

ARROWTOWN WORKSHOP

Part two: THE ARROWTOWN PLAN

Developed from the community planning process
to review and update Arrowtown planning, 21 – 25 February 2003

By the Arrowtown Workshop Project Team
for the Queenstown Lakes District Council

The input from the community is detailed in the accompanying report,
Part one: Workshop Report.

Part Two, The Arrowtown Plan,
outlines the community's proposals for their place.
Prepared by the project team, the community provided feedback at a public session on 25
February. Their suggested amendments have since been incorporated.

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Contents

	section	page
1.	Background	3
2.	Role of Arrowtown & Context	4
3.	Town Edges & Surrounds	6
4.	Land Uses	11
5.	Traffic Management	13
6.	Pathways, Lighting & Vegetation	15
7.	Green Network	20
8.	Community Resources	21
9.	Town Centre	25
10.	Historic Residential	30
11.	New Town (Low Density Residential)	34
12.	Infrastructure & Expansion	37
13.	Action Required	38

1. Background

The Arrowtown Charrette was held in November 1994. The community provided clear direction as to the desired character of the town and its context. The community sought protection for their distinct heritage and discrete location. Detailed recommendations were developed as well as further direction sought such as design guides. The planning framework the community devised in 1994 was largely incorporated into the Proposed Queenstown Lakes District Plan in 1995. Many of the other proposals, such as the upgrade of the main street (Buckingham Street) and Ramshaw Lane, have now been implemented.

Since Charrette '94, the town's permanent population has almost doubled to 2000. Such rapid growth had not been anticipated. Workshop '03 has largely endorsed the former planning exercises and seeks further refinements to strengthen the implementation of the intended character. Only some small expansion of the town is proposed. The text and plans that follow articulate the community's proposals as interpreted by the project team.

2. Role of Arrowtown & Context

CONTEXT

Arrowtown is located in the north-east corner of the Arrowtown Basin (see map, sheet 2) within the greater Wakatipu basin. Frankton and the airport are at the south-west corner of the Arrowtown Basin. State Highway 6, accessing the Wakatipu from south east and south west, traverses the southern half of the Basin. Arrowtown is not a highway town. It is not a place you pass through en route to somewhere else. Arrowtown is a destination.

Three routes lead to the town, in the south from the Arrow Junction at SH6 via Centennial Avenue; in the south-west from the Arrowtown - Lake Hayes Road from Lake Hayes on SH6; and, from Malaghan Road along the base of the Coronet Peak Range to the west.

From an ice-shorn lip, the scarp along McDonnell Road, the Arrowtown Basin opens out westward to the glacially sculpted country down toward Lake Hayes and the Shotover and Kawarau Rivers¹. In contrast, the lands of the town have their summit above this lip carved into the schist bedrock. The town drapes over the flight of terraces down to the Arrow River to the north-west. Bedrock protrudes at intervals.

The town is located opposite the mouth of the Arrow River Gorge. The mountain lands that enclose that gorge splay to embrace Arrowtown. The town is thus close within the mountain lands. The mountain slopes are its context and scene setter.

The terrace layout and single-storey character of much of the town, enables the mountain slopes to form close walls to the town. The mountain slopes are of the town, not mere distant backdrop glimpses.

Whilst the Wakatipu is a grand landscape, Arrowtown is a town of a niche. Now straddling the ice-shorn lip, the McDonnell Road scarp, the town is less of a surprise. However, it's character remains principally that of being tucked away, landform confined and Arrow River oriented. A town both discrete and discreet. These characteristics are valued and their retention is sought.

ROLE

In planning for the future of Arrowtown, it is important people identify what sort of town is desired. What is it's role? The workshop identified the town to have several roles, primarily as:

- international and domestic tourist destination (predominantly daytime but some overnight),
- domestic holiday location (in crib or camp), and, as,
- residential town.

To some degree, also as:

- dormitory for Queenstown
- service town for Millbrook and Gibbston, and increasingly as,
- lifestyle destination.

¹ *Indigenous Ecosystems. An Ecological Plan Structure for the Lakes District.* Lucas Associates. 1995.
Arrowtown Workshop. Part Two: **The Arrowtown Plan** March 6 2003

Thus, Arrowtown's role is as a working heritage town, not as a museum. It is primarily a place for tourists alongside being a place to live. Roles as service town and dormitory are minimal, and diminishing.

As a tourism destination, the historic character is the primary attraction. This very high amenity value is from the intimate built character closely associated with the treed character, and the spatial qualities that they display, within the built town and in association with the surrounding natural features of containing landforms and river. The vegetative character is from the dominant exotic deciduous tree components, as well as from a particular shrub, hedge and groundcover palette. The built character is from the very small scale, single storey vernacular with a limited materials palette. The spaces are designed and managed with a low-key character, using local natural materials.

Whilst tourists are regularly a dominant presence during the daytime, at night Arrowtown returns to being a local town, where locals dominate. This characteristic is important in assessing future development of the town, in balancing tourist and resident facilities, visitor accommodation and housing.

The key characteristics of context and role that have been identified form the basis for much of the planning direction that follows.

3. Town Edges & Surrounds

Charrette '94 proposed that a rural town belt be secured through the District Plan to contain Arrowtown at the corner of the Arrow Basin. It was proposed that the whole of the visual catchment as viewed from the town be addressed. For the longer term, greater public ownership and control of a Town Belt was sought.

TREE BACKDROP

A Tree Limit was requested be identified to manage and contain wildings on the faces enclosing the town, in order to "*contain the deciduous tree character as a distinctive attribute of Arrowtown, reveal the containing mountains, and limit the threat of tree spread beyond.*" (page 20 and Drawing 7, Charrette '94).

