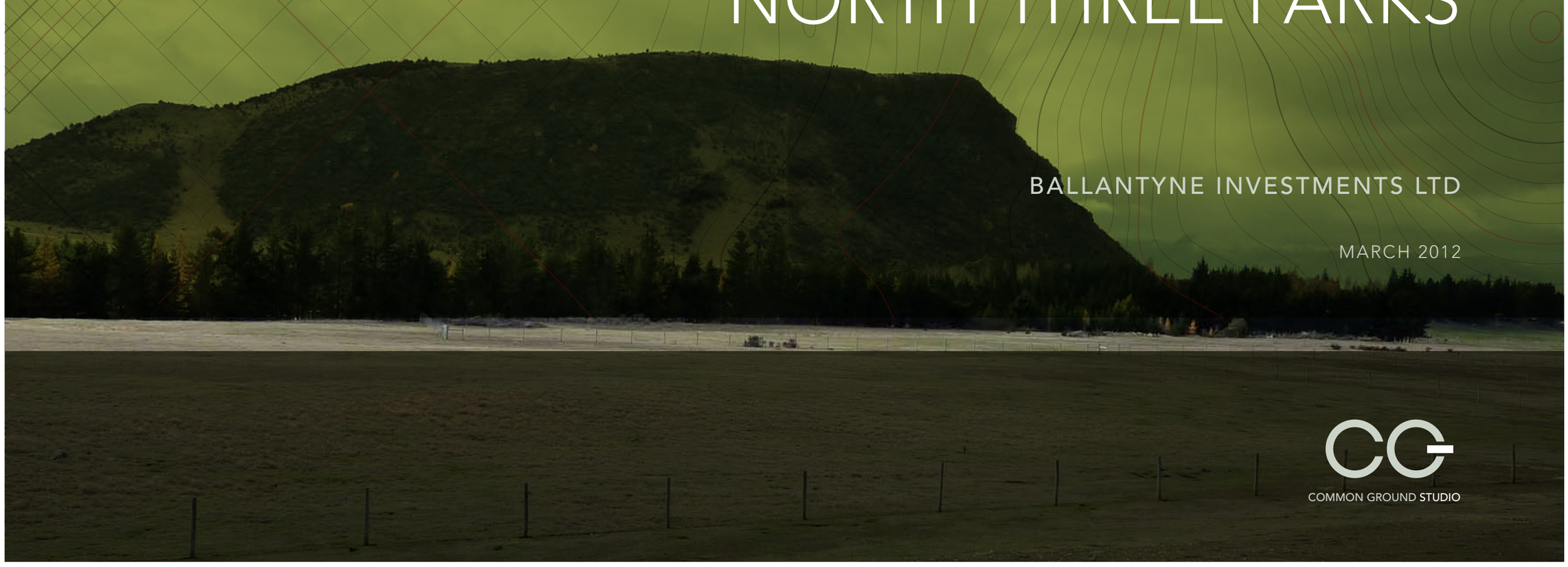
Urban Design Framework
NORTH THREE PARKS

BALLANTYNE INVESTMENTS LTD

MARCH 2012



COMMON GROUND STUDIO

Urban Design Framework – North Three Parks

Ballantyne Investments Ltd

March 2012

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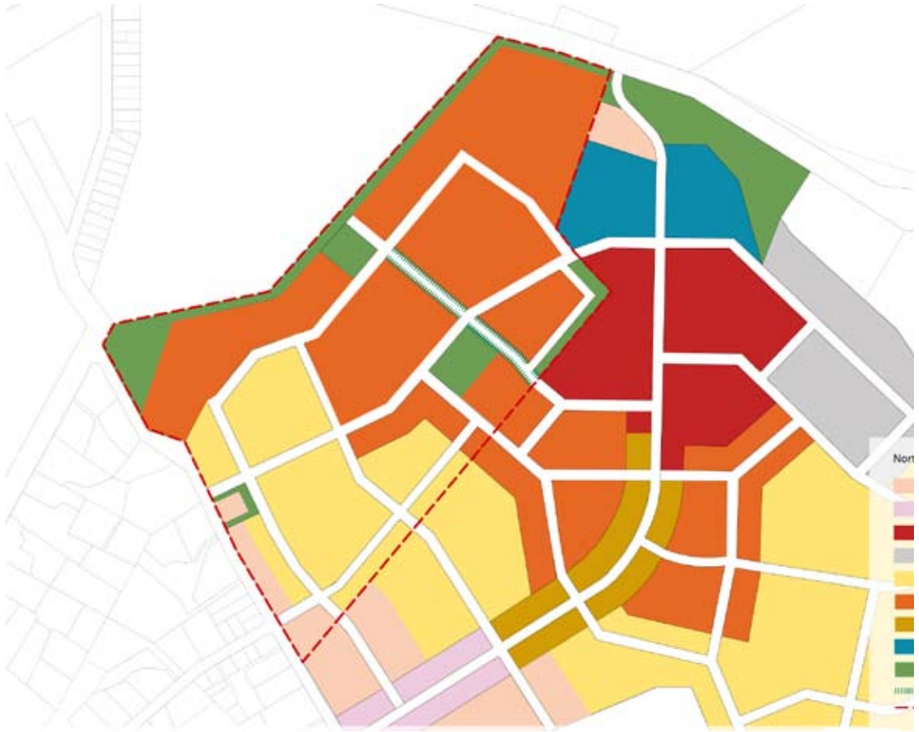
COMMON GROUND STUDIO

creating inspirational environments

1.0 INTRODUCTION

1.1 EXECUTIVE SUMMARY



THIS REPORT AIMS TO PROVIDE A CLEAR RATIONALE FOR THE CONCEPT BEHIND THE NORTH THREE PARKS PLAN CHANGE, AND TO PROVIDE A MORE DETAILED EXPLANATION OF STRATEGIES FOR INTEGRATING WITH THE ADJACENT THREE PARKS SPECIAL ZONE.

The vision for the development outside of the town centre has been clearly established in the Wanaka Structure Plan. Thus this project represents an opportunity to protect the rural character of Wanaka whilst providing a high quality urban environment providing for future growth in the area.

Ballantyne Investments Ltd propose to develop the 46.8 ha parcel of land south of the Wanaka Golf Course integrating with the Three Parks area in a unified concept responding to the objectives and policies contained within the Three Parks Special Zone. In doing so, it will provide the opportunity for new residential activity, tourism accommodation, business and a high quality public realm maintaining strong visual and physical connections to the wider open space network.

KEY ATTRIBUTES OF THE CONCEPT PLAN INCLUDE:

- Creating an active and accessible residential neighbourhood
- Offering a range of housing types and densities.
- Concentrating medium density housing within comfortable walking distance of the commercial centre, and adjacent public open space and reserves.
- Establishing a regional identity through maximising visual connections to the surrounding landscape.
- Creating a central movement spine around which the development is ‘organised’.
- Establishing a legible street pattern and urban form.
- Providing an open space network that caters for a variety of recreational opportunities.
- Integrating stormwater treatment methods with recreational, ecological and educational opportunities.
- Creating a movement network that suits a variety of modes for transport, offering desirable alternatives to private vehicular travel.
- Reinforcing the commercial core within the Three Parks.
- Providing area for business along Ballantyne Road, opposite existing business.

The purpose of the concept plan is to ensure that the North Three Parks vision, goals, objectives and policies are aligned to the Three Parks Special Zone for translating this area into a successful urban environment that will meet the needs of residents, business, and the wider community, both now and into the future.

1.1 EXECUTIVE SUMMARY

OVERVIEW

The main **movement** spine (collector route) is created to run centrally through the development from west to east. The alignment of this movement spine will contribute significantly to overall legibility and will provide a varied and dynamic streetscape connecting to the adjacent Three Parks commercial centre.

The secondary street network establishes **perimeter blocks** that are generally 60 metres deep and on average approximately 100 metres long. These dimensions encourage travel on foot and by cycle, enhance legibility and maximize neighbourhood connectivity. The alignment of streets and reserves will provide clear sight lines to Mt Iron and the distant Mount Aspiring National Park reinforcing connections to the wider landscape.

Strategically located on the junction of two primary routes the **neighbourhood park** becomes a central focus within a safe walking distance of all dwellings. This also creates legible connections linking recreational corridors in the north and the Main Street environment south. Residential buildings fronting the park will provide overlooking and casual surveillance of the space with roading frontage accommodating visitor parking.

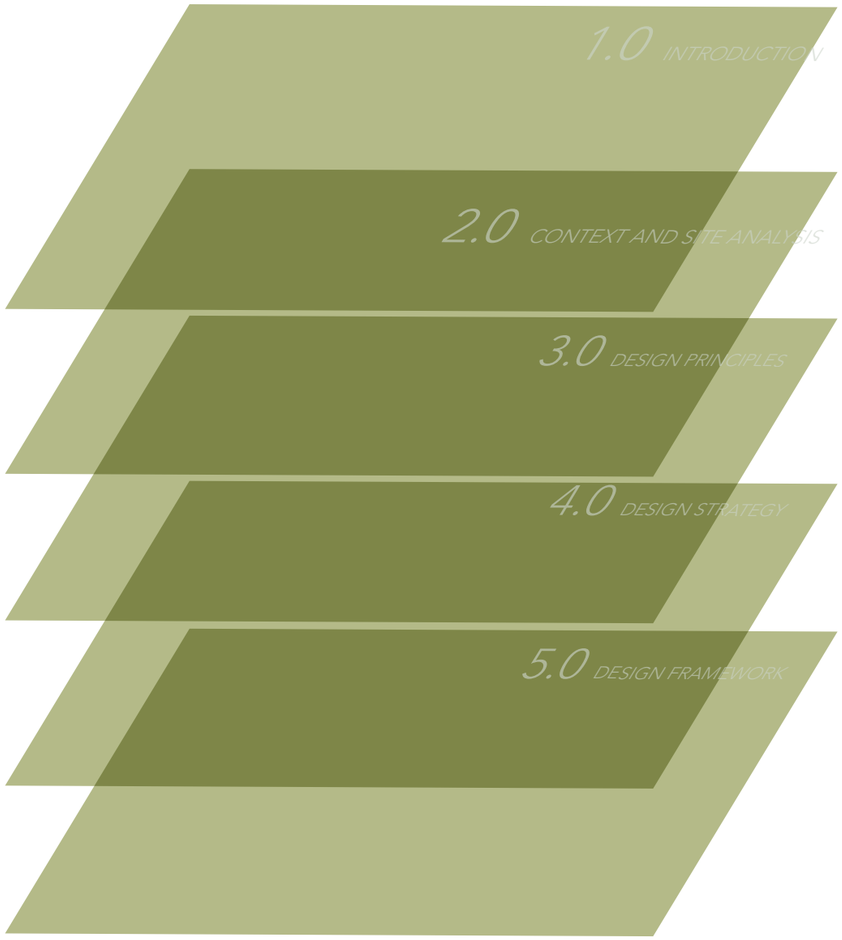
The **urban form** is given further definition by a secondary network of streets, pathways, reserves and parks. The mix of **densities** within the concept plan is based on three Three Parks residential zoning provisions for Medium Density and Low Density Residential dwellings with business activity located adjacent to the existing business zone.

Within the site the **open space** network will provide a range of environments - reserves, parks, watercourses, streets, shared spaces, and walkways, catering to a range of recreational needs. Acting as green buffer between the town centre and new development, the golf course creates the opportunity to provide an active edge for the development along its northern boundary. The creation of a **linear park** along this boundary provides for a pedestrian footpath and cycleway set back within a landscaped buffer which maintains direct views to and from the golf course. The purpose of this is also to provide protection to development area from golf ball strike. Along the north-eastern boundary of SH84 the development is well served by the existing pedestrian and cycle corridor, which will be integrated with a drainage reserve and highly landscaped frontage to development fronting this corridor. The central neighbourhood park is connected by the central boulevard to the naturally formed knoll in the north and the commercial core to the south within the adjacent Three Parks.

Roads are designed to ensure that cycle lanes, car parking and footpath treatment, and amenity planting combine to ensure that the street network forms a valuable component of public space that foster social interactions. Where it is not possible to create through roads, some streets will end in woonerfs being pedestrian priority environments where barriers between the house and street are minimal. Other spaces known as homezones or 'living streets' are again pedestrian focused streets which provide safe areas for children to play, and encourage greater interaction between neighbours.

With regard to **stormwater** there are three predominant drainage courses passing through the site. It is intended that these drainage paths are incorporated into the site's stormwater systems and will be enhanced with planting and integrated into the open space network.

1.2 DOCUMENT STRUCTURE



DOCUMENT STRUCTURE

The report outlines the rationale and provides the supporting documentation upon which the North Three Parks concept plan has been developed. The purpose of this document is to arrive at, and validate a development framework through a series of design principles and strategies.

The principles and strategies are a combination of diagrams, illustrations, precedents, imagery and associated text. It does not offer specific design solutions. That said, there are a large number of elements of the design that are 'locked down' through the Three Parks Special Zone and associated framework diagrams accompanying the Plan Change request.

The report has been structured in to the following main sections:

Part 1 Introduction

Part 2 Context and Site Analysis

Part 3 Design Principles

Part 4 Design Strategy

Part 5 Development Framework

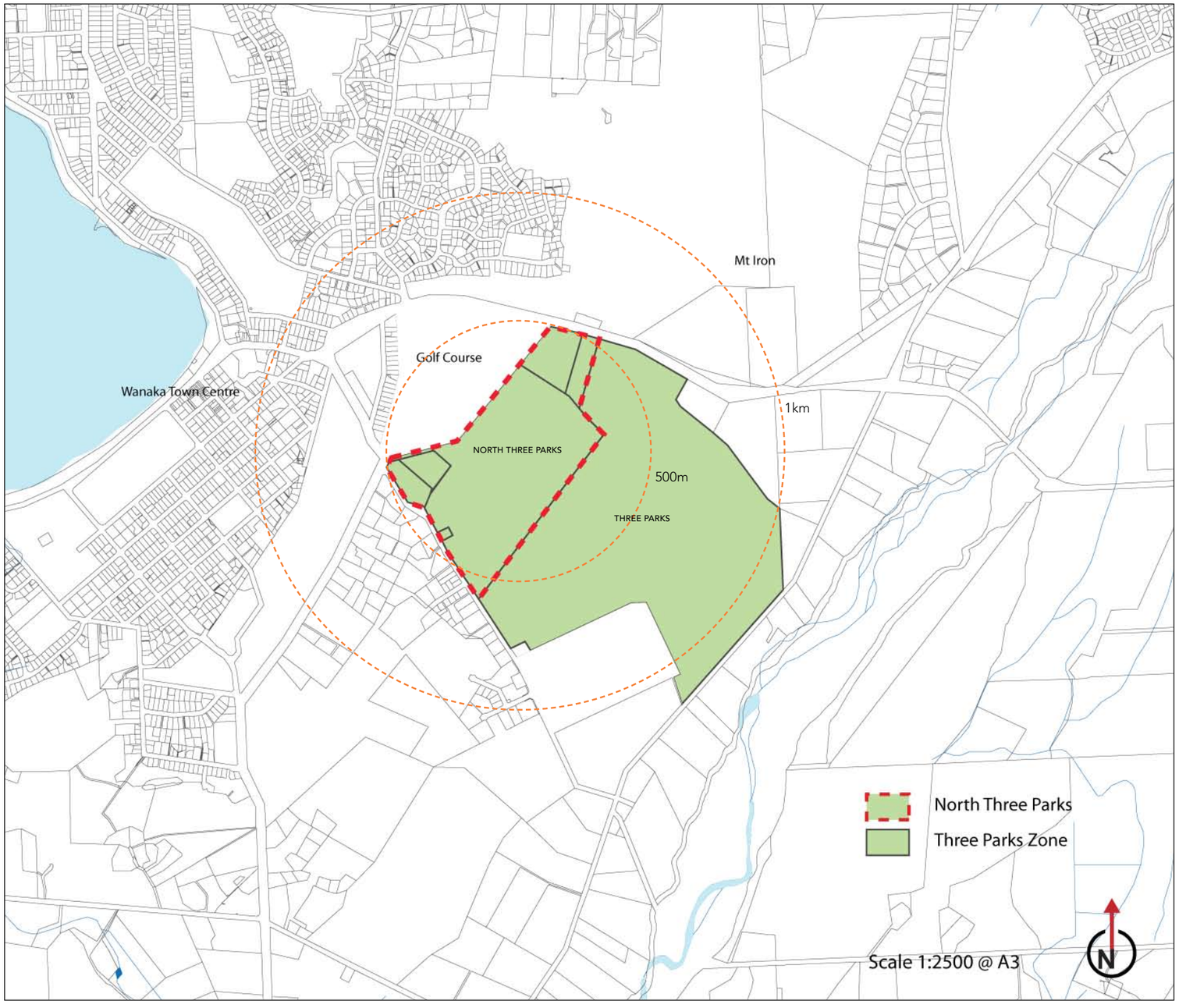
A collaborative design process, using best practice design principles ensures a robust and flexible framework that has the ability to respond to market conditions whilst being true to the project vision.

