ❑ Urgent need for additional ramps and parking.
- ❑ McKay Street location recommended and discussed by community.

### **Public Space Amenity**

Issues raised by the community.

- ❑ Walking/cycle tracks linking parks, communities and natural features such as rivers and lakes.
- ❑ “Green Belt” – suggested around the high ground at the rear of the Wanaka urban area to preserve skylines. Can these be protected under the District Plan?

## **Community Facilities**

- ❑ Libraries – Wanaka and Hawea
- ❑ Community Halls/Centres – Wanaka, Hawea, Luggate and Cardrona.
- ❑ Except for Cardrona all are in good condition and adequate.
- ❑ New facilities for the future need to be identified by the community

## **Financial Contributions**

- ❑ Reserves, open space and public amenities for growth – land and facilities.
- ❑ Existing shortfalls of land or facilities have to be funded from rates.
- ❑ Based on expenditure 10 years back, 5 years forward.
- ❑ Low expenditure will result in low income.
- ❑ Use it or lose it!
- ❑ Must be justified.

## **Future Planning**

- ❑ Park Enhancement Plans – for key parks in each community being prepared.
- ❑ Consultation with community groups and stakeholders – next three months.
- ❑ Update Reserves and Open Space Strategy after workshop and consultation.
- ❑ Review of marine facilities Wanaka and Hawea.
- ❑ Update Reserve Management Plans – Lismore Park and Waterfront Reserve.

# INFRASTRUCTURE DESCRIPTION & ISSUES

## Wanaka 2020 - Water Supply

### Scheme Description

- ↓ 3 Reservoirs (Mount Iron, Western, Plantation Rd)
- ↓ 2 Intakes (Roys Bay, Edgewater)
- ↓ 3 Pump Stations (Edgewater, Allenby Park, Roys Bay)

### Planned Upgrades

- ↓ New Reticulation - Kings Drive to Aubrey Road 2002/03
- ↓ New Reticulation - Beacon Point to Albert Town 2003/04
- ↓ New Reservoir & Intake - Beacon Point 2003/04
- ↓ Increased Storage - Mount Iron 2004/05
- ↓ New Reticulation - Aubrey to Scurr Heights
- ↓ Increased Storage - Western 2006/07
- ↓ New Reservoir & Pump Station - Hawthendon 2010/11

## Wanaka 2020 - Water Supply

### Issues

- ↓ Treatment Standards - Currently Grade E
- ↓ Consumption - 4 times the national average in Wanaka
- ↓ Supply to Rural Residential Zones

## Wanaka 2020 - Sewerage Schemes

### Scheme Description

- ↓ 2 Treatment Plants (Wanaka, Albert Town)
- ↓ 9 Pump Stations (6 Wanaka, 3 Albert Town)
- ↓ 1 River Outfall (Albert Town)

### Planned Upgrades

- ↓ Increased Treatment Capacity - Staged installation of aerators to match growth, Wanaka & Albert Town
- ↓ Increased pond size after 2015

### Issues

- ↓ Location of treatment facilities
- ↓ Continued discharge to Clutha River or "discharge to land"
- ↓ Servicing of Rural Residential Zone

## Wanaka 2020 - Stormwater System

### Scheme Description

- ↓ Network of individual systems reticulated to individual river or lake outfalls.

### Planned Upgrades

- ↓ Installation of Ardmore Street main 2002/04 (Mt Iron System)
- ↓ Upgrade of Brownston & Dungarvon Systems 2007/08

### Issues

- ↓ Lack of capacity in many existing systems
- ↓ No reticulation in some developed areas
- ↓ Disposal in Rural Residential developments
- ↓ Treatment of discharges

## APPENDIX 3.

# WRITTEN SUBMISSIONS

Written submissions were received from the following:

Tim Sanders	Isabella Anderson
John Barlow	Betty L Smith
Nick Brown	Allan Kane
Peter and Ngaio Rhodes	Lake Wanaka Golf Club
E and O Hopgood	Colin Kane
Dennis Thorn	Sarah Pezaro
Margaret and Brian Cosgrove	Olwyn Pezaro
Ralph Markby	Dawson Family
Robyn Bardas	Roxburgh Family
Bill Hore	R Warburton
Lake Wanaka Golf Club	B A James
W H Taine	Tim Johnston
D and P Bailey	Wanaka Airport
R A Crimp	Phyllis Aspinall
Kirsten Rabe and Craig Smith	Jo Robinson
Lesley Burdon	S A Kane
Wanaka Landcare Group	John Turnbull
Cardrona Landcare Group	A A Gray
Diana Wales	D L Pezaro
Jeanette and Bruce Gillies	Sununda Trotter
David Strang	Andrew Wright
Patsy Lambert-Robinson	DW and VC McRae and Family
Rosemarie Jones	Dale and Gerard Gibb
Bruce James	EG and JI Kelly
Lake Wanaka Tourism	H T Murfitt
J W A Smith	Ludwig Werner
Graham Dickson	Paul and Allison Rosanowski
Mike Bryan	Libby Pickard
Ralph Markby	Felicity Maxwell

Copies of all submissions received have been lodged with the Wanaka Community Board and with Council Management for later reference on a wide range of topics of ongoing importance.

There have also been over 220 postings to the bulletin board on the Wanaka 2020 website.