No action has been taken on identifying or managing the Tree Limit sought by Charrette '94. This management continues to be sought. A Tree Limit is now identified (see annotated panorama, sheet 3/3) and its management sought.

Vegetation management on the enclosing landforms involves:

- Removal of evergreen conifers.
- Removal of deciduous trees above the Tree Limit.

Possibly also:

- Protection and perhaps enhancement of indigenous vegetation above the Tree Limit (snow tussock, *Chionochloa rigida*, may be appropriate).

BACKDROP ACCESS

With such a dominant and scene-setting mountain lands context, long-term community aspirations for greater public control and access to these backdrop lands remain (sheet 3/2).

The escarpment, fronting the Crown Range to the east of the town, is a major backdrop to the town (see panorama, sheet 3/3). The Arrow River Gorge is also tantalisingly close. On the escarpment, Tobins Track is located on legal road. Considerable additional public access is sought.

On the backdrop lands from the Arrow River west including Bush Creek to the western boundary of the backdrop, are Coronet Peak Station lands which have not yet progressed through a tenure review process. It would be anticipated these lands would be of public interest. Tracks up through these lease lands are currently closed seasonally. Greater public access was identified as desirable.

Feehleys Hill (Dagg Hill) is an isolated mountain, a glacier sculpted remnant, enclosing the north-west edge of the town (map, sheet 2). The eastern side, overlooking the town, is in scenic reserve (see sheet 3/1). The boundary is an unnatural one, with half the hill, the western half, being in private ownership. Public ownership as a reserve which would allow for recreational use has been suggested. The whole hill, from summit to base, is identified as an outstanding natural feature (ONF), and delineated (see sheet 4).

TOWN ENTRANCES

Charrette '94 identified three main entrances to Arrowtown: Lake Hayes Road, Arrow Junction Road and Malaghan Road. Workshop '03 identified that the location of these

three entrances be firmly maintained. Their presence needs to be enhanced with planting as a means of signalling a landscape change, to encourage the slowing of motorists, and, as an introduction to Arrowtown ahead.

The surprise character of Arrowtown, tucked away in the corner of the Arrow Basin and little visible from beyond, has long been appreciated. Some encroachment on this characteristic has occurred with development over the scarp and down to McDonnell Road. From community input and site analysis it is identified that active protection of the surprise factor and tight containment of the town is appropriate and necessary to maintain the special amenity qualities of the town, and its dominant containment by topography. Residential “spill” over the scarp to McDonnell Road conflicts with the important containment characteristic of Arrowtown that orients the town down the flight of terraces to the town centre and river.

Irrespective of the “unfortunate spill” out over the scarp, there is the possibility of enhancing the entrance at the existing intersection from Lake Hayes Road. Limiting town spread seen as essential. The proposal is to establish substantial hedges and spaced deciduous trees along the Lake Hayes Road town entrance (see drawing). Green belts are proposed along the western roads to the town to ensure this strong contrast is retained between rural character and town character (see Green-Space Network sheet 3/1).

Malaghan Road was seen as the least spoilt of the three entrances by still indicating a sharp change from rural to the beginning of the residential of the town. The 160 m. building restriction zone fronting the designed urban edge is to retain this rural entrance. A continuation of this approach is proposed across Manse Road to Dagg (Feehleys) Hill (see Land Uses plan sheet 4).

The established southern limit to the town on Centennial Avenue, at the hawthorn hedge and Golf Course, are endorsed. It was recognised that there needs to be a clear distinction between the town and any potential growth at the Arrowtown Junction area. To retain openness and rural character, residential spread needs to be firmly contained north of the identified town limit. A Rural building restriction zone is also sought.

To encourage a slowing of traffic and provide a visual lead into the town, planting of substantial deciduous hedges and trees alongside the rural Centennial Avenue lead in is proposed (see Green-Space Network sheet 3/1 and Town Entrance Plantings sheet 5/3).

Workshop '03 has reconfirmed the need to contain Arrowtown largely within its current zoning. McDonnell Road is seen as an important urban edge. Town boundary tree planting and a no-build Green Belt are proposed to secure the character of this edge of town.

The Workshop reconfirmed that a green belt or buffer area around Arrowtown, and along the entrances, needs to be identified and retained through objectives, policies and methods within the District Plan. Specifically:

That the **boundary of Arrowtown be retained** within the current zone boundaries, with the following exceptions:

- (a) Extension of low density residential along Manse Road, with a designed urban edge opposite that determined for the Meadow Park Zone.

- (b) The possibility of a mixed use zone at the end of Jopp Street (former sewage treatment site) - residential/community facilities.

The possibility of extending the residential zone along McDonnell Road so that it meets the LDR zone boundary existing on Centennial Road has the following disadvantages:

- reinforcing the adverse effects resulting from the development along McDonnell Road;
- allowing ribbon development;
- Adverse effects of further development along the escarpment; and,
- Expanding the development that does not relate to the town itself.

Advantages:

- Consistency with past development
- Providing further areas for growth of residential areas.

On the whole, it was determined that the adverse effects of extending the residential zone would be inappropriate. Whilst there was a variety of community opinion on this boundary, the majority agreed that the town should not continue to spread along on or below this ice-shorn lip. It is noted that by maintaining the current rural general zoning, it can enable development of residences below the scarp when that is consistent with the rural context.

▪ **That a building line restriction apply to the following land:**

- (a) Malaghan Road (Butel Park side)- 160m building line restriction
- (b) Malaghan Road (Millbrook side)- confirmation of 100m building line restriction (buildings within this line are currently discretionary activity)
- (c) McDonnell Road- 100m building line restriction to edge of residential zone.
- (d) Escarpment above McDonnell Road- Building Restriction, land between escarpment and road retained as Rural General Zone.