THE FOLLOWING DOCUMENTS HAVE INFORMED THE DESIGN PROCESS:

- Wanaka Structure Plan Review, QLDC, Dec 2007
- Proposed Zoning Wanaka Structure Plan, QLDC, Dec 2007
- QLDC: District Plan, Chapter 12.25 – Three Parks Special Zone
- Assessment of Ecological Values; Investigations for a Potential Plan Change, Three Parks North, June 2010
- Growth Management Strategy for the Queenstown Lakes District, QLDC, April 2007
- Wanaka Town Centre Strategy, QLDC, Oct 2009
- Wanaka Transportation and Parking Strategy, QLDC, Mar 2008
- QLDC: Council Community Plan 2009-2019
- Urban Design Strategy, QLDC, Jun 2006
- Parks Strategy, QLDC, October 2002
- Wanaka 2020, QLDC, May 2002

2.0 CONTEXT AND SITE ANALYSIS

2.1 LOCAL CONTEXT



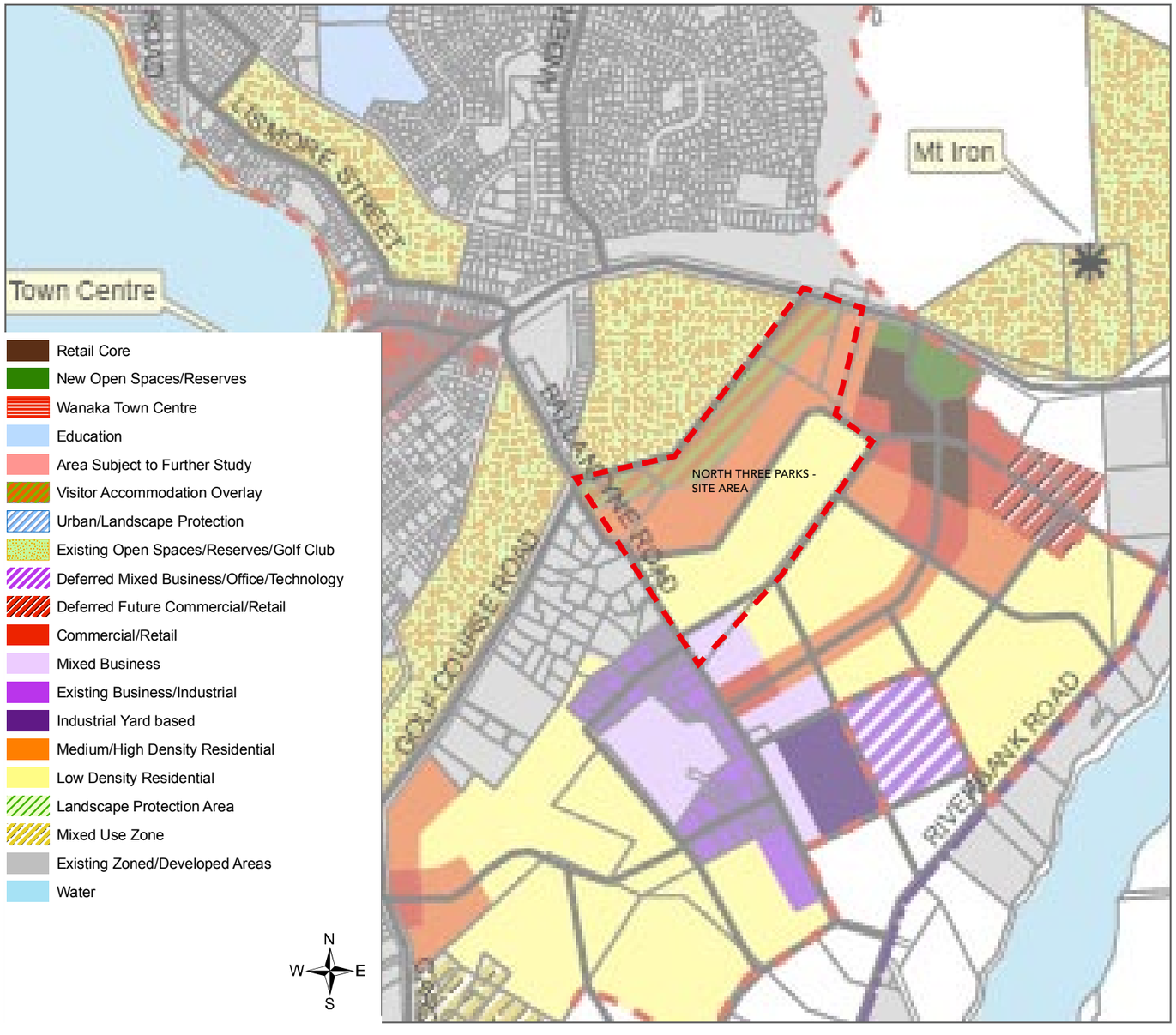
LOCAL CONTEXT

Wanaka is the gateway to Mount Aspiring National Park situated at the southern end of Lake Wanaka, adjacent to the outflow of the lake to the Clutha River.

Primarily a resort town this has both summer and winter seasons and is based around the many outdoor opportunities. Due to the growing tourism business and the increasing number of retirees in Wanaka, large growth is occurring, with a population increase of up to 50% in the past 10 years.

The current population projections confirm that significant growth in Wanaka will continue. The projections state that in 2031 an average day for Wanaka will have 14,550 usually resident population. This does not include second home owners or international or domestic visitors. The Council has sought to address these growth issues over the years through a series of studies and work with the community.

2.2 PLANNING CONTEXT



GROWTH MANAGEMENT - WANAKA 2020 COMMUNITY PLAN

The Community Plan was the first step in a process for making policy decisions about growth in Wanaka with its key purpose to develop a Growth Management Strategy which was economically, socially and environmentally sustainable.

The community considered that growth should not be stopped but needed to be managed carefully. As a result, this process began to identify areas suitable to accommodate this growth within the surrounding rural land south of Wanaka Town Centre - identified as the Three Parks. This also put in place mechanisms to ensure that future growth was managed carefully.

WANAKA STRUCTURE PLAN

Following Council's Growth Management Strategy, which established Council's policy for where growth should occur, the Wanaka Structure Plan prepared in 2004 (updated in 2007) provided a rationale for the quantities of land to accommodate expansion of its urban environment. This plan built on Wanaka 2020 to establish boundaries for the growth of Wanaka. The community outlined its vision for this growth to occur.

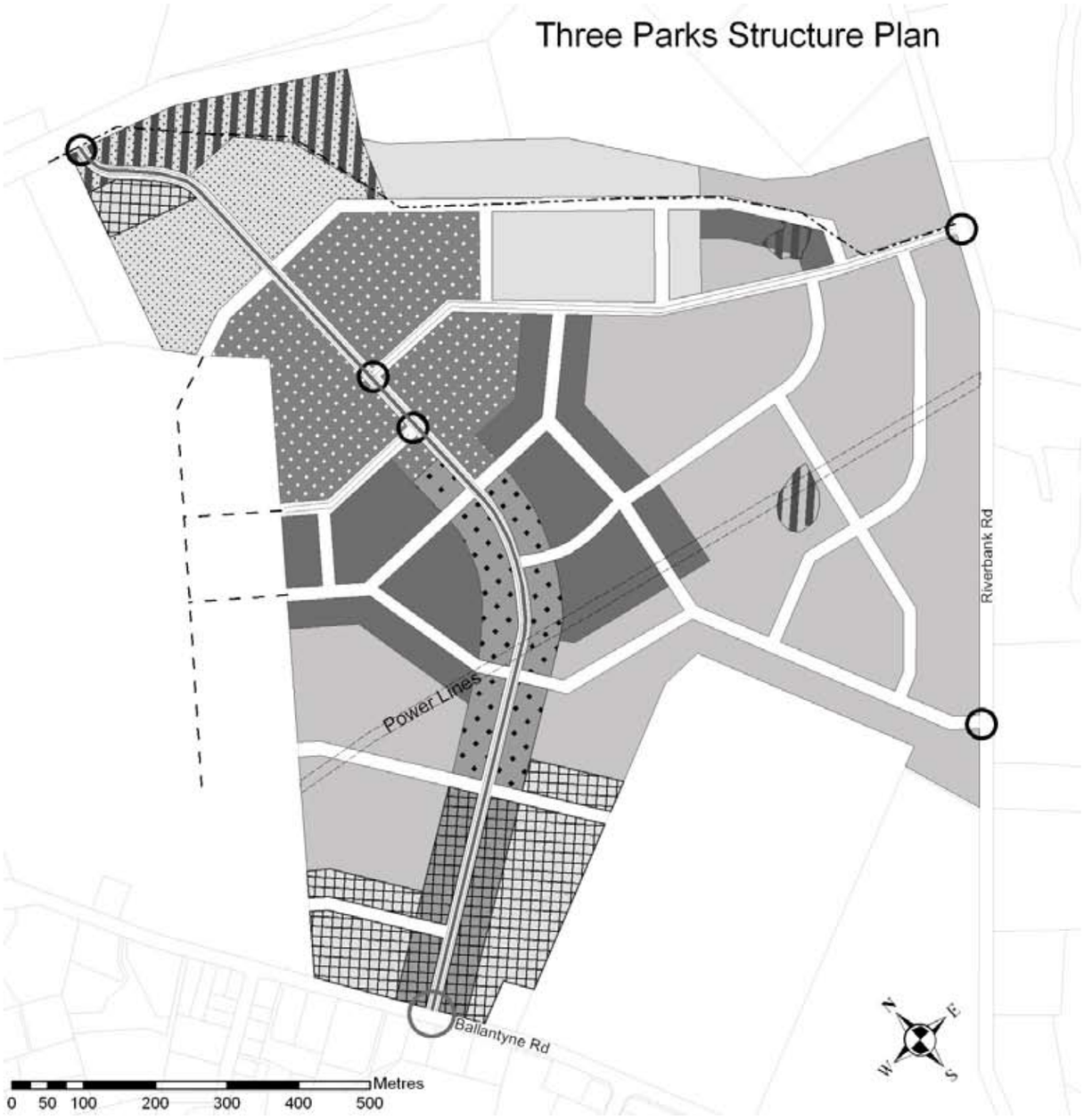
- **Managing growth in a way that protects the landscape and the environment**
- **A vital town centre servicing the daily needs of Wanaka**
- **A connected settlement that is easy to get around by foot and cycle**
- **Grow the strength of the economy**
- **Provide infrastructure for a growing population**
- **Protect rural character**

The proposed zoning in the structure plan shows the growth through residential, visitor accommodation, business and a new retail area to the south of the existing Wanaka Town Centre bounded by Riverbank Road.

The Wanaka Structure Plan adopted by the Council in 2007, resolved to implement it through a series of plan changes. Plan Change 16 (Three Parks) notified in 2009 rezoned a significant proportion of the growth foreseen by the Wanaka Structure Plan. The Three Parks Plan Change was made operative in January 2011.

The area is identified in the Wanaka Structure Plan for development of a sustainable, vibrant and connected extension to the existing Wanaka town centre. The river provides a strong barrier to further sprawl to the south while the golf course provides a greenbelt between new development and the town centre.

2.2 PLANNING CONTEXT



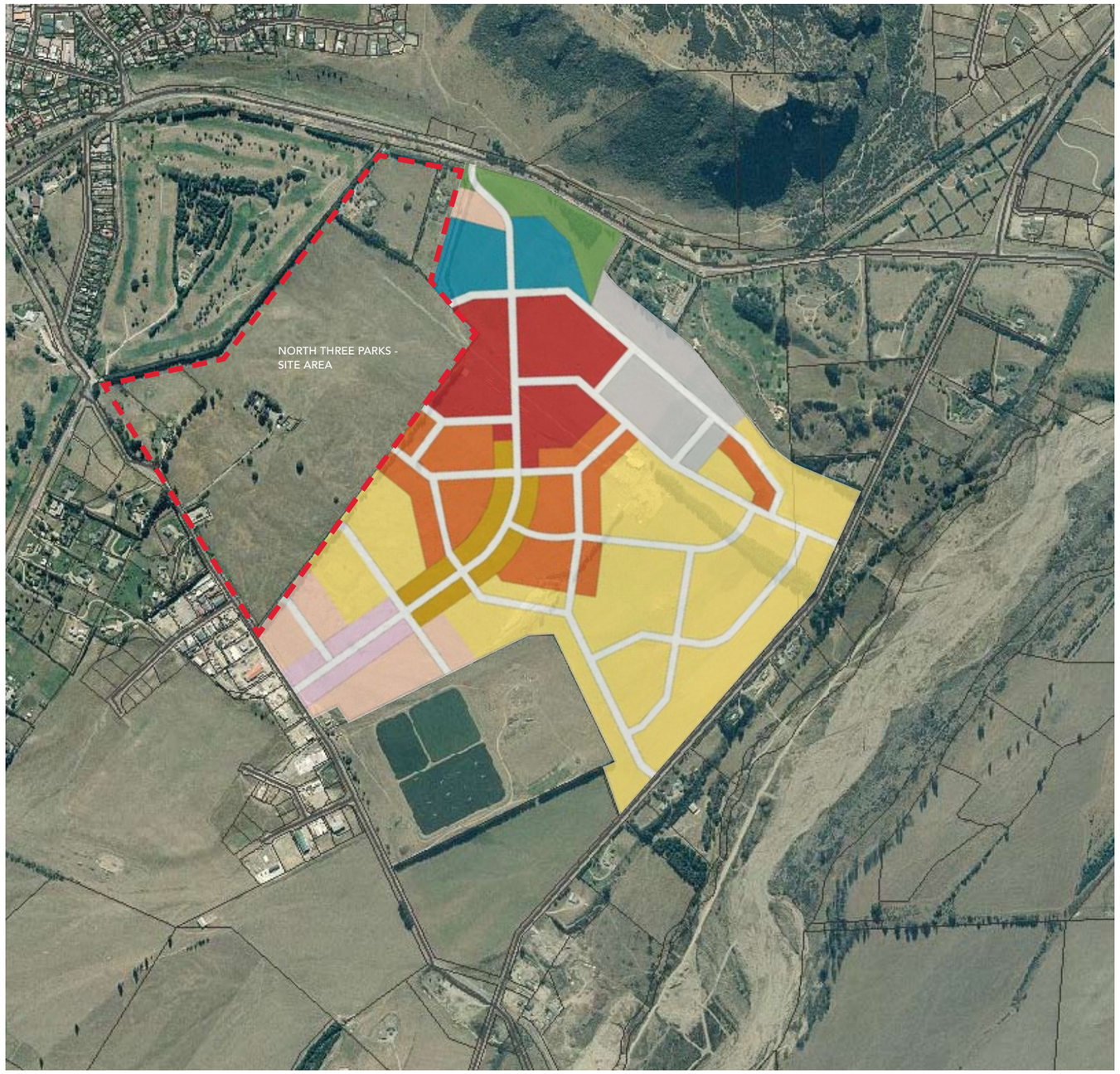
PLAN CHANGE 16 – THREE PARKS

Plan Change 16 - referred to as the Three Parks proposed the rezoning of approximately 100ha of land, which lies to the southwest of Mount Iron. This land was previously predominantly zone Rural General with some Rural Residential Zoning.

The purpose of Plan Change 16 was to rezone this area of land in a manner which enables the development of a high quality urban area with a range of land uses including commercial, residential, visitor accommodation, community and recreation activities, as well as an open space network in accordance with the Wanaka Structure Plan for accommodating many of Wanaka's needs as a growing community.

The Three Parks Plan Change became operative in January 2011. However, without the re-zoning of the North Three Parks area there is a lack of integration between Three Parks and the fabric of the existing Town Centre.

