

CARDRONA RURAL VISITOR ZONE
EXISTING VILLAGE
URBAN DESIGN ASSESSMENT



Prepared for

Queenstown Lakes District Council

by

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urban design | ltd

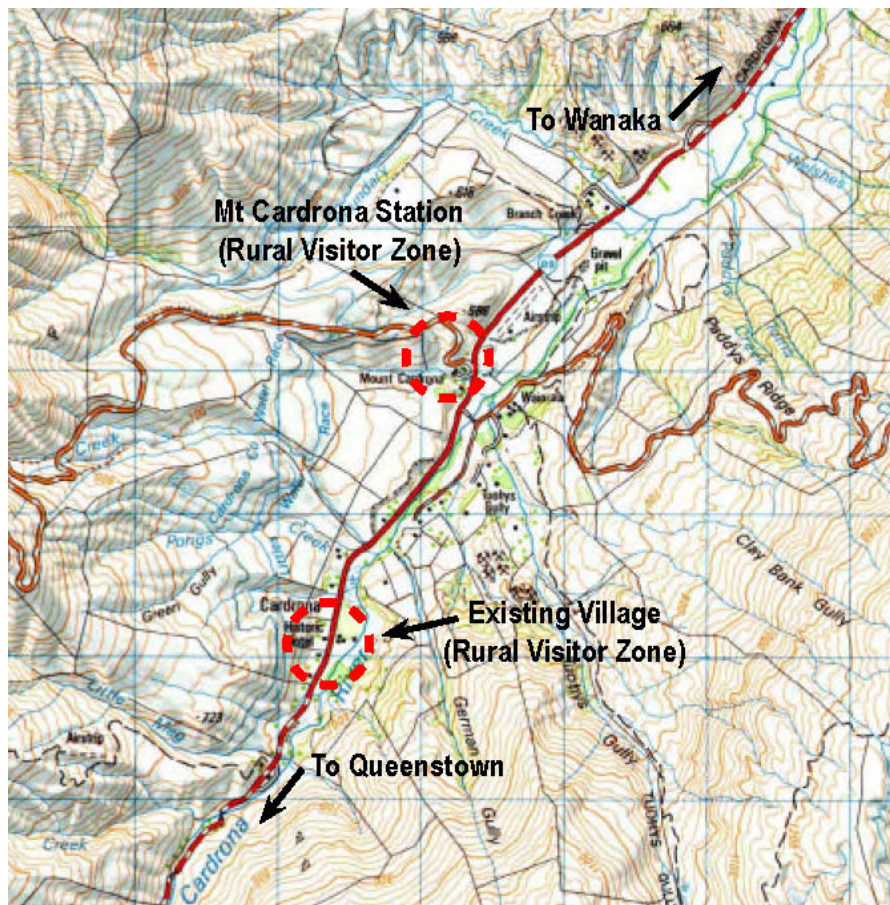
March 2006

CARDRONA URBAN DESIGN ASSESSMENT

IMPLICATIONS FOR EXISTING VILLAGE

INTRODUCTION

1. The small settlement of Cardrona, named after a village on the banks of the River Tweed near Peebles in the Scottish Borders, is zoned Rural Visitor in the Queenstown Lakes District Partially Operative District Plan (2004). A second area of Rural Visitor zone is located approximately 1.5km to the north of the existing settlement. This area is known as Mt Cardrona Station and is currently undeveloped for rural visitor purposes. R.A. Skidmore Urban Design Ltd. as part of a wider study, has been engaged by the Queenstown Lakes District Council to carry out an urban design assessment of the existing settlement pattern, the current District Plan provisions guiding future growth in Cardrona Village, and from this assessment, to make recommendations in relation to potential changes to the existing provisions as they relate to Cardrona Village. The report also provides a review of the strategies set out in the Cardrona Community Plan (2003).



2. Located in a spectacular mountain setting, on the route between Queenstown and Wanaka and in close proximity to a range of recreational activities, the settlement presents the opportunity to evolve in a manner that meets the needs of local residents and visitors respecting the landscape setting, rich history and distinctive character features of the area.