Purpose: To retain the element of surprise as one enters Arrowtown through the retention of a buffer of green space. To avoid urban sprawl and ribbon development, while acknowledging the developments at Millbrook and Meadowpark. This relates to the role of Arrowtown as a town distinct from the surrounding Basin.

How?

- A **Zone Standard** that requires non-complying resource consent for any building within the building line restriction.
 - Issue, Objectives and Policies recognising the need for a buffer between Arrowtown and any potential surrounding development.
 - Other options would be to insert objectives and policies, and assessment matters in the Rural General Zone, and rely on these to ensure the open space is retained. However, there is concern that this may not be strong enough.
 - Retention of Rural General Zone between the New Town (LDR) and Arrow Junction. Planting may be required at the LDR zone boundary in order to slow traffic and soften the effects of changing from Rural General to LDR.
 - Planting on the road reserve may be required along McDonnell Road for the purposes of softening the effects of residential development and defining a town boundary in the landscape. Tree location would have to recognise views from residences.
 - Planting as a buffer at the edge of the residential development along McDonnell Road is recommended within the 50m building line restriction identified which extends into the escarpment that is retained in Rural General Zoning.
- **Designed urban edges:**
The concept of design urban edges is consistent with Charrette '94, but revisits the issue in more detail as a result of more recent development, particularly the Meadow Park Zone (Butel), and the extension of residential development within the Low Density Residential (LDR) Zone that extends towards Arrow Junction.

Purpose: to provide a buffer between new LDR and open space on Malaghan Road. This area could enable appropriate housing, within planted and landscaped grounds.

How?

Two options have been identified:

- (1) Rely on current Rural Lifestyle Zoning, where building that is not on a building platform is non-complying.
Issues: no assessment matters, and therefore no direction for the management of this area.
- (2) Special zone as identified for Meadowpark is extended to this land. This requires that new buildings are only allowed once a landscape plan has been approved. Clear assessment matters for the landscape plan are in place to ensure the boundary is managed appropriately as an entrance to the residential areas of Arrowtown.

4. Land Uses

The Proposed Queenstown Lakes District Plan (PDP) is zoned approximately in accordance with the recommendations of Charrette '94, which sought management of four distinct areas, the town centre, the old town, new town to the south, and, the surrounds. The old town and new town were however sought to be separated by the straight line old town boundary from Malaghan Road through Kent Street and Boundary Street. This historic boundary was not followed in the zoning pattern.

TOWN CENTRE

In 1994 the community sought that the historic commercial centre be recognised and protected as a Heritage Protection Area. This is defined in the PDP as the Arrowtown Town Centre. It is a single block length, encircled by Ramshaw Lane, Wiltshire Street, Arrow Lane, and Berkshire Street. No change is sought to the extent of this Town Centre.

HISTORIC RESIDENTIAL

The historic residential area lies north of the old town boundary along Kent Street. The lack of recognition of the extent of the historic town to the old boundary is of concern.

The historic residential encircles above the Town Centre. Workshop '03 seeks the retention of this distinctive area and its discretionary planning regime.

NEW TOWN (LDR)

The new town south of the old town boundary was distinguished through Charrette '94. The PDP extends this north on east and west across the boundary. The Low Density Residential zone name is considered misleading, as the permitted lot sizes are the smallest residential lots in the town. Retention and refinement of this zone is sought, plus an extension to Manse Road.

LDR MANSE ROAD EXTENSION

This area has been identified for future residential development- it is seen as appropriate because of its location opposite the industrial zone, and the new (Butel) Meadowpark zone. It is seen as a cohesive extension of the Arrowtown Boundary, that is bounded by a designed urban edge, which limits any impact it has on the entrance on Malaghan Road.

Purpose: To provide an extension of the Low Density Residential Zone

How? A Variation to change the zoning of this strip of land to LDR.

Issues:

The line of the ONF must be determined, and will be used as the boundary between LDR and Rural General. Another option may be to have a planned buffer between residential and the ONF. Additionally, future management of that ONF in terms of its relationship to the LDR must be considered.

Prior to re-zoning, careful consideration is needed as to whether the LDR provisions are adequate, and whether further protection is required through additional policies and methods. For example, tree planting, landscaping, building height and section size may need to be assessed. Should the site be developed comprehensively?

MIXED USE ZONE

The Council-owned enclave at the end of Jopp Street (the former sewage treatment site) is seen as potential area for a mixed use zone. There are a number of options:

- (1) Residential Development and community facilities.
- (2) Community facilities; possibly recycling, recreation, and/or camping.

Residential development depends on a number of factors, particularly:

- the potential effects of the development on the southern town limit on Centennial Road,
- whether such a development would be considered a precedent for further development towards Arrow Junction,
- whether the development can be assured to be comprehensively designed by Council and built to plan,
- recognition of opportunity for provision of a diversity in housing stock for the town, such as affordable housing,
- provision for public pedestrian linkages through between the Golf Course and River lands, and,
- compatibility with inclusion of community facilities.

(see proposal Jopp Street Enclave, sheet 8/3)

RURAL GENERAL

Rural general zoning is to be retained around the town.

5. Traffic Management

The '94 Charrette identified that dominance of the town by *“more, faster and larger vehicles was of concern”*. Whilst a number of streetworks have addressed this issue for the town centre, with the relocated school, and, the greatly increased population, FIT travelers, and industrial activity, vehicle numbers have increased remarkably throughout the town. Various mechanisms are proposed to address the identified safety and amenity concerns.

TRAFFIC MOVEMENT HIERARCHY

The main traffic flows to and through the town are the arterial roads – from rural Malaghans Road, Arrowtown – Lake Hayes Road and Centennial Avenue through in to the Town Centre (see plan sheet 5/1). These routes are supplemented by what have been identified through this process as performing as primary collector roads – particularly Manse Road, through Caernarvon Street to Adamson Drive, and the Devon Street – Cornwall Street loop off Centennial Avenue.