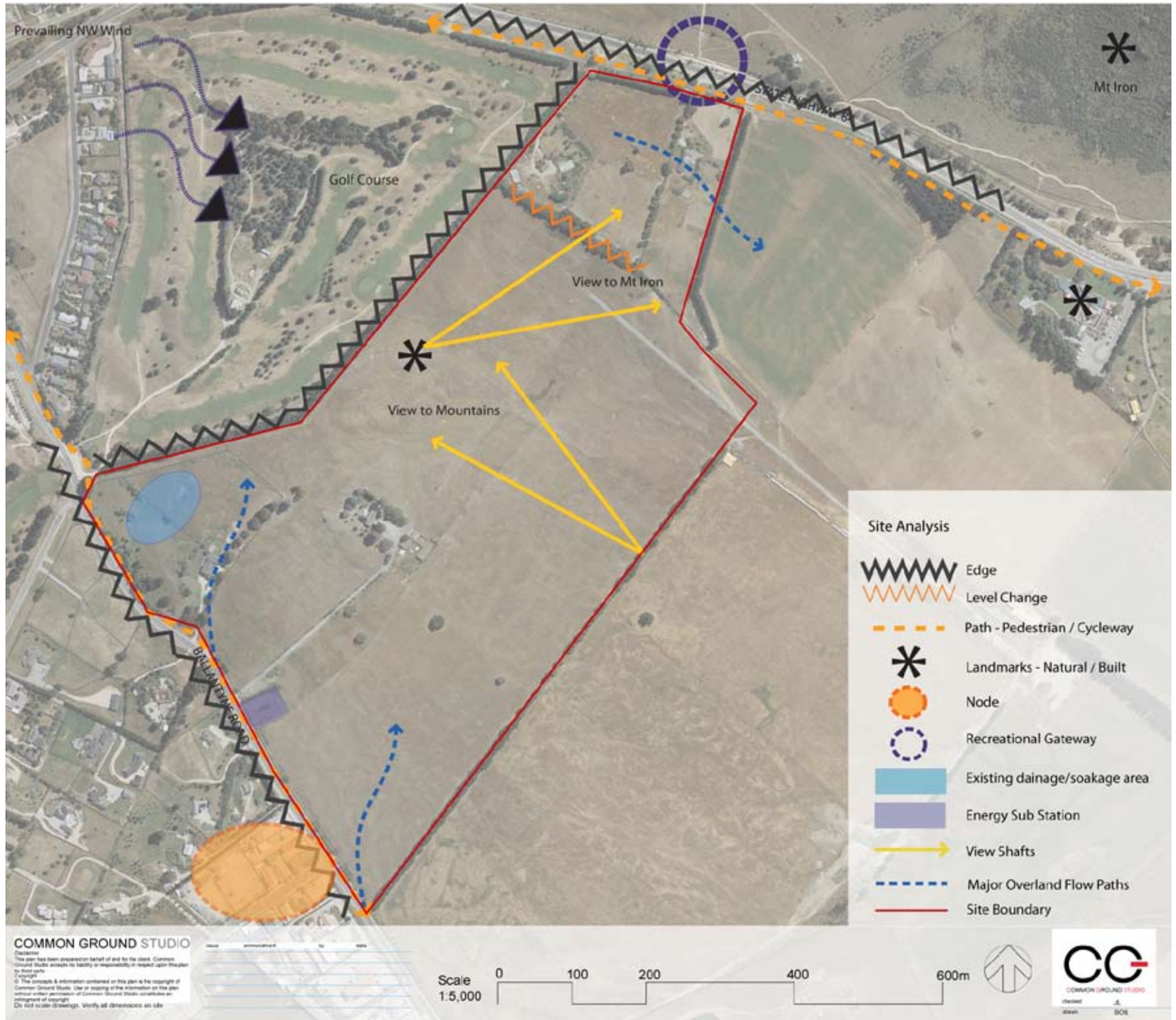
2.2 PLANNING CONTEXT



THREE PARKS OBJECTIVES:

1. A layout and design of development that demonstrates best practice in terms of achieving environmental sustainability.
2. The establishment of a green network including parks, areas for community facilities, cycleways, and pedestrian linkages that permeate all parts of the zone and links seamlessly into the more urbanised public realm in the commercial core.
3. An urban structure, well-considered building design, and other initiatives which together, help to reduce car use and provide practical alternatives.
4. Staged development which keeps pace with the growth of Wanaka and results in a high quality urban area containing a network of open spaces and a mix of compatible uses.
5. The establishment of a Commercial Core which complements and does not compromise the function, viability, and vitality of the Wanaka Town Centre.
6. A Commercial Core which, over time, will evolve into a high quality mixed use urban centre with a main street character and a strong sense of place.
7. A high level of residential amenity and a range of housing types which promote strong, healthy, and inclusive communities.
8. Establishment of a high quality, functional business area which provides for a wide range of light industrial, service and trade- related activities whilst protecting it from residential and inappropriate retail uses.
9. A high quality, attractively landscaped entrance into the Three Parks zone within which quality Visitor Accommodation, places of public assembly such as conference venues, and community facilities are the predominant use.
10. The preservation of an area of land adjacent to the Commercial Core for a future Commercial Core (or alternative urban use) once the existing commercial core has been at least 80% developed and there is a clear need for more land to be released.
11. High quality and well-designed buildings that reflect and contribute to the evolving character for the area.
12. A high quality urban fabric, which is consistent with the vision set out in the Wanaka Structure Plan (2007) and the subsequent Structure Plan for the Three Parks Zone.
13. An urban area that is free of contaminated sites or appropriately deals with them so that averse effects on human health and the environment do not arise.

2.3 NORTH THREE PARKS - SITE ANALYSIS



SITE ANALYSIS

The land proposed to be included in the North Three Parks Plan Change lies between the Golf Course and the Three Parks Special zone bound by Ballantyne Road to the south and Wanaka Luggate Highway (SH84) to the north.

Site and Location
North Three Parks is approximately 46.8 hectares located approximately 2km from Wanaka town centre. The site itself is undulating rural land which has been extensively cleared for agricultural use.

Natural Features
Vegetation consists mainly of shelter-belts located along the fringes of roads and property boundaries between paddocks and the golf course. The tree species are mainly exotic conifer.

The dominant land forms surrounding are Mt Iron to the north and the distant Mount Aspiring National Park to the west.

Paths
The existing pedestrian / cycle path along SH84 and Ballantyne Road form a key linkages to Wanaka Town centre.

Edges
Key elements containing a natural edge to the site are SH84 and Ballantyne Road north and south, and the Golf Course separated by a shelter-belt along the western boundary.

Nodes
The existing business district to the south currently forms the only existing node in the immediate vacinity.

Landmarks
A notable physical landmark within the site is the kame and kettle mound (glacier knoll) along the north-western boundary. To the north, adjacent to the site, Mt Iron forms an impressive backdrop with it glacier-carved rocky knoll connecting to scenic walking tracks.

Climate
The town's average annual rainfall of 682mm is just half the national average, with most rainfall occurring in spring months. During summer, days are hot and evenings cool, while in winter, days are cold with frost and snow in surrounding mountain ranges.

2.3 NORTH THREE PARKS - SITE ANALYSIS

SITE LOCATION PLAN

A) EXISTING PEDESTRIAN/CYCLE LINK SH 84

B) WANAKA GOLF COURSE

C) VIEW NORTH ALONG GOLF COURSE BOUNDARY. MT IRON IN BACKGROUND

D) VIEW SOUTH OVER UNDULATING MOUNDS

E) EXISTING KNOLL CENTRAL TO GOLF COURSE BOUNDARY

2.4 NORTH THREE PARKS - DESIGN RESPONSE

THREE PARKS SPECIAL ZONE POLICY - MOVEMENT [1]

Policy 3.1 To require that the urban structure (including road layout, cycle and walking networks, landuse densities, and block sizes) is well-connected and specifically designed to:

3.1.1 Enable public transport to efficiently service the area, now or in the future ...; and

3.1.2 Ensure that on-street carparking is provided; and

3.1.3 Reduce travel distances through well-connected streets; and

3.1.4 Provide safe, attractive, and practical routes for walking and cycling, which are well-linked to existing or proposed passenger transport and local facilities and amenities within the zone, and which are well connected to other areas beyond the zone, particularly the Wanaka Town Centre.

Policy 12.1 To require street layouts and design to:

12.1.1 Have an informal character in the Low Density residential subzone, including elements such as open swales where appropriate.

12.1.2 Be well-connected, with cul-de-sacs being avoided wherever connected streets would offer greater efficiency and amenity

12.1.3 Minimise the creation of rear sites.

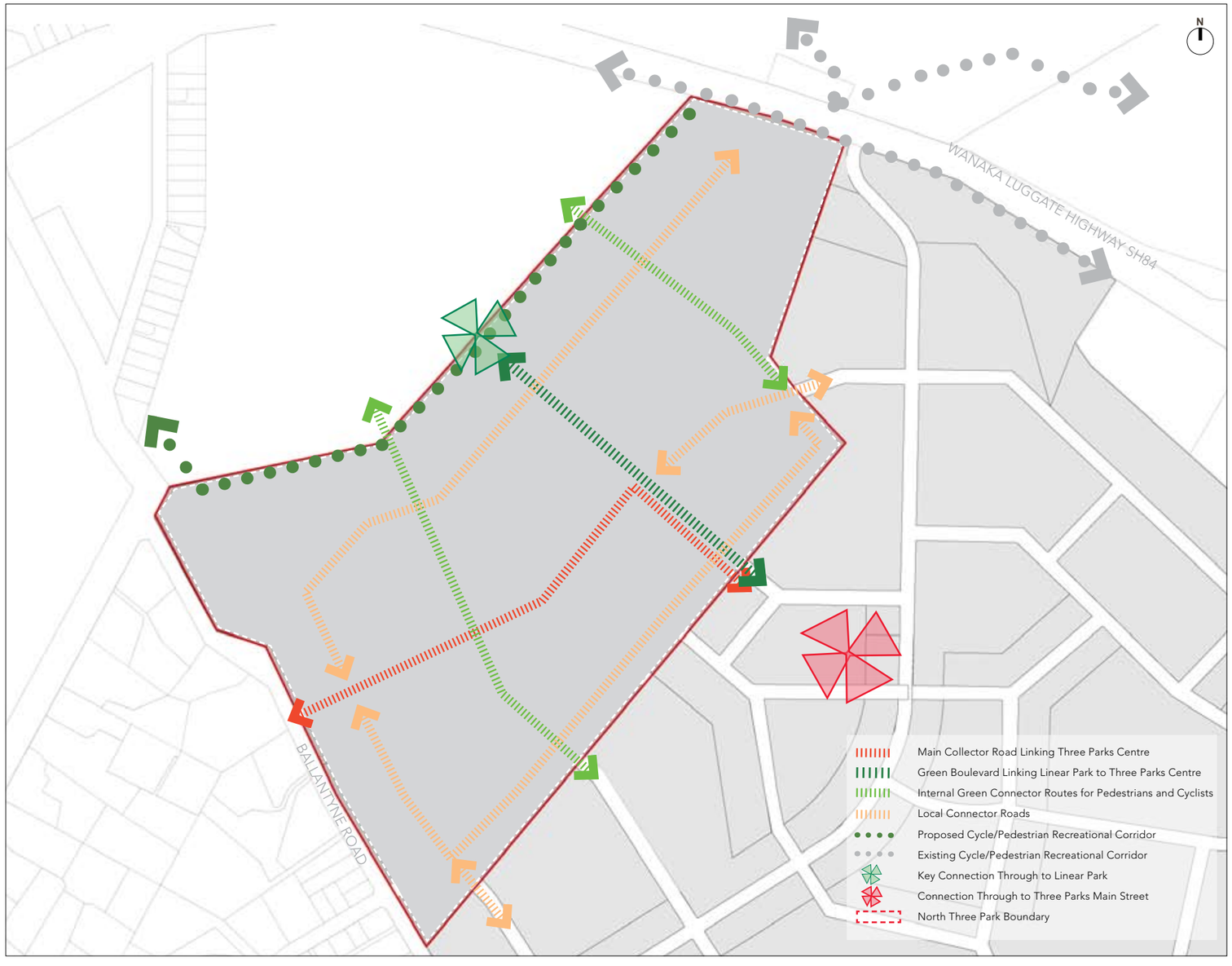
12.1.4 Be safe for vehicles, cyclists, and pedestrians.

12.1.5 Minimise opportunities for criminal activity through incorporating Crime Prevention Through Environmental Design (CPTED) principles as appropriate in the design of lot configuration and the street network, carparking areas, public and semipublic spaces, accessways, landscaping, and the location of compatible uses.

Policy 12.2 To encourage pedestrian and cycle links to be located within the public street, whilst acknowledging that off-street links are also appropriate provided they offer a good level of safety and amenity for users.

Policy 12.3 To encourage pedestrian and cycle links to provide for both the commuter and recreational needs of residents within the zone and the wider community.

Policy 12.9 To recognise that the relocation of a collector road by more than 50 metres (from that shown on the Structure Plan) is likely to significantly affect the integrity of the Three Parks Structure Plan and should be avoided.



1 Data sourced from District Plan -Three Parks Special Zone - Objectives 3 and 12

2.4 NORTH THREE PARKS - DESIGN RESPONSE

THREE PARKS SPECIAL ZONE POLICY - OPEN SPACE [1]

Policy 2.1 To ensure open space is created as part of a comprehensively planned hierarchy of spaces (including those for ecological and nature conservation purposes, active and passive recreation, soft and hard surface spaces, and those which contribute to the cycle and walking network).

Policy 2.2 To encourage community reserves and facilities to be in easily accessible, sunny, and flat locations.

Policy 2.5 To consider the possibility of providing additional playing fields that service the wider Wanaka catchment as part of assessing each Outline Development Plan.

Policy 2.6 To ensure good visual connection between the private and public realm by avoiding high fences and walls between the private allotment and public open space.

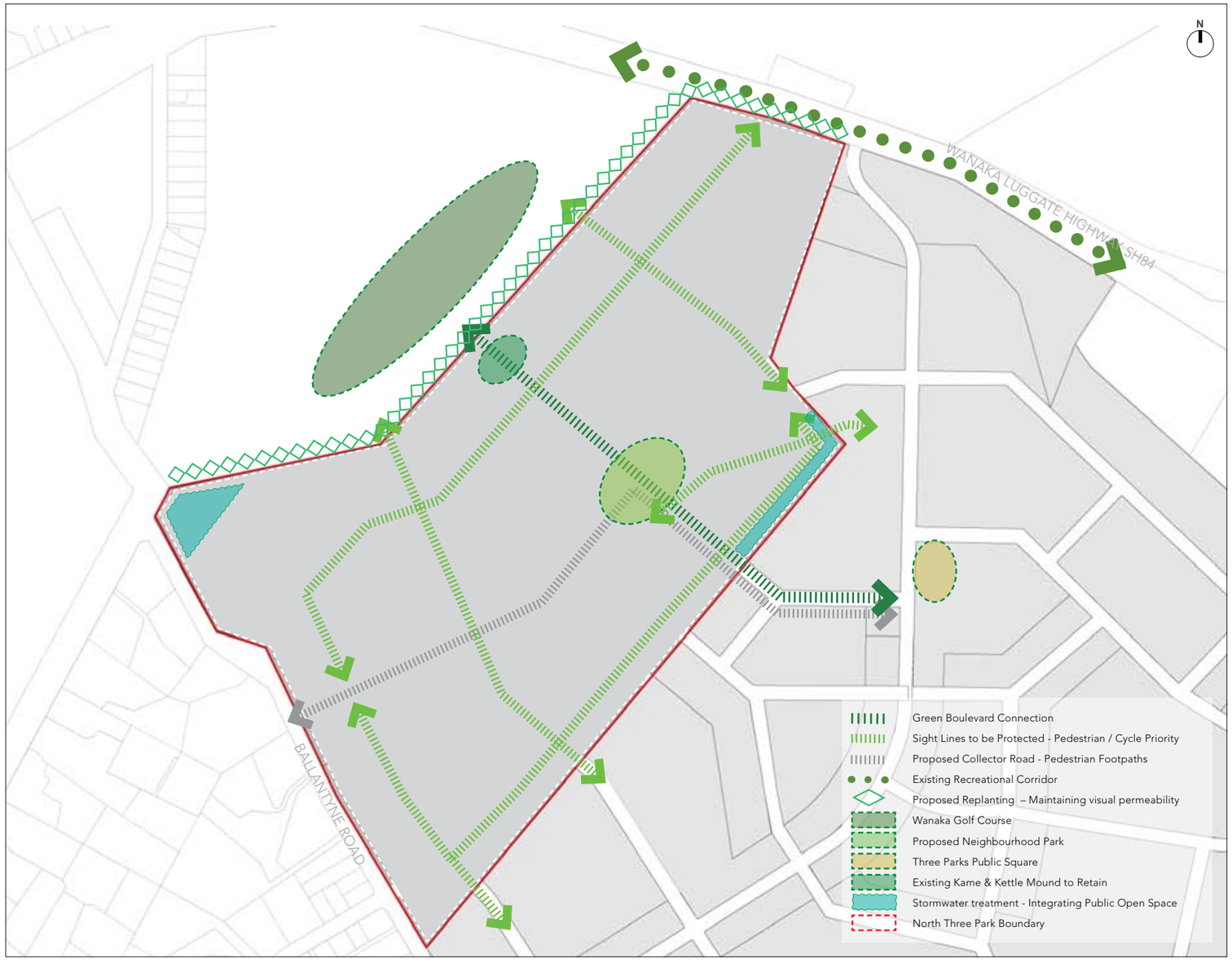
Policy 4.7 To ensure that the open space network includes those open spaces shown on the Three Parks Structure Plan in order to provide landscaped buffers along SH84 and Riverbank Rd, to protect key landscape features, and to provide for passive and active outdoor recreation activities.

Policy 4.9 To require high quality landscape design of the Open Space areas

Policy 12.4 To require well-located and well-designed open spaces that encourage high levels of usage and which are generally consistent with the Indicative Open Space Plan which forms part of the Three Parks Structure Plan

Policy 12.6 To require a network of well connected, usable, and safe open spaces.

Policy 12.7 To encourage, where feasible, local reserves to be located and designed such that they can provide for stormwater disposal as well as providing for open space and/ or recreational needs.



1 Data sourced from District Plan -Three Parks Special Zone - Objectives 2,4 and 12

2.4 NORTH THREE PARKS - DESIGN RESPONSE

THREE PARKS SPECIAL ZONE POLICY - DENSITY, LANDUSE AND ACTIVITIES [1]

General

Policy 4.2 To avoid development that is not in accordance with the Three Parks Structure Plan or approved Outline Development Plans or Comprehensive Development Plans.

Policy 6.4 To avoid or minimise adverse effects arising from the incompatibility of some commercial and residential uses through the appropriate location of activities and controls.

Policy 7.1 A mixture of residential densities is encouraged in order to provide greater housing choice, a greater range of affordability, and a more diverse resident community.

Policy 7.2 Residential densities are required to be consistent with those specified in the assessment matters for Outline Development Plans in order to ensure that the various subzones are distinctly different from one another and that an appropriate level of consolidation and open space is achieved in the respective areas.

Policy 7.3 Neighbourhoods are required to be laid out in a manner which encourages residents to address the street by avoiding long, thin lots with narrow frontages.

Policy 7.4 A defining character of the medium density residential subzone is that the dwellings will all be located relatively close to the street, and are not dominated by high front fences and garages, thereby improving amenity and passive surveillance between dwellings and the street.

Policy 11.1 To require a high standard of building design, including:

Policy 11.1.1 Diverse and well-articulated built forms, which avoid excessive repetition of the same or similar unit forms and the creation of homogeneous neighbourhoods.

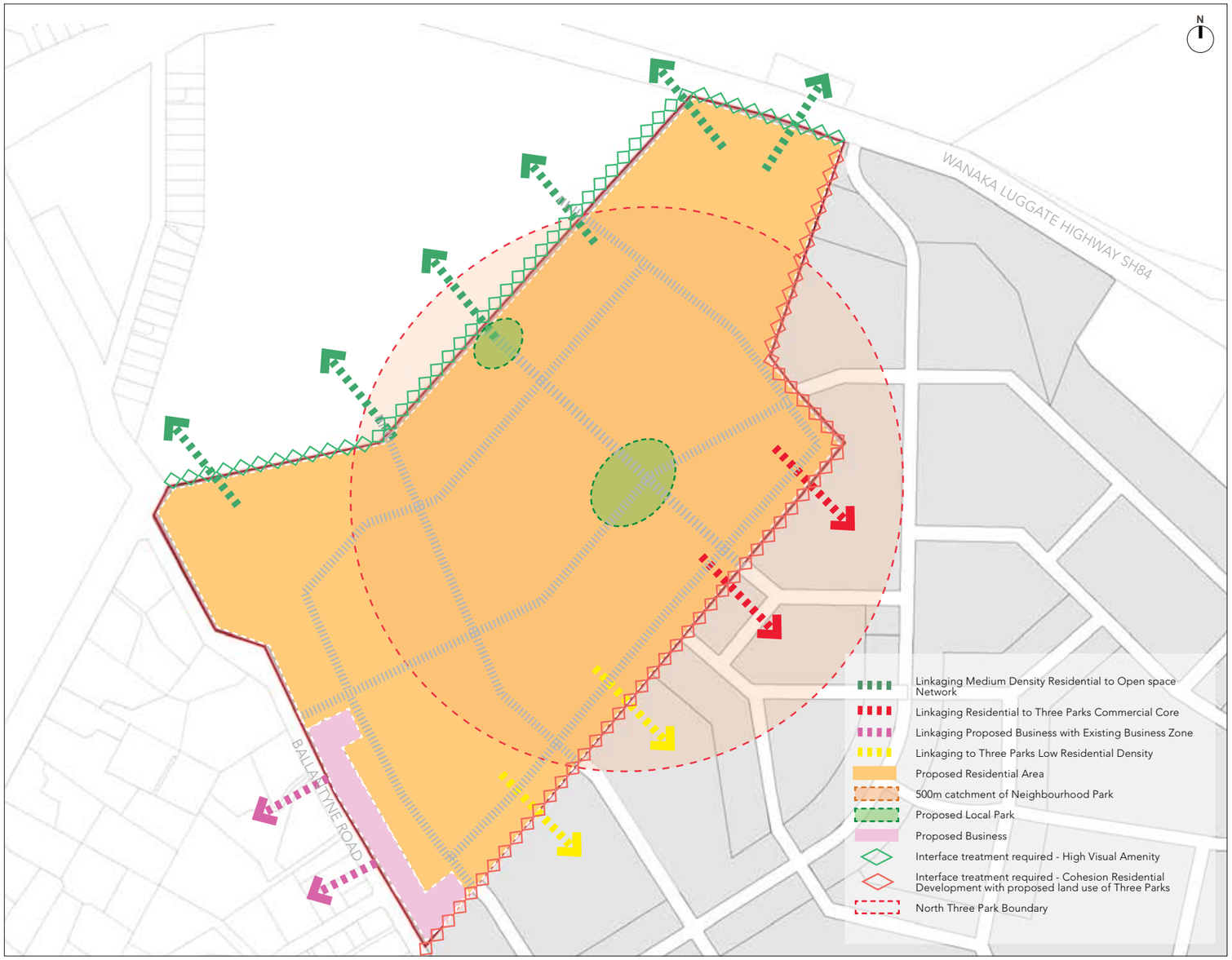
Low Density Residential subzone

Policy 7.11 Some variation in densities is required in the Low Density Residential subzone in order to achieve a more diverse streetscape and resident community.

Medium Density Residential Subzone

Policy 7.15 Whilst a certain level of privacy and private outdoor living is considered important in the Medium Density Residential subzone, the controls are set lower than in the Low Density Residential subzone, in recognition of its higher density character and close proximity to public open space, and amenities such as shops and public transport.

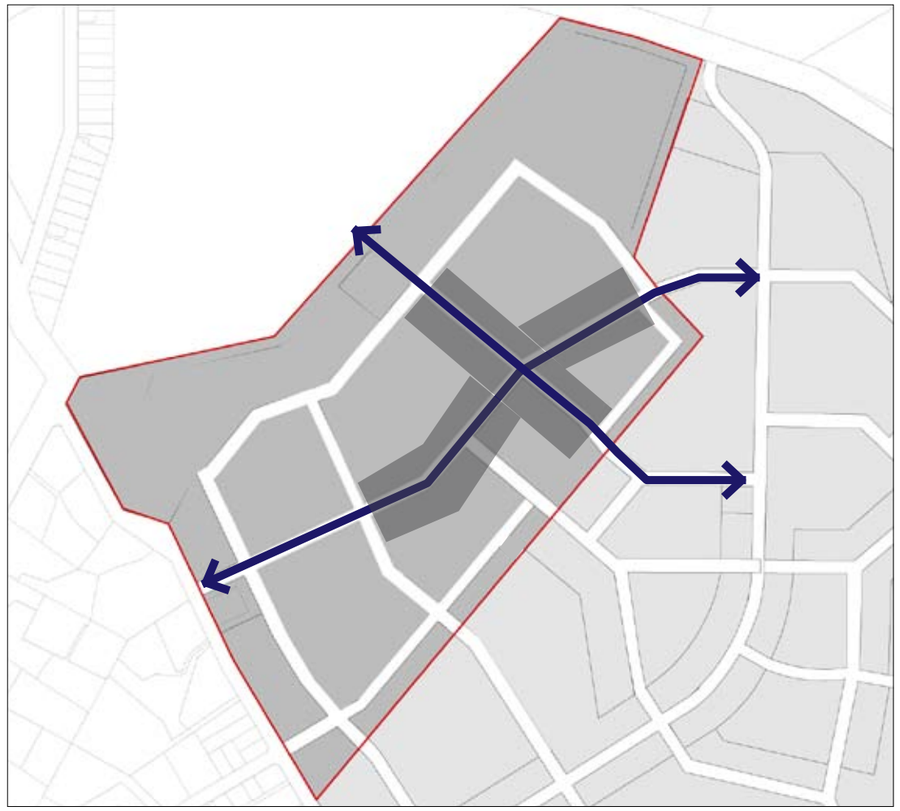
Policy 7.16 Medium density housing is comprehensively designed, ensuring a quality residential living environment and attractive streetscape.



1 Data sourced from District Plan -Three Parks Special Zone - Objectives 4, 6, 7 and 11

3.0 DESIGN PRINCIPLES

3.1 DESIGN PRINCIPLES



MEDIUM DENSITY URBAN FORM FRONTING CENTRAL COLLECTOR ROUTES CREATING STRONG EDGE

DESIGN PRINCIPLES

The following design principles [and diagrams] represent a series of aspirations and can not be considered as solutions or actual design outcomes. These cover the high level thinking in the application of design principles to the site analysis and framework response to the Three Parks Structure Plan.

These are:

- Connectivity
- Permeability
- Identity
- Resilience
- Diversity
- Community

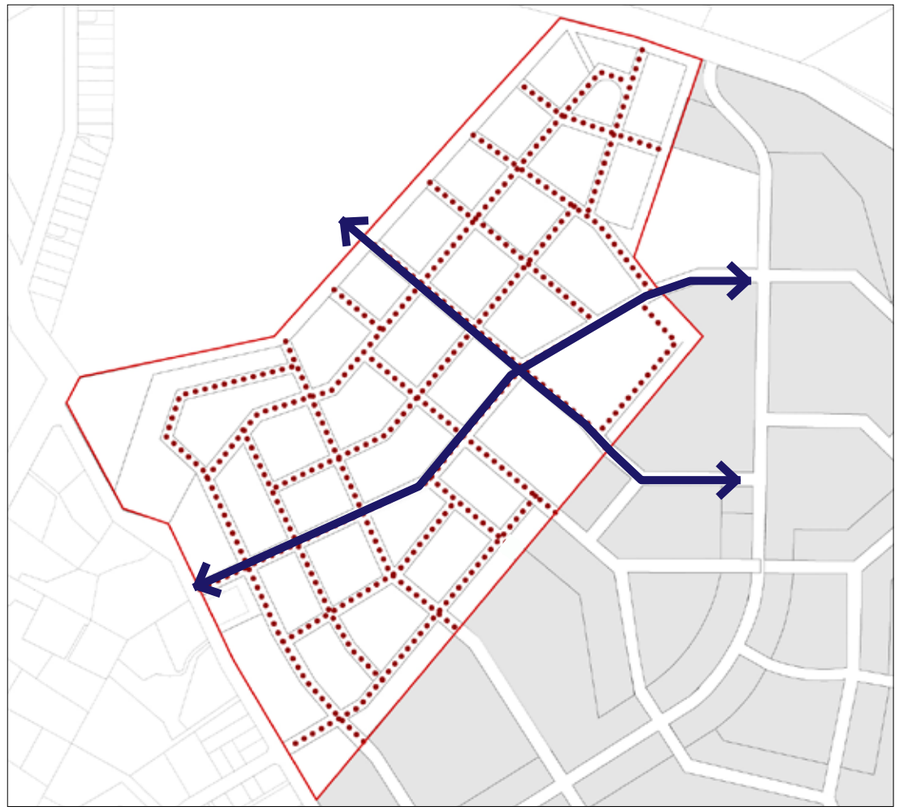
CENTRAL CONNECTORS LINKING KEY OPEN SPACES NETWORK AND THREE PARKS COMMERCIAL CORE

Connectivity

Connectivity is concerned with how the development connects to the world outside its immediate boundaries, and creates a legible movement system within.

- Locates medium density urban form along central connectors promoting continuous frontages and strong definition to its edges
- Locates medium density close to the Wanaka Town Centre, Three Parks Commercial Core and sports facilities
- Locates low density residential opposite rural residential uses along Ballantyne Rd
- Locates key open spaces and stormwater interspersed with higher density to offer amenity and a variety of experiences – having the ability to stitch into existing networks
- Located to traverse the development framework in a manner that centrally feeds the local street network on either side
- Supports high quality pedestrian and cycleway routes

3.1 DESIGN PRINCIPLES

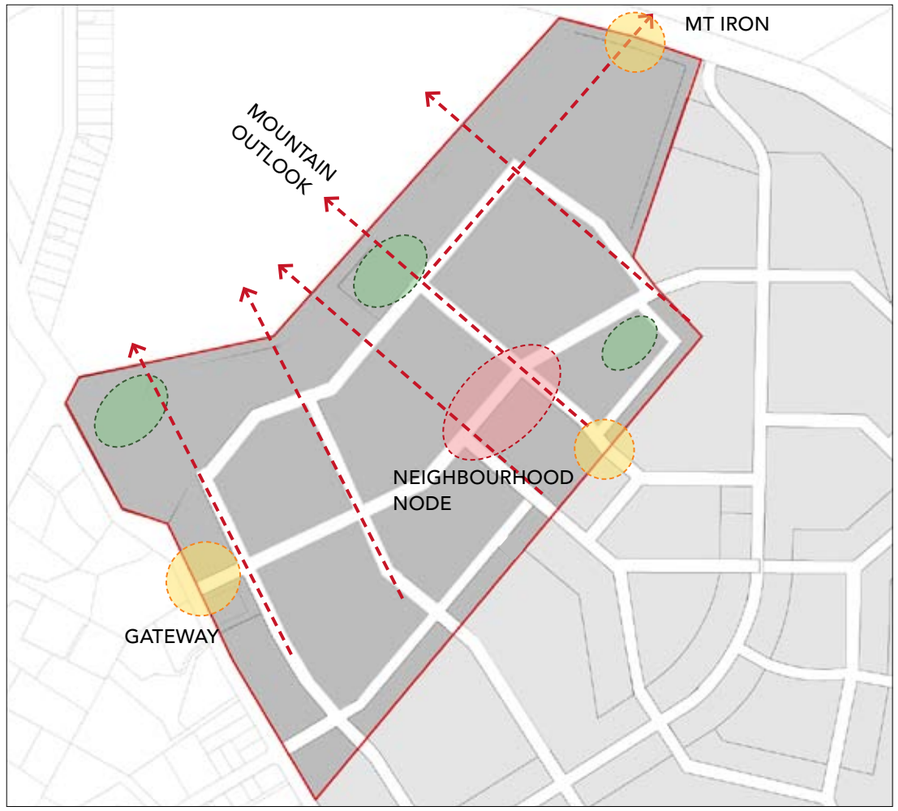


WELL CONNECTED MOVEMENT PATTERN CREATED BY CLEAR STREET GRID AND PERIMETER BLOCKS

Permeability

The ability for people to move freely and safely within a development. This is delivered by creating a connected grid of urban blocks where the size of the blocks are critical.

- A clearly established street grid and hierarchy that creates modest perimeter blocks to create well connected movement patterns
- Street grid responds to natural features of the site, prominent views and connects into the surrounding street network



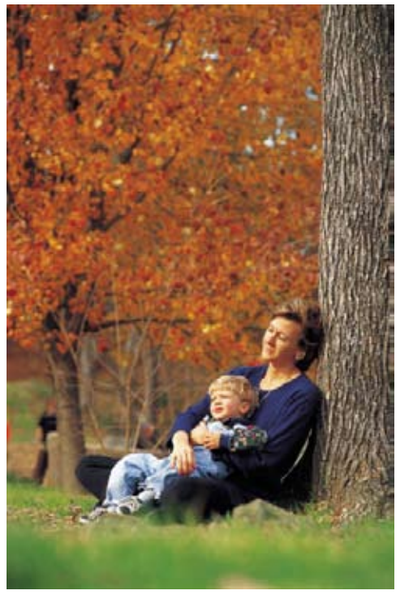
LINKING FOCAL POINTS AND VIEWS TO THE SURROUNDING LANDSCAPE

Identity

There is an opportunity to develop a regional identity and an identity related to core values of the development. As well as built form, cultural landscapes, vegetation and landscape form a fundamental part of identity.