Because of the former location of the school, Caernarvon Street has speed limitations, which has encouraged drivers to avoid this route. These limits have now been removed. Greater use should therefore be made of this primary collector route to reduce the adverse effects people are experiencing from alternatives.

To minimise adverse effects, the fundamental traffic management policy beyond these arterial roads and primary collector roads is that of dispersal rather than concentration.

Heavy traffic from White Chapel is taking various routes through the town to reach the industrial zone. McDonnell Road was instated as a heavy traffic route. It provides the logical bypass to the town. In time McDonnell Road will be sealed to provide good access to the industrial area.

In time, the Malaghan – Lake Hayes – Berkshire intersection may need improvement. However, planting is envisaged can assist in speed management. There was not full support for a roundabout solution - careful design is needed in the Arrowtown style.

From the Lake Hayes Road adequate signage and encouragement is needed to ensure heavy traffic is routed along Malaghans Road to the industrial area.

TRAFFIC SPEED

Strong entrance planting treatment on Lake Hayes Road and Centennial Avenue is proposed to strengthen the town boundary and make traffic aware of the urban nature and intent of slowing down (see drawing Town Entrance Plantings sheet 5/3). Speed restrictions are also sought - reduce to 80 km on approaches to town, eg at Butel Road. There is not full support for a roundabout at the Malaghan Road entrance.

In town, the major intersection on Wiltshire-Berkshire Streets in time is suggested will need traffic management works and this could be designed to strengthen the entry into the town centre (an idea for this is sketched, sheets 5/4 and 5/5, but a re-work is needed).

The primary collector roads have speeding problems. Proposals are developed for traffic calming on both routes. A combination of narrowing islands, trees and speed tables (similar to Ramshaw Lane) are proposed to enclose as avenues and slow the traffic (see drawing of Traffic Issues, sheet 5/2).

The wide, open streetscape of Devon Street, with recently constructed kerb and channeling, does not exhibit the desired Arrowtown character and encourages speeding. Cars are parking on the berm. The proposal (see Devon Street Traffic Calming sketch, sheet 5/6) involves narrowing islands to narrow the carriageway and parking between to the kerb. Trees will enclose and slow the traffic, and, markedly improve the character and connection with the old town. The occasional speed table will reinforce the slowing required.

On Adamson Drive, a more narrow street, calming is proposed with wide speed tables (similar to those installed on Ramshaw Lane).

Mechanisms are to be investigated to address a needed school crossing on Centennial Ave. With road narrowing and planting to reduce traffic speeds, a separate bike route would be provided behind the plantings to enclose the carriageway. Speed tables are desired and should be seriously investigated.

PARKING POLICY

Traffic signage is needed to increase the advance signage to help alleviate congestion in the town centre and direct them to the parking areas.

To make parking more available for both locals and visitors using the town centre, and discourage the misuse of parking spaces by staff, an enforced parking limit regime is sought. For Buckingham Street a 10 minute daytime parking limit is proposed. Operating from 9 am to 5pm, evening parking would be unlimited, allowing for restaurant, hall, etc. use. The car park for staff has been provided in the river reserve below Ramshaw Lane and its use should be encouraged.

To enable Ramshaw Lane to be maximised by visitors as intended, a 3 hour "*pay & display*" system is proposed be introduced.

Adequate parking for any increased residential density, such as a flat, where only one car park space has been required. These frequently have two resident cars. The associated house may have at least 2 cars. Thus, a residential lot may regularly have at least 4 cars associated, but capacity for only one on site.

A revision of residential carpark requirements is sought to address the amenity and safety effects of cars extra to site capacity.

BUCKINGHAM STREET

It is considered that the benefits of closing Buckingham Street, daily or during selected periods of the year, which were raised in workshop discussion, would be outweighed by inconvenience to business operators and customers. Closure should take place only when pedestrian loading is expected to exceed capacity, as with special events. It is recommended that current street closure procedures be reviewed, with the aim of streamlining the process.

6. Pathways, Lighting & Vegetation

PATHWAYS

A specific need for improved pedestrian pathways, and for cycleways, was identified by the community. The dominant grassed verge character of Arrowtown is valued and its continuation sought. However, for selected routes, greater pathway development is sought. Specific routes are proposed (see plan, sheet 6/1). Special care is needed in the selection of path type to ensure the special character of Arrowtown is retained and enhanced.

For different levels of usage and different terrain, different types of paths are proposed (see sheet 6/2). Removal of gravel shoulders, extension of grassed verges to meet the sealed carriageway, and introduction of a grass, chip seal or exposed aggregate path is proposed in specific areas and terrain. Schist strips are proposed as a local detail on the exposed aggregate paths for steeper terrain (see sheet 6/2).

With development of new paths, care is needed to skirt around existing trees and not to remove them. An informal route is entirely appropriate (see drawing, sheet 6/2).

For stormwater drainage, where there is adequate width and a gentle gradient, grassed swales are considered suitable. Down steeper streets, schist channels are proposed due to the rapid silting of grassed swales in these locations. (see sheet 6/3).

Beyond the town limits, rural tracks are sought to provide routes and circuits into the wider landscape (see map, town surrounds paths, sheet 3/2).

LIGHTING

The current lack of lighting means that the town is not a 24 hour tourist walkabout – it goes back to being a town for the locals, ‘closing up’ for the night.

It is also important to note that a character of Arrowtown is its darkness at night, devoid of an ‘oversupply’ of electrical lighting. Clear moon and starlit nights would be extremely novel to many overseas tourists especially those from highly populated (and smoggy) areas.