- Ensure sight lines are created and views are protected to the surrounding mountains and Mt Iron. The alignment of roads, location of open spaces and placement of urban form is to be considered in conjunction with each other to reinforce a strong sense of place
- Create a structure for the development framework that has a hierarchy of activity nodes and is truly a place for people
- Promote higher intensity development around focal points such as reserves, linear park and along key movement routes
- A clear hierarchy and diversity of street character makes for a memorable experience while offering easy orientation across the site. Streets have the potential to make a positive contribution to the quality of life for the community

3.1 DESIGN PRINCIPLES



Resilience

A healthy, resilient environment is prosperous, has a compact urban form and a surplus of open space. A resilient environment has a lower ecological footprint than conventional and encourages biodiversity.

- It supports local services, including public transport.
- Provides appropriate density and intensity of use, set within an integrated permeable grid to ensure resilience and vitality.
- Buildings should allow sufficient choice of density to be used by a large demographic range over a long period of time. To achieve this, development should present a range of dwelling types to add diversity. An appropriate density and intensity of use, set within an integrated permeable grid to ensure resilience and vitality.
- Allow sufficient choice of density and range of dwelling types to be used by a large demographic range over a long period of time.
- Integrating low impact stormwater design, swales and narrow carriageways.

Diversity

Diversity extends to other aspects including a variety of public spaces, landscapes, planting and other elements of the urban form.

- A diversity of building stock, house types can add to affordability and extend ability of people to stay within a community through a series of life changes.

Community

A cohesive, safe, healthy and social environment that celebrates quality of life and quality of place where people want to live.

- Development should promote a sufficient concentration of residents and visitors to generate a mix of uses such as residential, retail, entertainment and recreational uses.
- Create a sense of belonging and identity with the area.
- A secure environment for residents and their children.
- A place that provides many opportunities for community life and local involvement, through sensitive built form and treatment of open spaces and streets designed for social interaction.

4.0 DESIGN STRATEGY

4.1 NORTH THREE PARKS CONCEPT PLAN

AN INTEGRATED APPROACH - NORTH THREE PARKS CONCEPT PLAN

- The intention is to integrate the whole of the Three Parks area within a unified concept responding to the Three Parks Special Zone policies.
- Land use and activities have been considered in relation to the planned open space network and movement pattern hierarchy. Almost all of the residential areas are located within 5 minutes walk (500m) of the primary route that has a proposed central neighbourhood park. The intersection with the primary collector route and neighbourhood park acknowledges the central location of the adjacent Three Parks Commercial Core. Much of the medium density residential area is located within a 5 minutes walk of the Commercial Core, while the remainder medium density fringes the linear park.
- The existing golf course provides an anchor for integration of residential/visitor accommodation around which many activities can be established. Visitor accommodation is more likely to be successful if it can retain a sense of identity with the area. In this regard, it will be important that future facilities and activities related to the tourism market are not developed in isolation.
- It is essential that the North Three Parks from the Golf Course through to the Three Parks be planned in an integrated fashion to maintain the integrity of Wanaka as a premier visitor destination.

DESIGN STRATEGIES

The following Design Strategies are a mechanism for giving effect to the design principles. Theses strategies offer a series of approaches or tactics to deliver desired outcomes that are tested for their faithfulness to the Design Principles and alignment with the Three Parks set of Objectives, Policies and Rules. The strategies considered important for this site are expanded upon under the following headings:

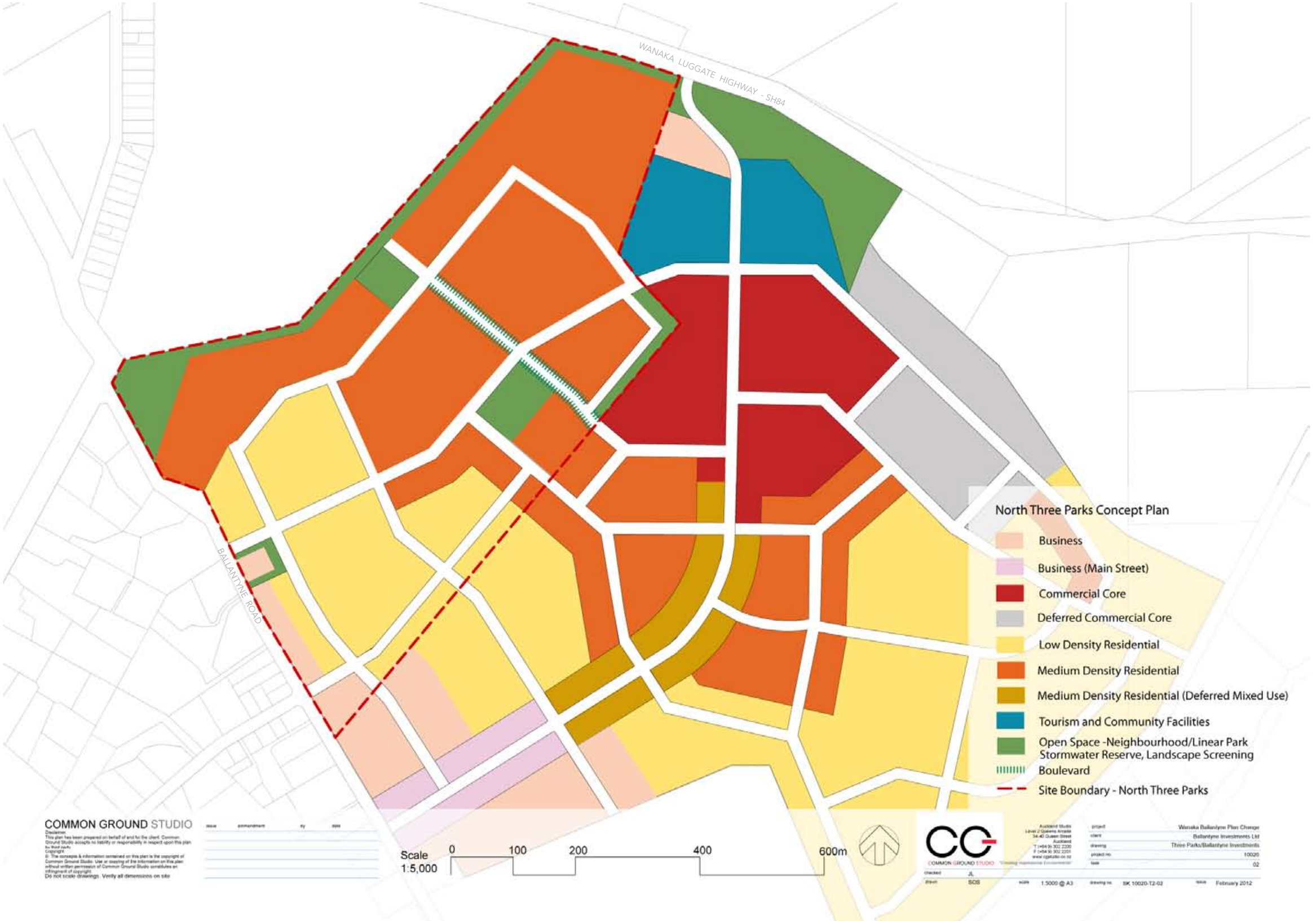
Movement Network

- Roading Hierarchy
- Pedestrian and Cycle Movement
- Indicative Street Design by Type

Open Space Network

Urban Form

- Block Pattern
- Key Features and Landmarks
- Land Use and Density
- Indicative Lot Pattern


WANAKA LUGGATE HIGHWAY - SH84
BALLANTYNE ROAD
North Three Parks Concept Plan
Business
Business (Main Street)
Commercial Core
Deferred Commercial Core
Low Density Residential
Medium Density Residential
Medium Density Residential (Deferred Mixed Use)
Tourism and Community Facilities
Open Space -Neighbourhood/Linear Park
Stormwater Reserve, Landscape Screening
Boulevard
Site Boundary - North Three Parks
COMMON GROUND STUDIO
Scale
1:5,000
0
100
200
400
600m

4.2 ROADING HIERARCHY

'ROADS' FORM THE STRUCTURAL NETWORK OF A COMMUNITY. THEY EXIST NOT JUST FOR MOVEMENT BUT ALSO AS SPACES THAT ARE FOR THE PUBLIC REALM, WALKING, CYCLING, CAR ACCESS, PLANTING AND INFRASTRUCTURE.

THE AIM IS TO CREATE THE ABILITY TO MOVE FREELY AND UNHINDERED THROUGHOUT A COMMUNITY WITHIN AN INTEGRATED STREET NETWORK CONNECTED BACK TO THE WIDER NATURAL AND URBAN ENVIRONMENT.

THE MOVEMENT NETWORK IS DESIGNED TO:

- Provide a clear circulation network that allows for ease of movement and reduces the impact of the car on the local environment.
- Allows for a variety of street types (residential streets, lanes, pedestrian streets, collector roads, etc), that helps define public and privates spaces, and assists in creating distinctive and legible places.
- Provides for a community which fits legibly into the surrounding recreational and pedestrian networks.
- Provides a seamless connection into the town centre and to new Three Parks Main Street.
- Provides gateways which make the connections more legible and memorable
- Where possible align roads with view shafts to maximise amenity and aid legibility

DESIGN ATTRIBUTES ARE:

Circulation Pattern

- The design of the roading network provides for a clear street hierarchy resulting in a development grain to form a walkable environment as well as taking into account vehicular access, anticipated topographical conditions and visitor parking requirements. This is reflective of the character of Old Wanaka Town Centre.
- A well connected street network ensures efficient movements for vehicles and safety for pedestrians and cyclists.
- The pattern provides a logical layout giving consideration to physical and visual linkages through to the golf course.

Main Linkages

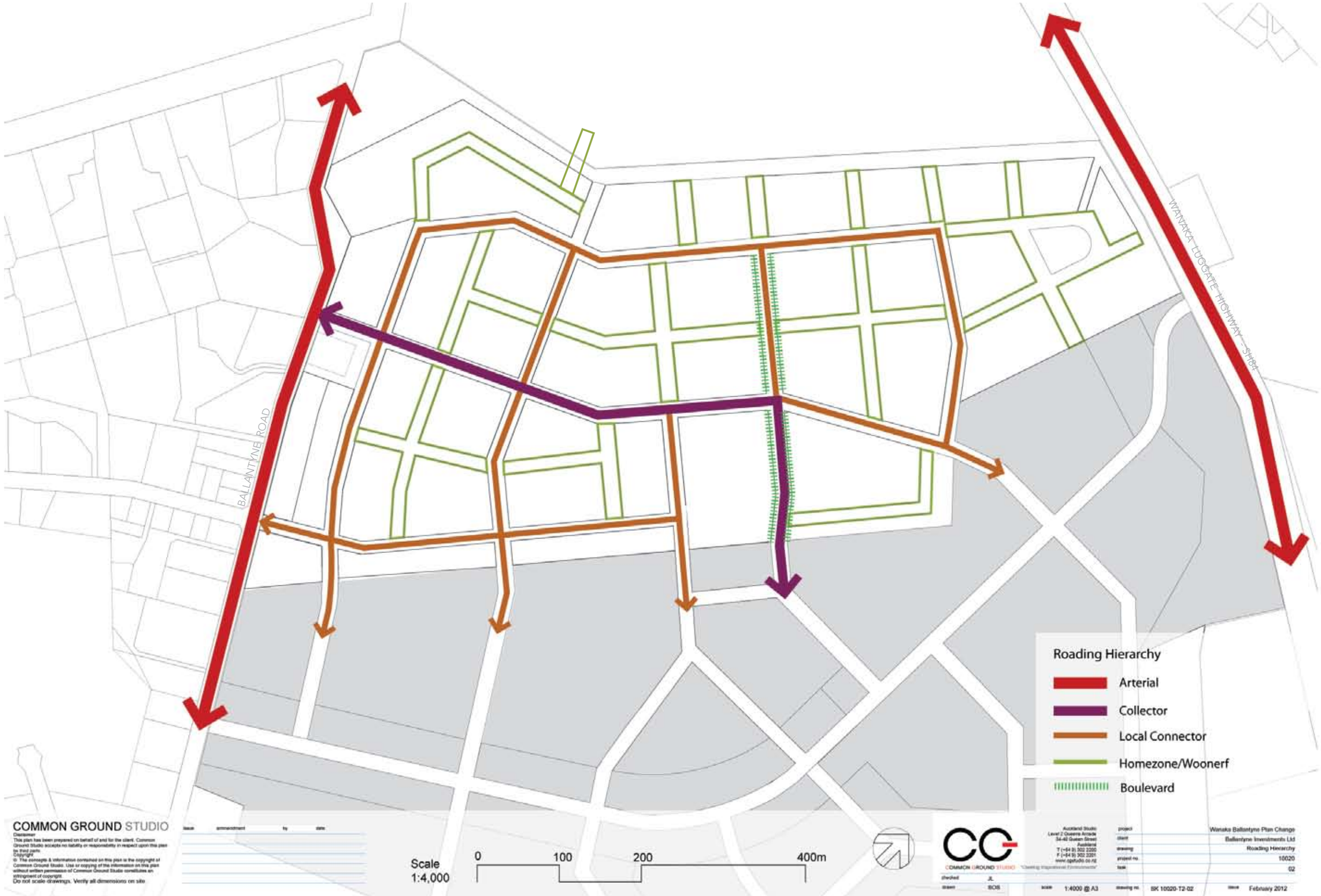
- The key east-west connector road provides a direct connection from Ballantyne Road through to the Three Parks Main Street – forming the primary route for vehicle and pedestrian movement.
- The central north-south greened boulevard links North Three Parks development with the Three Parks Main Street and forms a green spine from the Golf Course.
- Residential development orientated to front the main connector roads providing a strong urban edge form of continuous frontages and reduced setbacks act to reinforce the status of these spaces.
- Future alignment of roads along the southern boundary of North Three Parks should ensure frontages to the road or park and back-to-back orientation of residential dwellings linking into the The Three Parks zoning.

Minor Linkages

- Local internal connector roads and Homezones (or living streets) create greater physical and visual permeability to the golf course.
- Quieter streets designed as 'Homezones' act to slow traffic and accommodate greater pedestrian / cycle connections through to the recreational corridors
- Internal lanes maximise opportunity for frontages onto the street

Block Form

- The roads, edges and parks form the boundaries of urban blocks. These must be laid out to create blocks with dimensions that:
  - » Avoid cul-de-sac impeding the overall interconnectivity of the pedestrian and vehicle movement network
  - » Avoid lots backing onto the street or park
  - » Allow rear courts and lanes for parking and services - with visitor parking provided on adjoining street
  - » Provide continuous building frontages adding to the visual interest and casual surveillance of streets and parks
  - » Provide for like or compatible uses to face each other across streets where possible


BALLANTYNE ROAD
WANAKA-LUGGATE HIGHWAY - SH8a
Roading Hierarchy
Arterial
Collector
Local Connector
Homezone/Woonerf
Boulevard
COMMON GROUND STUDIO
Scale
1:4,000
0
100
200
400m
Wanaka Ballantyne Plan Change
Ballantyne Investments Ltd
Roading Hierarchy
10020
02
SK 10020-T2 02
February 2012

4.3 PEDESTRIAN AND CYCLE MOVEMENT

A DEDICATED PEDESTRIAN AND CYCLE NETWORK IS DESIGNED TO CONNECT PEOPLE ALONG AND BETWEEN A HIERARCHY OF STREETS AND OPEN SPACES.

THE STREET IS ALL THE SPACE BETWEEN THE BUILDING FACADE AND THE ROADWAY. IT IS HUMAN SCALED AND PEDESTRIAN IN NATURE, CONTAINING BOTH PUBLIC AND PRIVATE SPACE. IT IS IN THIS AREA THAT THE PRIMARY ENGAGEMENT OF THE PRIVATE WITH THE COMMUNITY OCCURS.

THE PEDESTRIAN/CYCLE NETWORK IS DESIGNED TO:

- Provide for a variety of experiences and social interaction
- Encourage walking and cycling by providing attractive environments
- Safety through design (i.e. active frontages and lighting)
- Ensure the design and quality of the street and its visual effect, particularly the treatment of paved area (carriageways and footpaths).
- Accommodate a range of functions, not dominated by any one function
- Promote future opportunity to integrate public transport services

DESIGN ATTRIBUTES ARE:

Streets as Social Spaces

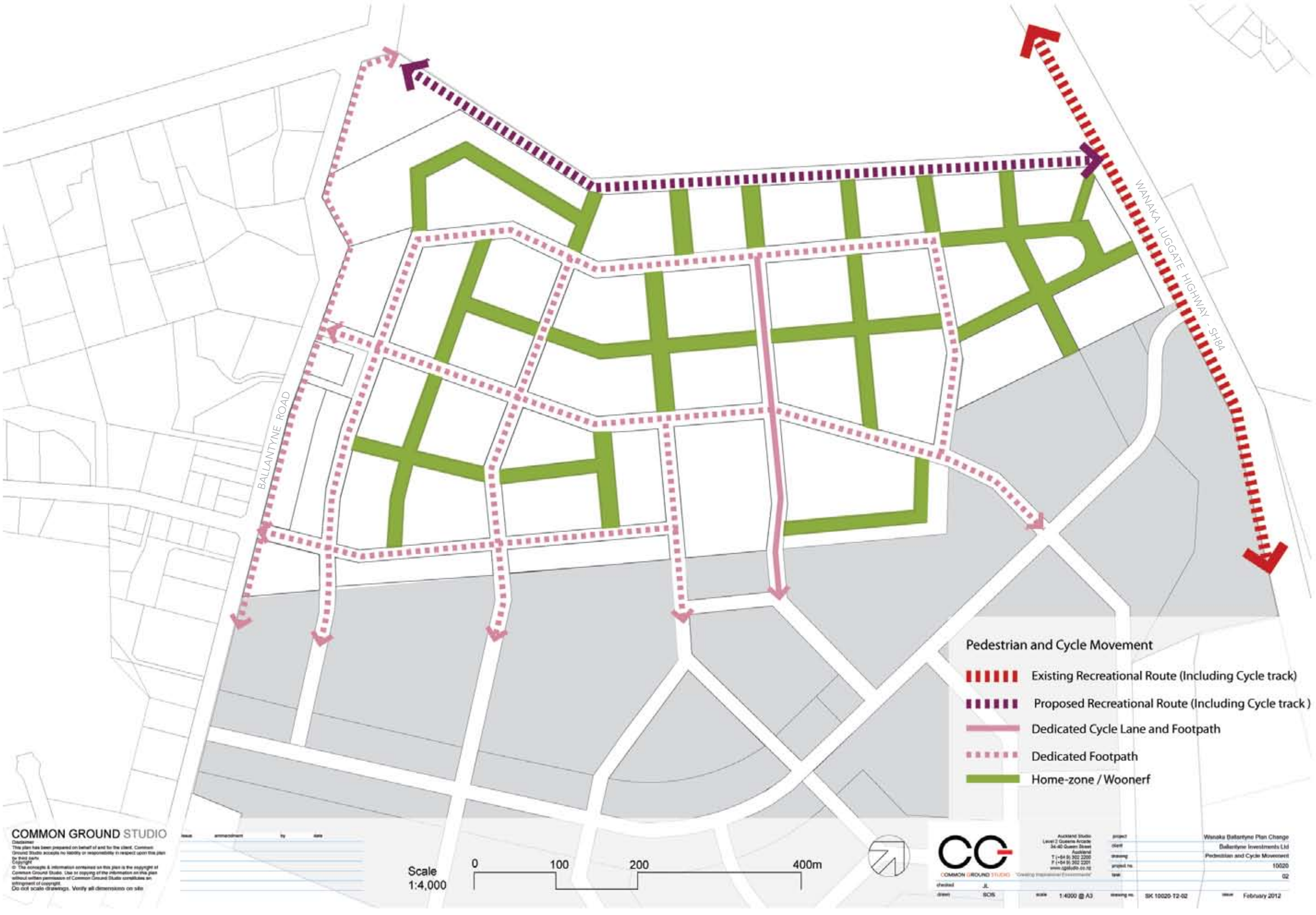
- The Street is the main social networking space. It forms the very core identity of a community and defines a sense of place and belonging.
- Streets are designed to suit activities that promote an active and well used streetscape i.e. a place to meet friends, play areas, and art.
- The internal network of streets provides generous footpaths with pedestrian amenities.

Linking Recreational Corridors

- Pathways and cycleways within the North Three Parks are part of a network which provides an alternative to vehicle use - connecting open space and activity nodes with ease.
- Visual connections through to the Golf Course maximises the opportunity for residents and the general public to access the linear park fronting the golf course
- Connections through a series of Woonerfs or 'Living Streets' – a concept of pedestrian priority streets first developed in the late 1960's in Northern Europe – creates the opportunity for safe and secure environments (See Section 4.7).

Safety and Security

- On streets with high pedestrian and cycle numbers, wider footpaths and carriageways are introduced allowing both users to travel safely without interfering with each other.
- Open space areas contain highly visible pathways and cycleways to ensure the safety of users at all times.
- Gully areas and linear parks contain wider pathways to facilitate recreational use and allow for emergency and maintenance access.


BALLANTYNE ROAD
WANAKA LUGGATE HIGHWAY - SH84
Pedestrian and Cycle Movement
Existing Recreational Route (Including Cycle track)
Proposed Recreational Route (Including Cycle track)
Dedicated Cycle Lane and Footpath
Dedicated Footpath
Home-zone / Woonerf
COMMON GROUND STUDIO
Scale
1:4,000
0
100
200
400m
Wanaka Ballantyne Plan Change
Ballantyne Investments Ltd
Pedestrian and Cycle Movement
10020
02
JL
SCS
1:4000 @ A3
SK 10020-T2-02
February 2012

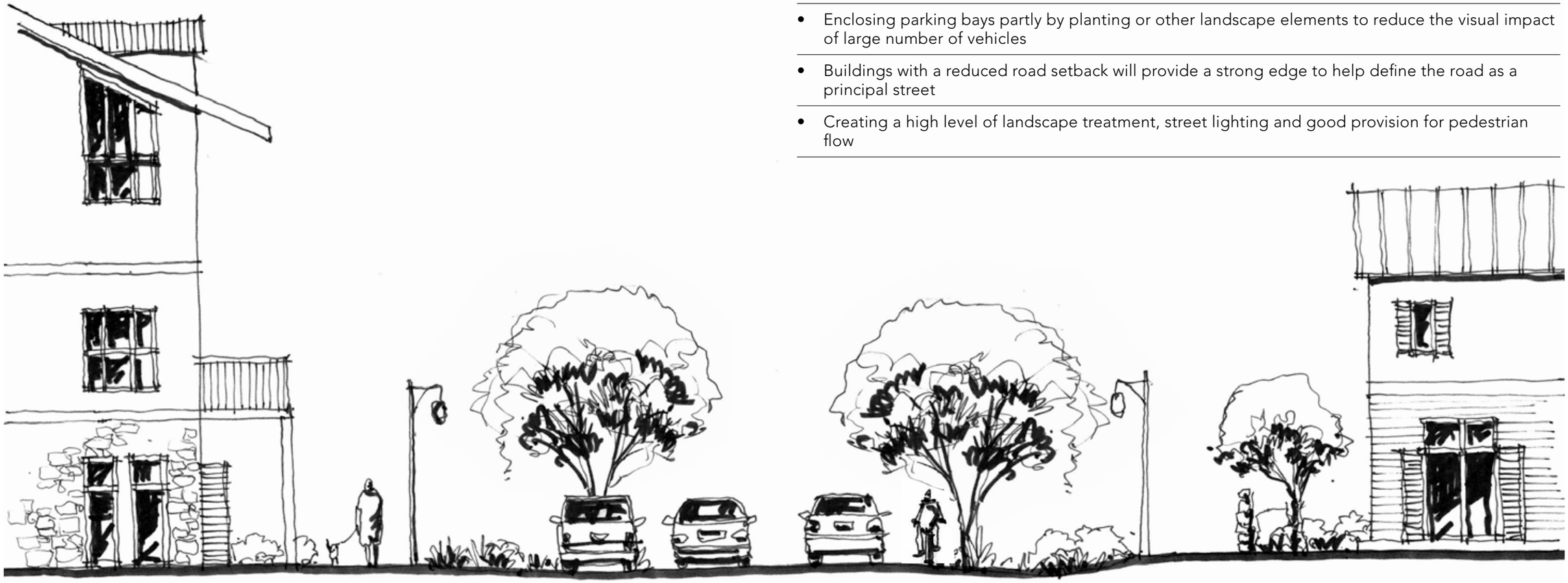
4.4 COLLECTOR

COLLECTOR

The collector road with mostly residential frontage is the main route that connects Ballantyne Road to the Three Parks Main Street.

Key attributes of this street design include:

- Providing the backbone for local traffic - enhanced by continuous boulevards of trees and possible stormwater swales
- Enclosing parking bays partly by planting or other landscape elements to reduce the visual impact of large number of vehicles
- Buildings with a reduced road setback will provide a strong edge to help define the road as a principal street
- Creating a high level of landscape treatment, street lighting and good provision for pedestrian flow



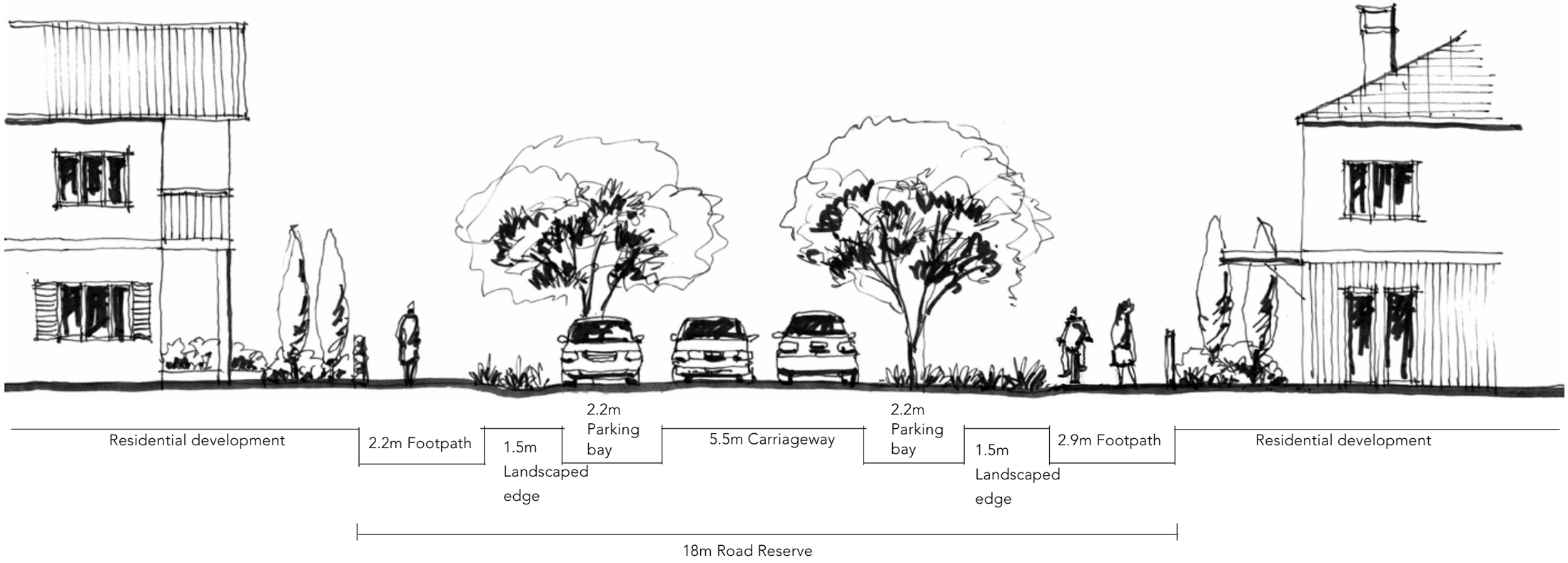
4.5 LOCAL CONNECTOR

LOCAL CONNECTOR

Local connectors are effectively scaled down collector roads, but are carefully designed to calm traffic and facilitate pedestrian use, and have frequent local street connections. Local connectors should not attract substantial through traffic, but provide for safe and convenient local travel to and from the collector routes.

Key attributes of this street design include:

- Narrowing of the carriageway
- Two-lane divided street for higher local connector volumes, or for providing stormwater infiltration swales, or safety, or two-lane undivided street for lower volume local connector
- Parking provided between street trees in the landscaped strip
- Maintaining a high level of functionality without compromising the intent of the streetscape
- Typically can accommodate at least one shared path in lieu of on-street cycle lane



4.6 HOME-ZONES

HOME-ZONES

Home-Zones act as ‘living streets’ accommodating pedestrian, bike and vehicular movements. They are designed to improve the quality of life within predominantly residential areas at different densities. Traffic speed and volumes are low, and pedestrian and cycle moments are facilitated by the streetscape and traffic behaviour. Vehicle speeds will be constrained by street length, variation of width and alignment of the carriageway, on-street parking, the presence of street trees, the type of road construction, and incorporation of drainage swales.

Key attributes of this street design include:

- Encouraging drivers to give priority to people through the design of the street
- Narrow carriageway widths vary from 3.0m to 5.0m –
- Planting and street trees to ‘green’ the space
- Integration of elements to encourage community activity, such as seating and small parks where children can play safely in full view

4.7 WOONERF

WOONERF

Underlying the Woonerf design principle for creating pedestrian priority environments is the notion of integrating uses. A concept that has evolved since first being developed in the 1960's is now being applied to many mixed-use, higher density residential areas.

These streets look quite unlike a traditional road so everyone is made aware that the normal 'rule' of vehicle priority does not apply. Boundaries between pedestrian, cars and cyclists are blurred which impacts uncertainty on drivers. The aim is to encourage social interaction and improve safety.

Key attributes of this street design include:

- On-street parking is consolidated within parking areas, often at either end, with spaces being defined by changes of paving material and street furniture
- Reduced carriageway width to the bare minimum
- High landscape treatment linking the open space network
- Creation of safe and secure pedestrian environments - fronted by residential development and placement of adequate lighting
- Pedestrian priority allowing local residents to take ownership
- Change in paving at entry points act as a traffic calming point

LANES AND COURTYARDS

Rear laneways and courtyards, although privately owned, are included for a conceptual understanding of access between perimeter blocks where required.

Key attributes of this street design include:

- Vehicle access to the rear of properties provides the opportunity for dwellings to front the linear park and connector road - providing surveillance and good streetscape amenity
- Garage setbacks can be varied and landscaping incorporated
- Shared surface treatment is promoted to indicate equal status of pedestrian, cyclists and vehicles
- Corner buildings wrapping the street provide opportunity to active frontages to both streets

4.8 OPEN SPACE NETWORK

GREAT COMMUNITIES ARE CREATED BY THE STRENGTH OF THE RELATIONSHIP BETWEEN THE PUBLIC AND THE PRIVATE REALM.

A CONNECTED OPEN SPACE NETWORK IS ESTABLISHED ACROSS THE SITE, THROUGH A COMBINATION OF RESERVES, STORMWATER, STREETS AND PARKS. THESE COLLECTIVELY PROVIDE GREEN CORRIDORS THAT CONNECT PEOPLE AND ECOLOGICAL ELEMENTS, BOTH WITHIN THE SITE AND BEYOND TO THE EXISTING NATURAL ENVIRONMENT ALONG THE SITES NORTHERN AND WESTERN EDGES.

THE OPEN SPACE NETWORK IS DESIGNED TO:

- Provide a clear hierarchy and variety of well connected open spaces
- Where possible, be overlooked by a building frontage for active surveillance
- To provide a variety of active and passive spaces – within easy walking distance of residents
- To create a network of formal parks within the development area
- To integrate with the recreational network for pedestrian and cyclists
- To connect the community with the wider natural environment
- To use larger development lots to introduce shared zones or green streets. Heavily traffic calmed neighbourhood residential streets
- To treat and dispose of stormwater in a low impact manner
- To provide a landscape buffer to infrastructure facilities and the State Highway

DESIGN ATTRIBUTES ARE:

Hierarchy of Spaces
- The network of public open spaces include community squares, parks, commons, domains, roads, lanes, cycleways and walkways.
- The neighbourhood park serves as a landmark – this contributes to making the neighbourhood understandable, and provides a focal point for community interaction.
- Neighbourhood parks provide strong visual connections through to the golf course linking its perimeter as part of the overall open space network.
- The open space network is designed to work with the existing landscape. From the outset key features have been identified and incorporated into the design of open space network.

Public Amenity
- Reserves and parks provide amenity to medium density residential development in addition to strengthening the character and creating a point of difference between precincts within the site
- Maximising street frontage facing onto neighbourhood parks serves to increase passive surveillance and also provides amenity to the surrounding medium density residential development

Streets as Living Spaces
- Neighbourhood streets, local courts, pedestrian streets, and semi-private courtyards all interconnected to provide not just a movement network, but a legible network of public open spaces.
- A greened boulevard provides a direct link between the recreational corridor fronting the golf course and the Main Street in The Three Parks
- Strong views and vistas open up connections between the roading pattern and developments through to existing recreational corridors.
- All open space to provide well overlooked pedestrian and cycle access linking into the surrounding street network.