Any lighting should follow the following principles:

- Traditionally the lighting would have been by the occasional conveniently placed gas lamp – this style would have complemented the low rise, intimate, human scale of the buildings. Any new pole mounted lamp should respond to this surviving built scale which makes Arrowtown special.

Appropriate lighting will be minimal in quantity, carefully located and designed, and will involve:

- Lighting at a low level, not via common suburban style overhead lamps on tall tapering poles.
- Pathway lighting installed, only where critical, to wash over at ground level eg kerb and ground mounted lights.
- Limited reflective lighting via very localised uplighting of specimen trees, rock outcrops and exposed schist faces within the town.
- Subtle lighting of building facades with appropriately designed lighting fixtures that are in sympathy with the architectural fabric of the town.
- Down-lighting below verandahs in the commercial centre.
- Taller street lighting at important road junctions only.
- Lighting of public parks via bollard type lights directing the light downwards (of a simple, unpretentious design).
- Lighting should be yellowish in nature, not harsh blue-white halogen light.
- Lighting in the commercial centre could be arranged to 'switch off' at a preset time (perhaps half an hour after restaurants close?)

Any lighting should be referred to a professional lighting designer who should be actively involved during any architectural and landscape development work.

Arrowtown lighting should not be:

- Standard issue tall aluminium or concrete poles with industrial style light fittings spilling harsh bright light out in all directions as they march along at regular spacings across the old and new town indiscriminately.
- The town ablaze during the night like a major tourist shopping centre.

VEGETATION MANAGEMENT

Vegetation management in the town needs to be sensitive to the important heritage character of this place. In reserves and along paths, limbing up of trees would provide a quick, simple and effective way of improving people's access. This action is strongly recommended.

Rather than fences, where barriers or screening is required, schist walling and/or plantings are preferable. Shrub plantings either hedged, or as informal mass planted borders, are an important attribute of the town. Hedging is an essential element of Arrowtown's vegetated character and comprises many exotic species such as hornbeam, privet, holly, cherry laurel, and even hawthorn.

Generally, the larger of the tree species are more appropriate to the town surrounds, river precinct area, various parks and reserves, rather than in individual residential and commercial properties. People should be encouraged to seek advice when considering planting trees to avoid species which may eventually prove too large and then trying to cope with the resulting large tree by harsh pruning.

A palette of medium-sized deciduous trees is needed for street plantings, particularly in the New Town.

Because of the importance of vegetation in Arrowtown, a particular plant palette is needed that supports the heritage character. Dominantly exotic deciduous trees, it is suggested the plant palette also include some local native species that can complement the local character when used within the town. Use of the full local flora should be limited, to avoid a breach of heritage character.

A comprehensive assessment of the vegetation of Arrowtown should be undertaken as a special project to identify both the appropriate and the inappropriate plant species. A pamphlet could be produced that would be available free of charge listing appropriate plant species and perhaps some guidance on establishment and management.

A start point to an Arrowtown plant palette could be achieved by using the Dunedin 1872 ('Miners Palette') Nursery Catalogue that lists a vast number of plant material including nut and fruit trees, roses, vegetables and herbs (Contact Ralf Krüger for copies). Selection of non-spreading species is however necessary. In particular, there should be avoidance of species dispersed by birds or wind, to avoid exacerbating the existing wilding problems from trees, shrubs and climbers.

7. Green Network

The reserve network is a particular attribute of Arrowtown and upgrading of accessibility (sheet 7/1) and facilities is sought.

Neighbourhood reserves through the new town require upgraded facilities – entrances, play equipment, etc. Removal of existing signs is proposed, and to enhance their Arrowtown identity, construction of a small stone entrance portal (see drawing, sheet 7/2). Most of these reserves do not require paths, but where needed these are indicated.

An additional reserve is proposed to provide a north-south link to Kent Street and link the old and new towns along the top of the ridge (sheet 7/1).

The river and associated lands are managed by the Otago Regional Council. River encroachment below Ramshaw Lane is of concern. Management is needed to keep the fairway open, clearing fallen trees and tree islands, but carefully so that a character of wildness and naturalness is retained.

100 m greenbelt bands are sought either side of the approach roads (see map, town surrounds, sheet 3/1).

8. Community Resources

CAMP GROUND

Stretching from its access south from Suffolk Street down to Preston Street, the 13 acre camp ground is located on Recreation Reserve. Managed privately on a short-term lease, the campground is a long-term characteristic of the town. A (small) rugby field is located to the north within the camp. (The campground is bound to the north by Council freehold land with crib sites up to Suffolk Street leased until 2011)

The campground was scarcely discussed in Charrette '94, but became a topic of considerable interest at Workshop '03. The majority favoured retaining the campground particularly for caravan sites. The rugby field was also highly valued, but could be located elsewhere in town. It is recognised the Events Centre in Frankton provides for main sports facilities. There was community support for recreational use as well as for sports. Two new tennis courts, plus extra netball courts, squash courts, and a mixed use indoor facility are desired to complement the existing courts.

Analysing the opportunities, the proposal (an initial sketch layout, sheet 8/2) is to:

- Confine the campground and redevelop it in a compact form for year-round camping. Consider increasing the built accommodation (cabins and tourist flats in the Arrowtown style) for greater income, and as a particularly kiwi form of accommodation.
- Redevelop areas for peak season camping, that will double as areas for local community recreation during the rest of the year.
- The camp ground upgrade to be “3 star” rather than “5 star” as in Queenstown.
- Rebuild the rugby field for winter games. This may also double as a summer cricket oval and informal playing field.
- Separate the camping and playing field areas and ensure no vehicles on the field, to prevent topsoil compaction. Short term tenting may however be an option on the field.
- Relocate the joint sports – camp road entry to Centennial Avenue and provide a public carpark off-road. Close the existing camp entry to vehicles, and retain as pedestrian access.
- Improve the public accessibility to this recreation reserve - with better pedestrian opportunities via stiles, child-proof gates, etc.
- Provide for linked public access from Preston Drive to Centennial Avenue to Inverness/Suffolk streets.
- Provide public recreation areas off Preston Drive and off Inverness (this may also be used by campers).
- Clearly define and sign the public access and walking/biking routes.