Stormwater Management
- Open space will function as part of a Low Impact Design approach to stormwater management.
- The design of stormwater management systems utilising public open space for infiltration of runoff is to be developed in a manner which does not detract from its principal function.
- Opportunity for the stormwater treatment / soakage to become an attractive park feature providing amenity for surrounding residential development

Safety and Security
- All open space is fronted by development to provide casual surveillance and overlooking of the space.
- Active frontages wherever possible should have minimal blank walls and fences.


BALLANTYNE ROAD
WANAKA LUGGATE HIGHWAY - SH84
Open Space Network
Boulevard
Neighbourhood Park
Landscape Screening
Linear Park
Homezones
Woonerf
Stormwater Reserve
COMMON GROUND STUDIO
Scale
1:5,000
0
100
200
400m
Wanaka Ballantyne Plan Change
Ballantyne Investments Ltd
Open Space Network
10020
02
1:4000 @ A3
SK 10020-T2-02
February 2012

4.8 OPEN SPACE NETWORK

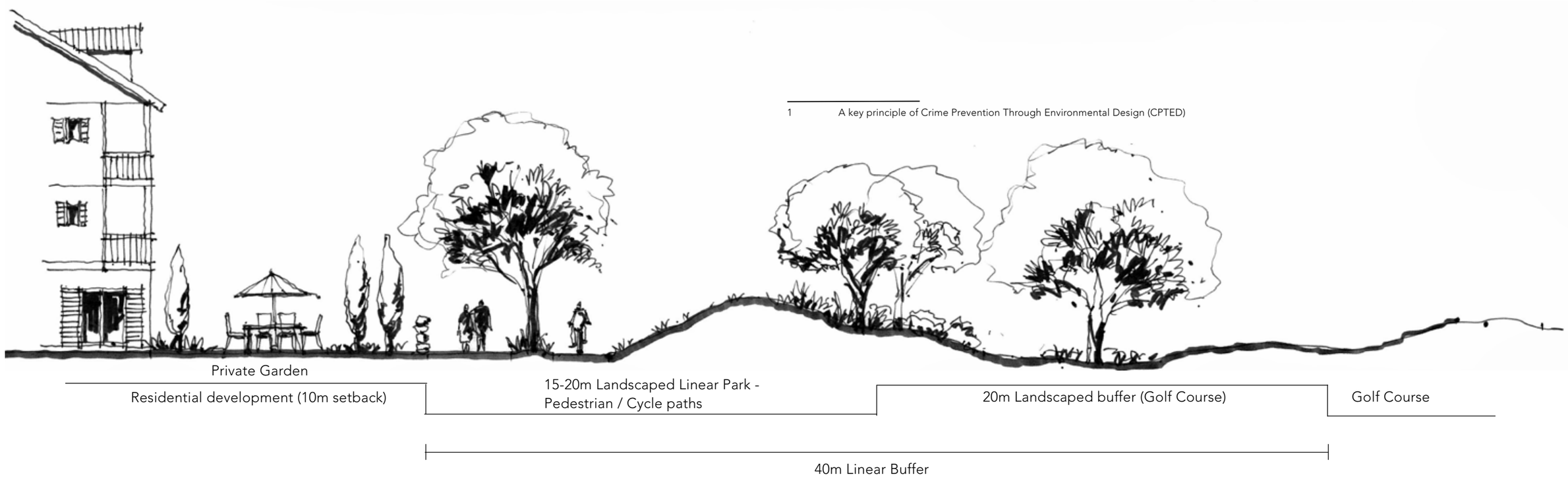
4.8.1 LINEAR PARK - ALONG GOLF COURSE

The linear park provides an activated edge to the golf course consisting of a pedestrian walkway and a designated cycle path. The linear form capitalises on the north-westerly aspect, while offering greater perimeter edge to the higher intensity built form thereby maximising overlooking[1]. Early consultation is encouraged between the developer and golf club to address appropriate landscaping to be used at the interface between the golf course and development in this area.

Key attributes of this park design include:

- Recommendation for buildings fronting the park to have a 10m setback adjoining a 15-20m recreational corridor which includes a pedestrian footpath and cycle path - The purpose of this is to reduce golf ball strike.
- A 3m wide footpath within the linear park to allow access for service and emergency vehicles.
- Passive surveillance of the park maintained by dwellings fronting having visually permeable fences and landscaping abutting.
- An environment that is safe and accessible
- Provision of an additional 20m landscaped buffer edging the golf course for added protection

1 A key principle of Crime Prevention Through Environmental Design (CPTED)



4.8 OPEN SPACE NETWORK







EXAMPLES OF RESIDENTIAL DWELLINGS FRONTING LINEAER PARKS - MAINTAINING GOOD VISUAL PERMEABILITY FOR PASSIVE SURVEILLANCE

4.8 OPEN SPACE NETWORK

4.8.2 NEIGHBOURHOOD PARK

The overlay of neighbourhood parks are approximately 3000-4000m^2 in area and are located within higher urban form intensity zones to maximise accessibility. Unlike the linear park that promotes movement, the neighbourhood park performs a more localised or destination function of recreation and leisure activity for the surrounding community, however it remains important that they are connected to the wider green network.

Key attributes of this park design are:

- Gathering places
- Dog walking
- Safe and accessible
- Formal and informal play

4.8 OPEN SPACE NETWORK

4.8.3 LINEAR / STORMWATER TREATMENT RESERVES

The internal linear park located to the southern boundary should promote movement along a natural interface with the proposed wetlands and drainage reserve. The role of this park in respect of its stormwater management will largely dictate the vegetation makeup using indigenous species to enhance the ecosystem.

Key attributes of this design include:

- Balance recreation and ecology
- Visually interesting - multi structured
- Provides and urban identity
- Safe and accessible
- Landscape buffer with the State Highway and Commercial Core

4.9 BLOCK PATTERN

THE FOUNDATION OF ANY GOOD DEVELOPMENT IS A ROBUST AND LEGIBLE PATTERN OF DEVELOPMENT THAT CAN BE EASILY READ AND UNDERSTOOD BY EVERYDAY RESIDENTS AND USERS.

Block layout respects aspect, view, topography and street pattern. The underlying structure of a neighbourhood is its development lot pattern – Its shape and size varies according to the arrangement and configuration of houses and buildings on individual lots, open space, streets, orientation and topography. This provides the framework to further subdivide into development blocks. The framework creates development lots that are not attractive to through traffic.

THE BLOCK PATTERN IS DESIGNED TO:

- Reinforces the main roading structure with strong frontage to the street balanced with vehicle access, visitor parking and urban amenity.
- Subdivision of development lots into a sustainable block pattern.
- Promote use of rear lanes in higher density areas to provide frontages to the street.
- Encourage pedestrian activity based around street layout and open space for passive surveillance - a high priority.
- Reduce the need for cul-de-sac and rear lot subdivisions

DESIGN ATTRIBUTES ARE:

Block Size

- In considering the optimum size of development blocks, trade-offs have to be considered for ease of access, providing for a variety of building types and uses, and the ability to change and adapt over time.
- Block widths of 60m x 80m are generally located closer to the neighbourhood centre and along linear parks to reflect the increased intensity extending to 80-100m with flexibility in how these can be achieved in different locations and circumstances.
- A range of block sizes provides flexibility for a variety of housing typologies and land uses.

Block Structure

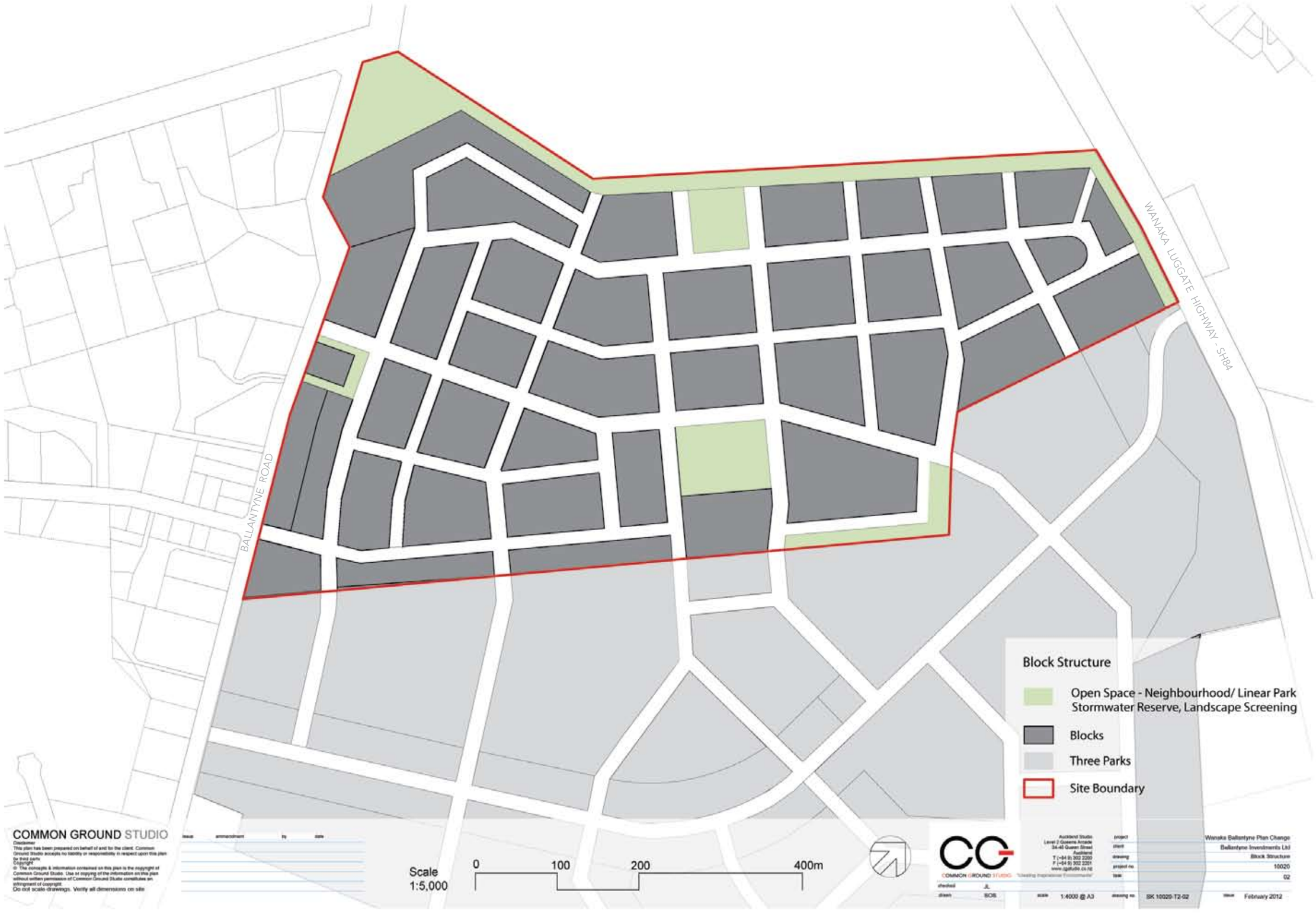
- Smaller blocks located closer to the centre encourage higher density, greater permeability, and continuous frontages to the street and /or open spaces.
- Blocks towards the fringe (or transitional zone) are generally larger and more regular in shape to accommodate lower density development without exposing rear boundaries.
- A fundamental requirement in structuring built form within development blocks is to make a clear distinction between public fronts and private backs.
- Transitional zones along the southern boundary between North Three Parks and Three Parks should ensure back-to-back orientation of lots maintaining active frontages to the street and park.

Continuity of Street Frontage

- Continuous building frontages along block edges are more successful at providing good enclosure to the street and generating ‘active frontages’ with frequent doors and windows animating the public realm.
- Identity of a neighbourhood is enhanced by activating frontages along the street creating a vibrant and safe environment for pedestrians.
- Lining the edge of blocks with a perimeter of buildings is the best way to accommodate a diversity of building types and uses at medium-high densities, while ensuring that buildings relate positively to the public realm.
- At the end of perimeter blocks, corner lots should be able to accommodate buildings that are designed to provide overlooking onto both road frontages, and / or where practicable, lots oriented to the side road are encouraged.

Access and Parking

- Perimeter blocks designed with rear lanes and courtyards for private parking and access reduces vehicle conflicts along collector routes and increases the opportunity for frontages onto the public realm.
- Public parking should not dominate the public realm.


BALLANTYNE ROAD
WANAKA LUGGATE HIGHWAY - SH84
Block Structure
Open Space - Neighbourhood/ Linear Park
Stormwater Reserve, Landscape Screening
Blocks
Three Parks
Site Boundary
COMMON GROUND STUDIO
Scale
1:5,000
0
100
200
400m
Wanaka Ballantyne Plan Change
Ballantyne Investments Ltd
Block Structure
10020
02
February 2012

4.10 KEY FEATURES AND LANDMARKS

LEGIBILITY OF AN URBAN ENVIRONMENT AND THE ESTABLISHMENT OF NEIGHBOURHOOD IDENTITY IS SUPPORTED BY INCORPORATING NATURAL AND CULTURAL FEATURES AND LANDMARKS.

THE PLACEMENT OF BUILT FORM, THE LOCATION AND ORIENTATION OF STREETS AND OPEN SPACE, ALL WORK TOGETHER TO GUIDE PEOPLE.

KEY FEATURES AND LANDMARKS ARE DESIGNED TO:

- To create a distinct identity
- Materials and colours drawn from local environment
- Streets and public spaces that encourage people to wander, explore and spend time in
- Responsive design that promotes a sense of place
- Settlement location to be responsive to the physical and natural environment

DESIGN ATTRIBUTES ARE:

Site Responsive

- The aim is to integrate the development to fit into its overall environment and integrate with the Three Parks zone.

Integration of Open Space and Recreation

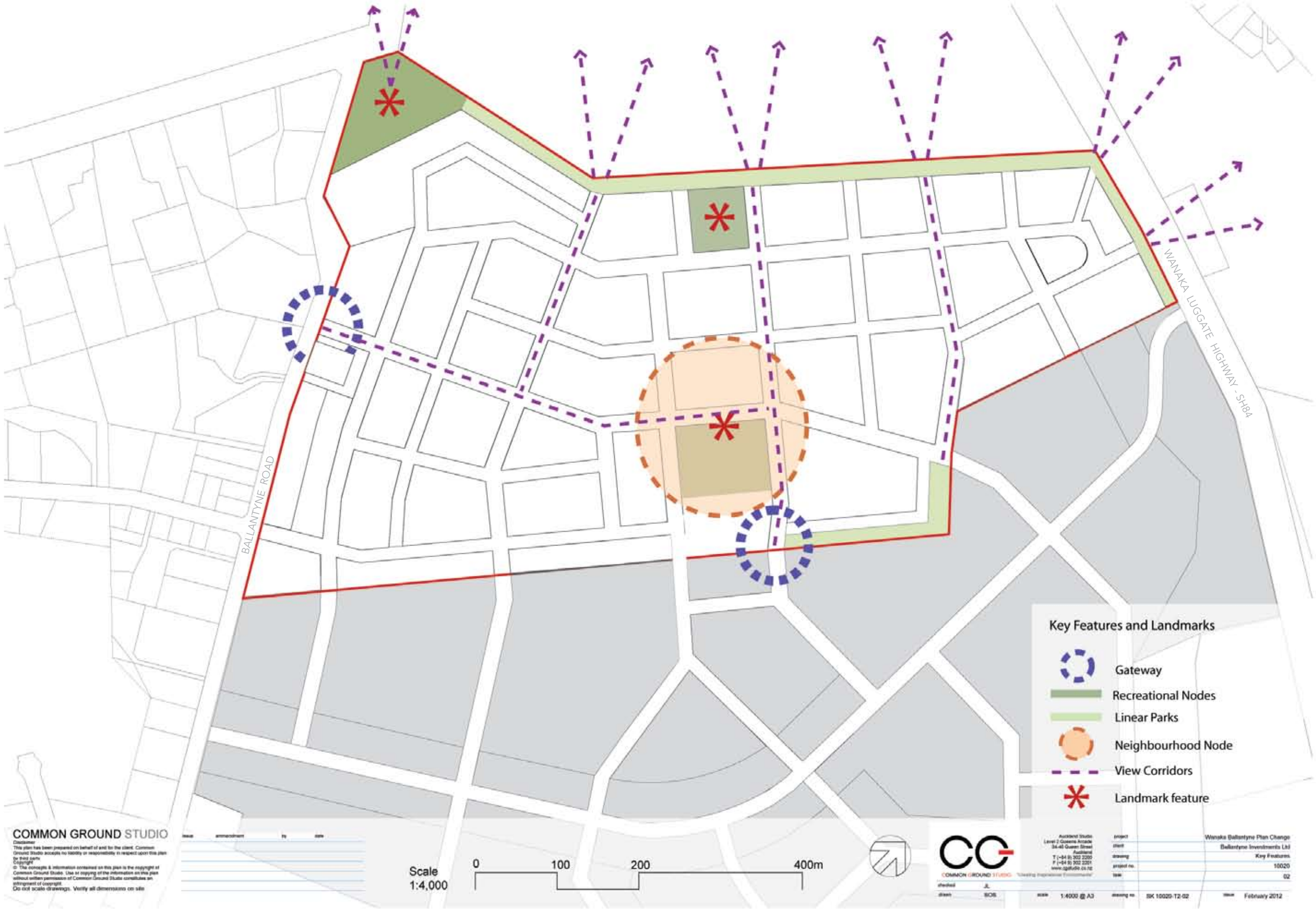
- A key focus of the area will be connections to outdoor recreational corridors and activities – Penetrating connections through to the golf course engages the open space character of area.