- Income from proposed residential sales at Jopp Street enclave (former sewage treatment site) to pay for new recreation facilities. Campground upgrade to be loan funded.
- Review the storage of caravans. Should this be at a normal daily charge? Provide storage instead at Jopp Street enclave at a lower cost, ensuring they are located to not reduce amenity values in the redevelopment of this area. (Removal of stored caravans from the campground would free up space for other recreational users.)
- With crib leases expiring in 2011, recreational options for this land should also be explored, e.g. for further courts.

JOPP STREET ENCLAVE (former sewage treatment site)

The enclave extends south of the defined town limit and adjoins the golf course and river. The land slopes from Centennial Avenue toward the River, and then rises steeply to form a backdrop. It is thus not particularly visible, and could be addressed as an amphitheatre facing the river. At the Workshop, the majority favoured inclusion of this Council-owned 3.6 ha. (8 acres) freehold area within the town boundaries.

Suggested uses of the site included:

- Residential
- Light commercial
- Recycling & green waste
- Sports field
- Campground

The community considered that any income obtained from the site be used to improve facilities within Arrowtown.

The proposal involves:

- Comprehensive residential development along the two golf course frontage boundaries. This will provide revenue for other facilities, such as the recreation and rugby at the existing camp ground.
- Balance of land to be used for community facilities, such as any or all of the following:
 - Scout Hall
 - Hard courts for netball, basketball.
 - Cricket field and pavilion (doubling as campers ablutions).
 - Summer tent sites on the river frontage.
 - Other future community uses.
- Commercial and recycling are not considered compatible with residential use.
- Green waste recycling can instead be located in the Rural General zone.

The site is too small for a full-size rugby field if residential use is also to be included.

- Possibly use some of the site for caravan storage.
- Residential development to face toward the golf course on the perimeter of the site and an inner row toward the community facilities and river.
- Residential development must be of comprehensive design that includes all of the built form and general landscape development. Multi-unit and affordable accommodation to be included. It is considered that a standard bare land subdivision would be unsuitable at this location. (see preliminary idea for concept plan, sheet 8/3).

OTHER PARKS

Upgrade of various parks is needed. One small park near the town centre has been specifically addressed. Specific recommendations are made to improve the child safety, streetscape and amenity value of the Rose M. Douglas Park, by the Fire Station on Wiltshire Street (sheets 8/4 & 8/5).

YOUTH NEEDS

A need for greater facilities for Arrowtown's increasing population of youth was identified. Various ideas were discussed, but it is recommended that youth issues be taken up and addressed on a Wakatipu wide basis.

9. Town Centre

EXTENT

As it is the intent that Arrowtown continue to have a commercial core that provides basic services for residents, and is not purely for tourists, the adequacy of the retail area was analysed. The community explored several possible extensions to this retail area. Options included extension along Buckingham Street to include the Miners Cottages, possibly back to Roman Lane; the south side to Arrow Lane, and , up Berkshire Street.

One workshop group suggested providing for retail activity to extend from the miners' cottages on Buckingham Street right back to Roman Lane. Whilst this would involve continuing retail along the same terrace, close to Ramshaw Lane and the overflow carpark being developed in Hansen Park, this option is not considered appropriate. The concept for the commercial centre in Arrowtown is to be firmly centred on its heritage character. To encourage retail activity to expand eastwards from Wiltshire to Merioneth Streets is considered would potentially detract from the genuine heritage area.

The miners' cottages have already variously had commercial use. The current zoning as Historic Residential allows for retail use as a Discretionary Activity, and it is recommended that this be continued. No zone change is proposed.

The north side of Arrow Lane, through to Buckingham Street, is already zoned for commercial activity. The south side, above the Lane, is zoned Historic Residential and includes the Montessori school. Limited commercial use of this frontage is considered appropriate, such as professional offices and artists studios, but under strict controls as to scale, character and traffic generation. As such commercial uses are already allowed for as Discretionary Activities, no expansion of the Town Centre is sought.

Extension of the commercial centre up Berkshire Street to the triangle opposite the petrol station with local service, affordable, retail facilities was analysed. If oriented and accessed only from Wiltshire Street, and of the traditional small scale and sympathetic character, the opportunity has some merit. However, the potential to dissipate the tight and precious town centre, and to be an accessible tourist outlet, resulted in this opportunity not being supported.

CHARACTER

As identified in 1994, building additions and alterations to Arrowtown Town Centre area had been subject to the "Central Arrowtown Stylebook" which required replication of 1870 building styles. The community sought that this practice be discontinued and instead that "*new development not replicate an early period but honestly express the time of construction, respecting original buildings and built pattern*". (page 10)

The Charrette sought an architectural conservation analysis of the built fabric, including "*establishment of criteria and an **Area Character Guide** as a basis of infill development and open space, so that vernacular pattern of scale, forms and materials of the first Arrowtown are respected in new patterns.*"

The PDP involves Rules and Assessment Criteria for new development. No new buildings are "permitted activities". All are as Discretionary to be addressed in terms of the Rules and Criteria.

Considerably greater interpretation is still required of these matters to be considered to assist those designing or assessing new development in the town centre. Some graphic interpretation follows (see drawings sheets 9/2, 9/3 & 9/4).

RAMSHAW LANE

Much improved in character since 1994, opening the town to again address the River, Ramshaw Lane provides opportunity for further commercial (re)development and infill. Built development is to be entirely limited to the south side to ensure the tight street block character and river setting of the Town Centre is retained.