Gateways

- Gateways essentially welcome people into the region, draw them through into different neighbourhoods and provide legible entrance points into the site for both pedestrians and motorists
- Development of tourism facilities anchored along SH84 present the opportunity to develop a key gateway in to the area
- Entry to the North Three Park connector road off Ballantyne Road provides direct access from Wanaka town centre

Nodes, Views and Landmarks

- The reinforcement of Identity within the development needs to be visible in the urban response by way of a logical layering of nodes, view shafts, landmark buildings and gateway structures – This applies in particular to roads terminating with views into the golf course.
- Landmarks identified within the development emphasise key routes, gateways and the hierarchy of streets and connections – making it easier to orientate and integrate new development.
- Existing long views (i.e. Mt Iron and Mount Aspiring National Park) varied with newly created short views and terminating landmarks, become particularly memorable experiences for visitors.


BALLANTYNE ROAD
WANAKA LUGGATE HIGHWAY - SH84
Key Features and Landmarks
Gateway
Recreational Nodes
Linear Parks
Neighbourhood Node
View Corridors
Landmark feature
COMMON GROUND STUDIO
Scale
1:4,000
0
100
200
400m
Wanaka Ballantyne Plan Change
Ballantyne Investments Ltd
Key Features
10020
02
February 2012

4.11 LAND USE AND DENSITY

VITALITY IS CREATED THROUGH A HIGH LEVEL OF CONCENTRATION AND MIX IN LAND USES WITHIN A SETTLEMENT. THE SUGGESTED LAND USE PLAN ENCOURAGES A HIGH LEVEL OF CHOICE FOCUSING SPECIFICALLY ON RESIDENTIAL LAND USES AS WELL AS COMMERCIAL//MIXED BUSINESS FOCUS AREAS.

A MIX OF LAND USES AND RESIDENTIAL DENSITY ARE AN ESSENTIAL ELEMENT TO ACHIEVING A SUSTAINABLE, SOCIALLY BALANCED AND VIBRANT COMMUNITY.

LAND USE AND DENSITY IS DESIGNED TO:

- Encourage variety of household types, groups, ages and ethnicity within the community allowing for a variety of densities, lots sizes and housing typologies
- Higher densities are associated with a range of uses/activities and amenity areas within walking distances
- A clustered development with the relevant intensity in order to avoid unnecessary urban sprawl
- Buildings of an appropriate scale to their surrounding landscape and function

DESIGN ATTRIBUTES ARE:

Diversity
- Providing for a mix of land uses across the development will result in diversity of people as well as a diversity of activities taking place on a daily basis to draw a variety of visitors into the area.

Residential Dwellings
- This use makes up the majority of the land use in the development
- Greater densities are built up around key nodes, parks and amenities such as the linear reserve.

Tourism
- Integration of tourism facilities provides the opportunity to link key features of the area east and west
- Facilities located adjacent to the golf course provides good connectivity to the wider recreational corridors

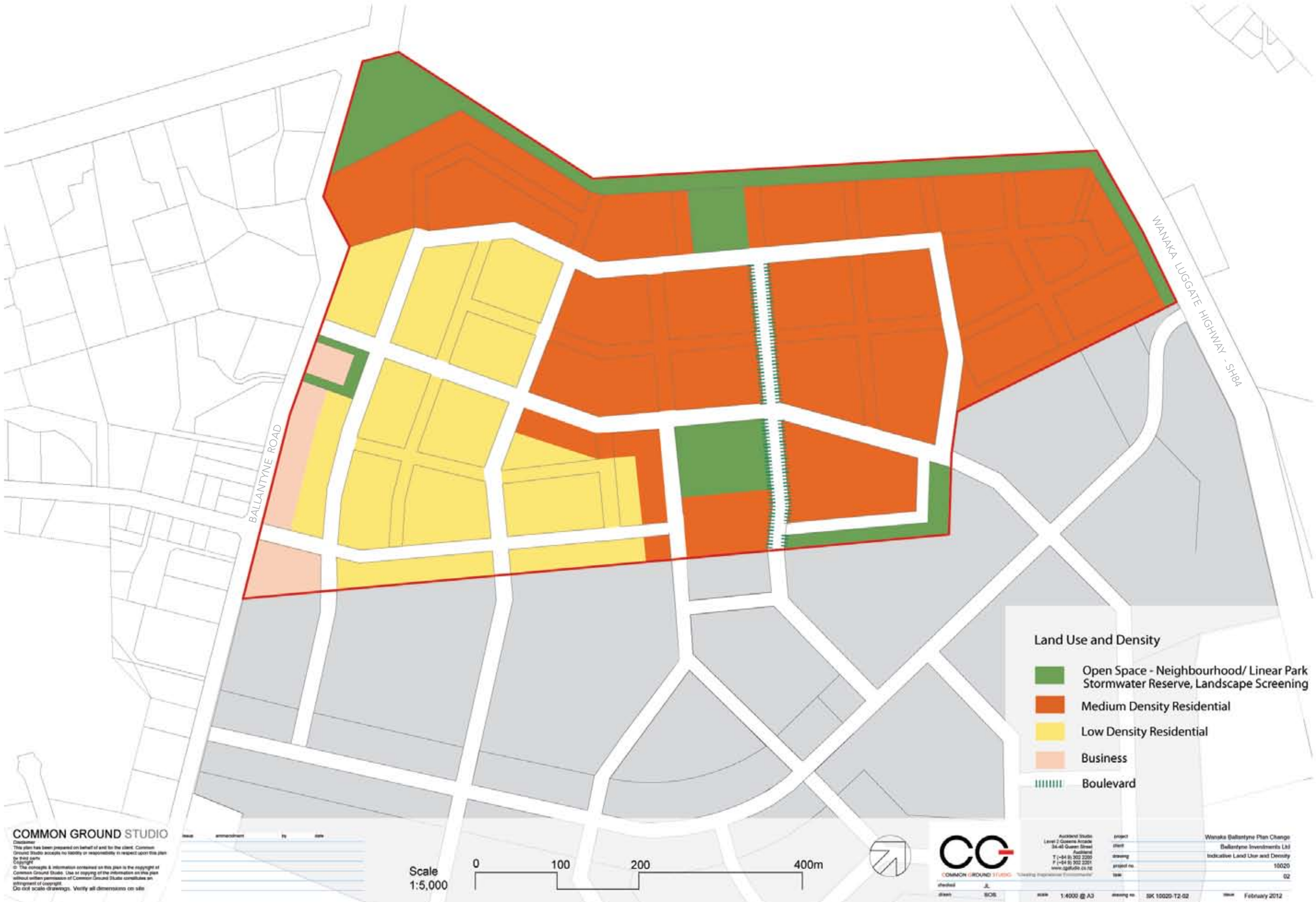
Commercial Core
- The commercial area provides a logical transition from the Three Parks Plan with space providing a buffer to residential activity

Public Open Space
- Fronted by active frontages such as residential development, art spaces and stand-alone cafés.

Setbacks
- Setbacks will respond to individual location within the development, decreasing around public open spaces, block corners and along main streets.

Heights
- In general, building heights are determined by the character and function of individual buildings and their position within the block and street/square.
- Higher buildings should be reserved for corner sites, identified landmark structures and public or business uses.

Interfacing of Land Uses between Zones
- Future development of blocks along the southern boundary – fronting the Tourism Zone in the Three Parks and Medium Density Residential – to ensure a highly level of integration between zones The Three Parks.
- Lots should be orientated to front parklands and natural areas in order to enhance amenity while contributing to personal and property security, and as a deterrence to crime and vandalism.


BALLANTYNE ROAD
WANAKA LUGGATE HIGHWAY - SH84
Land Use and Density
Open Space - Neighbourhood/ Linear Park
Stormwater Reserve, Landscape Screening
Medium Density Residential
Low Density Residential
Business
Boulevard
COMMON GROUND STUDIO
Scale
1:5,000
0
100
200
400m
Wanaka Ballantyne Plan Change
Ballantyne Investments Ltd
Indicative Land Use and Density
10020
02
February 2012

4.12 SOLAR ORIENTATION

DENSITY AND DIVERSITY OF MEDIUM RESIDENTIAL DWELLINGS ACHIEVED THROUGH A VARIETY OF LOT SIZES ORIENTED TO FRONT STREETS

DESIGN STRATEGY

- Within individual blocks, careful consideration of lot sizes and positioning has been made to ensure light access required for living spaces is maximised. Priority is generally given to having direct sunlight access to the east and west axis - anywhere between 20°W - 30°E of true north is fine. This is because most living occurs outside of work hours in the morning (east facing) and in the evenings (west facing).
- To maximise the benefits of the sun for warmth and natural light, living areas should face north. This would also include the the main areas of glazing.
- As a rule, in winter objects cast a shadow two to three times their height, so it is desirable to ensure the highest and /or longest wall runs are facing south where possible.
- Slope also plays an important role is solar orientation. A site that slopes to the north will get more sun, which provides the opportunity to compromise on lot length in the north-south axis if necessary.
- For lots that are compromised for solar access, or in higher intensity development areas where typologies have little or no sideyards, the priority is to maximise the most north facing outdoor area as living space. Solar access internally can still be achieved through the use of clerestory windows and skylights.





4.13 ECOLOGICAL ENHANCEMENT

Botanical Name	Common Name	Swales / parks with permanent moisture/ detention ponds	Swales – dry summer	Street/ park trees	Gardens	Rain gardens
Aristotelia fruticosa	Mountain wineberry	*	*		*	
Carex buchananii						*
Carex comans		*	*			
Carex secta	Purei sedge	*				*
Carmichaelia petriei	Native broom	*	*		*	
Coprosma ciliata		*	*		*	
Coprosma crassifolia	Hairy Coprosma	*	*		*	
Coprosma intertexta		*	*		*	
Coprosma propinqua	Mingimingi	*	*		*	*
Coprosma rugosa		*			*	
Coprosma tayloriae		*	*		*	
Coprosma virescens			*		*	
Cordyline australis	Cabbage Trees	*	*		*	*
Corokia cotoneaster	Korokia	*	*			*
Cortaderia richardii	Toe toe	*			*	*
Discaria toumatou	Matagouri	*	*			
Festuca novae-zelandiae	Hard tussock				*	
Griselinia littoralis	Broadleaf	*			*	
Hebe buchananii			*		*	
Hebe salicifolia	Koromiko	*			*	
Helichrysum lanceolatum			*		*	
Hoheria angustifolia	Narrow leaved lacebark / houhere	*	*	*		

TABLE 1. SPECIES GUIDE FOR THE REINSTATEMENT OF INDIGENOUS PLANT DIVERSITY

SPECIES RECOMMENDED FOR ECOLOGICAL ENHANCEMENT OF OPEN SPACES

With regard to landscape design for public spaces (including street design and open spaces) the following tale of plant species[1] are recommended as a guide for the reinstatement of indigenous plant diversity within the proposed North Three Parks Plan Change area.

This will in turn provide support for local bird life and potentially invertebrate and lizard populations to recover and/or migrate into the area along new green, open space corridors following their establishment.

1 Assessment of Ecological Values; Investigations for a Potential Plan Change – Three Parks North, Jun 2010

4.13 ECOLOGICAL ENHANCEMENT

Botanical Name	**Common Name**	**Swales / parks with permanent moisture/ detention ponds**	**Swales – dry summer**	**Street/ park trees**	**Gardens**	**Rain gardens**
Juncus edgariae	Native rush	*				
Kunzea ericoides	Kanuka		*	*	*	
Leptospermum scoparium	manuka	*	*			
Libertia ixioides	NZ iris				*	*
Melicope simplex	Poataniwha		*		*	
Melicytus alpinus	Porcupine shrub		*		*	
Muehlenbeckia axillaris	Creeping pohuehue		*		*	*
Myrsine divaricata	Weeping matipo	*	*		*	
Olearia avicenniifolia	mountain akeake				*	
Olearia bullata		*	*		*	
Olearia fragrantissima	Fragrant tree daisy	*			*	
Olearia hectorii	Hector's tree daisy	*		*		
Olearia lineata	Tree daisy	*			*	
Olearia odorata	Scented tree daisy	*			*	
Ozothamnus leptophyllus	tauhinu	*			*	*
Phormium cookianum	Mountain flax		*		*	
Phormium tenax	NZ Flax	*				*
Phyllocladus alpinus	Mountain toatoa	*			*	
Pimelea aridula			*		*	
Pimelea oreophila			*		*	
Pittosporum tenuifolium	Kohuhu	*	*			
Plagianthus regius	lowland ribbonwood	*	*	*	*	
Poa cita	Silver tussock				*	
Poa colensoi	blue tussock				*	
Podocarpus hallii	Totara	*		*		
Pseudopanax crassifolius	lancewood	*		*		
Pseudopanax ferox	Fierce Lancewood				*	
Rubus schmidelioides					*	
Sophora microphylla	Kowhai	*	*	*	*	

Sources: personal knowledge; reference to Walker, Lee and Rogers (2003) – ***shown in bold***; with reference to Ignatieva et al (2008) regarding areas to be planted

5.0 DESIGN FRAMEWORK

5.1 INDICATIVE LOT PATTERN - CONCEPT PLAN

THE LAYERS OF THE DESIGN STRATEGIES ARE SUMMARISED IN AN OVERALL DEVELOPMENT FRAMEWORK THAT IS ROBUST AND FLEXIBLE FOR ENSURING THAT THE EVENTUAL DESIGN OUTCOME IS SENSITIVE TO ITS CONTEXT AND IS IN ACCORDANCE WITH RELEVANT PLANS AND POLICIES OUTLINE WITHIN THE DISTRICT PLAN - THREE PARKS ZONE, CHAPTER 12.

THE ILLUSTRATED CONCEPT PLAN SHOWS ONE POSSIBLE DESIGN OUTCOME THAT IS ABLE TO SUCCESSFULLY ACHIEVE THE AIMS AND OBJECTIVES WITHIN THE THREE PARKS SPECIAL ZONE.

KEY ATTRIBUTES OF THE CONCEPT PLAN INCLUDE:

- Creating an active and accessible residential neighbourhood
- Offering a range of housing types and densities.
- Concentrating medium density housing within comfortable walking distance of the commercial centre, and adjacent public open space and reserves.
- Establishing a regional identity through maximising visual connections to the surrounding landscape.
- Creating a central movement spine around which the development is ‘organised’.
- Establishing a legible street pattern and urban form.
- Providing an open space network that caters for a variety of recreational opportunities.
- Integrating stormwater treatment methods with recreational, ecological and educational opportunities.
- Creating a movement network that suits a variety of modes for transport, offering desirable alternatives to private vehicular travel.
- Reinforce the commercial core within the Three Parks and business node along Ballantyne Rd

PRIMARY BLOCK PATTERN

The primary block pattern has been determined by four factors:

- Acknowledgement of the existing landscape framework
- Connectivity
- Open space features
- Recognition of climatic conditions
- Topography and views

The existing landscape and the design responses will be covered in a more rigorous Outline Development Plans, however, the key features of this approach are to:

- Eliminate the need for cul-de-sac or rear lot development
- Separate garages and car access from the streets
- Promote use of rear lanes and courts in higher density areas
- Encourage pedestrian activity and linkages to parks based around street layout
- Encourage cycling and walking to access neighbouring facilities
- Encourage parkland fronted by streets – passive surveillance is a high priority.

The site is reflective of differing densities, characters and land uses.


STATE HIGHWAY 84
BALLANTYNE ROAD
Indicative Lot Pattern
Medium Density Residential
Low Density Residential
Open Space - Neighbourhood/ Linear Park
Stormwater Reserve, Landscape Screening
Business
Boulevard
0 30 60 90 120 150
COMMON GROUND STUDIO
issue amendment by date
project Wanaka Ballantyne Plan Change
client Ballantyne Investments Ltd
drawing Concept 11 - Rev A Option 3
project no. 10020
task 02
checked JL
drawn SCS
scale 1:4000 @ A3
drawing no. SK 10020-T2-03
issue June 2011