BUCKINGHAM STREET

The community identified effects on the amenity value of the main street generated by traffic. The '94 charrette specifically decided not to preclude traffic from entering the main street, but to discourage it through design of the intersections at either end, encouraging use of Ramshaw Lane instead. This has been achieved. Buses have recently been specifically precluded from use of the main street. No trucks are permitted between 11 am and 6 pm. (Resolution in accordance with QLDC traffic and parking bylaw on 14 Feb 2003).

The redevelopment of the main street has deliberately retained a trafficked street character, with (stone) kerbs separating footpaths above from carriageway below. Community input and analysis of the current situation suggests there are times when pedestrian areas, particularly the footpaths, are over-crowded.

Policy implementation 10.4.4(ii)(b) (page 10/18) a method of conserving the character and heritage of the main street was identified as the use of by-laws to limit traffic. It is recommended that Buckingham Street be closed to traffic only for special events during which the over-load of footpaths is anticipated. It is recommended the parking and traffic bylaw be changed to allow closure to traffic for events without public notification.

ARROW LANE

The '94 Charrette sought (page 10) that *"As Arrow Lane presents the greatest insight into the original structures of the main street, that this heritage and its visibility be carefully conserved along with the Lane's small-scale, back door character. Cross links to Buckingham Street also need to be retained."*

Developments consented to be undertaken since have not entirely respected these concerns. A desire to undertake commercial activities right onto Arrow Lane was not envisaged in '94.

No new buildings or additions are "permitted". Any development is discretionary, meaning it can be either approved or declined. The Plan has discretionary activity standards that limit a building to 7 m. high right to the Arrow Lane frontage, with 95% coverage. However, along with these Rules, assessment matters must also be addressed. The Rules are merely a coarse filter, the assessment matters provide for the finer-tuned consideration anticipated by the Objective and Policies.

Service delivery space is considered should be provided on site, and this will fit with the need to allow for the setback and spatial diversity characteristic of this lane. Tall facades

fronting the Lane are considered would not generally meet the criteria.

BUILDING HEIGHTS

The '94 Charrette sought that "*the single-storey main street character be retained*". The PDP Objective and Policies for the Town Centre seek the retention of the historic character in terms of scale. Maintenance of the characteristic low-rise development is anticipated. (page 10/19).

The Discretionary Activity standards for buildings in the Town Centre (x, page 10/40) include a 7 m. limit. However the acceptability of such a height is not assumed by the plan. The main street character of Arrowsmith generally has a 5 m. building height. This exceptional, highly distinctive and coherent low rise frontage provides for the mountain backdrop to be highly evident behind. The mountains are thus part of the main street character. Retaining this dominantly low 5 m., very horizontal frontage to the main street is thus an assumed base characteristic that will be respected and reinforced in any main street re-development.

In contrast, halfway through the depth of the block back from either side of Buckingham Street, a greater building height is typical. The 7 m. maximum might sometimes be reached at this rear half – to Ramshaw or Arrow Lane – depending on the depth of floor levels. Looking at a cross-section through the town centre, the pattern involves just 5 m. high buildings at the front half of the blocks to Buckingham Street, and the roofline often steps up south at this mid-block position. However, continuous 2-storey building height is definitely not intended. Single-storey buildings, and the gaps in front and between, remain an important part of the traditional character of these lanes that needs to be retained.

VARIATION

As recommended by the Charrette '94, a good guide to interpreting the historic character for new development is required. This has never been provided. Greater interpretation is provided in this plan. A Variation to the PDP is an option for providing more explicit standards and assessment matters.

A detailed analysis and guideline needs to be further developed for the town centre.

10. Historic Residential

1994 Charrette:

- (1) Recognised the Historic Management Zone that was then recognised in the District Plan.
- (2) That the old town should be distinguished clearly from new development.
- (3) That analysis be undertaken to establish an area character guide.
- (4) That the open space patterns, building to space relationships, and building characteristics be recorded, analysed, retained and restored.
- (5) Retain existing cadastral boundaries etc.

Issues raised:

- Retain current density,
- Redevelopment: retain small scale of buildings – low site coverage
- Non-residential use- whether the current provisions are appropriate, or further amendment is required in order to enable further non-residential activities, limited by potential

The findings of the 1994 charrette were confirmed at the Workshop. It was confirmed that the current lot size and layout is appropriate, and that the scale of built form should be retained.

The current rules controlling buildings were considered appropriate in that they require resource consent for any new building, and the alteration of any existing building. However, there was concern that further guidance from the Plan should be provided as to the scale of built form. This also relates to the ability to provide for appropriate infill. Infill is considered appropriate where it does not detract from the character of the surrounding zone - see drawings of inappropriate (sheet 10/2) and appropriate (sheet 10/1) re-development.

The assessment matters do not however clearly indicate the important close relationship between built character, vegetated character and space. The spacious vegetated character of the old town residential is a very important part of signature Arrowtown. It is therefore sought that there be greater recognition of this characteristic in the assessment of re-development proposals. To assist this, a Variation is proposed to provide an additional Assessment Matter for the Old Town Residential Area:

(i) *Landscaping*

The extent to which landscape treatment is sympathetic to and reinforces the traditional Arrowtown character of abundant vegetation, in a characteristic range of species, dominating smallscale buildings and other structures.

Non-residential activities:

It was recognised that small scale non-residential activities could be appropriate within this zone, provided that it is of a nature and scale that ensures existing character is retained, and does not cause adverse traffic effects.

In particular, the miners' cottages on Buckingham Street were identified as able to accommodate non-residential activities, particularly of an artisan nature. The current rules permit non-residential activities where no more than one full time equivalent not residing on site is employed.

There were suggestions that this could be amended to clarify that the owner does not have to reside on site. It was also suggested that the threshold of permitted activity could be extended to allow more non-residential activities. This would be subject to ensuring adverse effects on surrounding residential uses are no more than minor.

A further suggestion was that a Mixed Use zone between Arrow Lane and Wiltshire Street be identified. This would be focused on office/professional use. Analysis shows a Variation to the PDP is not necessarily needed to achieve this. Appropriate commercial usage can be established through a discretionary process in the Historic residential, and this mechanism is considered appropriate to ensure compatibility with the residential context.

11. New Town - Low Density Residential Zone (LDR)

1994 CHARRETTE

The 1994 charrette made the following findings:

- (1) That the new development grow in a way that reflects the aspirations of residents so that it might develop in its own style.
- (2) That it currently lacks a sense of place and connection with the Arrowtown heritage
- (3) Care should be taken to confine and limit the effects of new development
- (4) That street character seeks to reflect a low key, small town character, e.g. to avoid wide seal, curb and channel, avoid bright and coloured lighting.
- (5) That tree cover be included in the street and subdivision design concepts.
- (6) That the effects of differing building scale, density, form and finish on the overall Arrowtown character be analysed.
- (7) That long term and defensible limits be drawn to prevent further expansion.
- (8) That tree planting not attempt to replicate the old town.

2003 WORKSHOP OUTCOMES

The boundaries of the 'new town' were reconfirmed. A further area of residential development was identified on Manse Road (sheet 4). However, this was the only area identified for future development. A further option to provide for future growth is infill development.

Issues were raised with respect to the form of development that has occurred, particularly the streetscape, lack of trees, and footpaths. Additionally, the large size of fencing around new houses was of concern. This does not reflect the character of Arrowtown, and bears no relationship to the inner Historic Management Zone. The issue that it lacks a sense of place may still exist.

It was reconfirmed that care should be taken to confine and limit the effects of new development, through buffer planting, and retention of a green town belt along McDonnell Road (sheet 4).

It appears that tree planting was not initiated as recommended in the charrette. As a result, the character of the new area differs significantly from the historic management zone. However, as recommended, any tree planting does not replicate the old town.

The design of buildings has been determined by LDR rules that are applicable to residential developments in Queenstown and Wanaka, and do not specifically consider the different character of Arrowtown. As a result, the new town development could be considered to be inconsistent with the rest of Arrowtown.

The current spaciousness and low key atmosphere provided by the current density is considered appropriate.

Actions:

It was acknowledged that the design and layout of the new development has been determined through subdivision.

Infill: Because it was confirmed that the current boundaries should be retained, the ability to absorb future development within the current zones needs to be considered. The purpose of providing for infill would be to enable future development, particularly for elderly, while retaining the character of the residential zone. The character of the zone is created through the amount of open space compared to built form. For example, there are concerns that the new development is inappropriate, because even though there is only one residential unit per lot, the units are of such a size that the built form dominates (sheet 10/2).

Currently, the Plan provisions permit the development of a residential flat, provided that it is contained within the existing dwelling. In order to enable greater infill capacity, this could be amended to provide for detached granny flats. To retain the existing low density feel, such activity would be subject to meeting overall site coverage requirements. It is envisaged this could be achieved through scale - a number of smaller houses within the section rather than one large house (sheet 10/1).

- *need for footpaths*

Possible changes to the Plan:

Amending the site density rule; currently this requires 450m² per residential unit, which means a lot must be at least 900m² in size before more than one house can be built. There could be an exception relating to building scale, and site coverage. For example, if the houses add up to a maximum of 40% site coverage, there is an exemption from the site density rule. (this idea needs to be shown pictorially. Note that it relates to the considerations for other low density residential zones in the district.

Recommendation:

That further consideration of infill that does not detract from the current character of Arrowtown's residential zone be undertaken. If necessary, a variation may be required that changes the current rules so that building coverage and scale is considered rather than site density.

A guide as to the desirable character of this development is needed if the desired integration of New Town and Old Town is to be achieved, and suburbia is to be avoided.

12. Infrastructure & Expansion

This Plan provides for some expansion of the residential capacity of the town. However the infrastructure capacity is limited. The sewerage line has capacity only for the development currently allowed for in the PDP, along with peak season visitor numbers. The appropriateness of any expansion therefore needs to be considered.

13. Action Required

Retain the project steering committee and develop an implementation programme for The Arrowtown Plan.

Tasks include, but are not limited to:

1. Undertake an analysis of the Town Centre and Historic Residential character and provide a guide for any re-development and assist interpretation of the District Plan. The analysis to address structures, as well as the spaces and vegetation between.
2. Develop a design guide for development in the new town - for building scale, form, character, materials, colours, siting, also lighting, plantings and boundary treatment.
3. Develop a plant palette and vegetation management guide for the town.
4. Progress the few changes identified as needed to the District Plan (rezoning, methods).
5. Put in place a regime to manage the tree backdrop to the town and to increase public interest and accessibility to surrounding mountain lands.
6. Upgrade and extend the reserves network.
7. Design and redevelop the camp ground for integrated camping and community recreation.
8. Design and develop the Jopp Street enclave.
9. Encourage ORC to undertake appropriate river and river reserves management.
10. Undertake streetworks including:
 - Pathway works
 - Traffic calming on Devon Street.
 - Traffic calming on Adamson Drive.
 - Entrance management on Lake Hayes Road and Centennial Avenue.
 - School crossing on Centennial Avenue
 - McDonnell Road sealing
 - Discrete lighting
11. Implement the parking policy, and the traffic exclusion mechanism for Buckingham Street.
12. Progress the under-grounding of supply lines for crucial streetscape quality.