3. In 2003 two community planning exercises were carried out. In April 2003, the Southern Branch of the New Zealand Institute of Architects, in an effort to foster an interest in, and understanding of the discipline of urban design, held an educational workshop, using Cardrona as a case study to explore and apply the principles of urban design to a small community. The details of the issues and concepts explored at the workshop are contained in a document 'The Cardrona Urban Design Forum – Planning for the Future'. While this document is not endorsed as a community or Council document, it provides a useful resource of information collected and ideas explored in relation to growth in the area.
4. As part of a strategic planning exercise for the whole District, in December 2003 the Queenstown Lakes District Council co-ordinated a workshop with local residents of Cardrona to set out a community vision, strategic goals and priorities for the next 10 to 20 years for the Cardrona community. The resulting 'Cardrona Community Plan' (December 2003) was endorsed by the Council and provides a starting point for a more detailed consideration of growth management within the Valley. The key strategies outlined in the Community Plan are addressed in the following assessment.
5. The following assessment is structured in three parts:

Part 1: Existing Environment and Urban Structure;
Part 2: Current District Plan Provisions;
Part 3: Recommendations.

PART 1 EXISTING ENVIRONMENT AND URBAN STRUCTURE

6. The overall pattern and character of settlements evolve over time through the complex interplay of a range of factors. Settlement in the Cardrona Valley has developed in response to the underlying topography, the distribution of various land use activities that have changed significantly with time, patterns of physical infrastructure including the roading and open space network. These features contribute to the creation of distinctive character features and provide cues to strengthen the settlement's sense of place as it manages growth in the future.

Landscape Setting

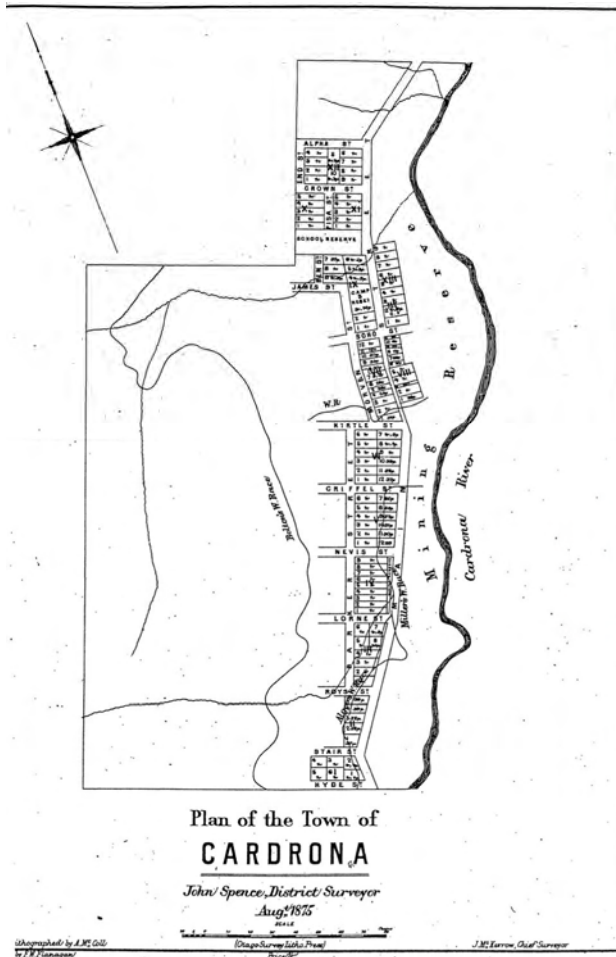
7. The character of the Queenstown Lakes District is strongly defined by its dramatic mountain topography. The Crown Range Road and Cardrona Valley Road provide the most direct vehicular connection between the District's two main urban settlements, Queenstown and Wanaka. When travelling towards Wanaka from Queenstown, after travelling over the pass that separates the two valleys the road gradually winds its way to the valley floor through tussock covered mountains. The natural patterns and processes dominate this environment with the road itself and associated structures providing the main cultural intervention to the landscape. The landscape is stark and dramatic, with steep mountains rising from the narrow valley floor.
8. As one descends to the valley floor the mountain ranges broaden out, with the Cardrona River meandering along the valley floor and broad terraces creating a more gentle topography. Water courses dissect the steeper slopes and feed into Cardrona River. It is in this broader valley system adjacent to the river that the existing settlement of Cardrona has developed. The cultural influences on the landscape of the lower valley, both historic and recent, provide a dramatic contrast from the upper valley. Evidence of past gold mining activity is apparent in the sluiced hillsides that surround the Village. Agricultural activity is evident in vegetation patterns, fence lines, access tracks and water races that divert the natural watercourses.
9. The built focus of the settlement is closely aligned to the main road through the valley. The existing settlement pattern is somewhat fragmented with little continuity or focus within the settlement. More recent residential development has extended up onto the western terrace to the north of the Village following the Pringles Creek.
10. Cultural plantings associated with various historic and current uses create a strong visual feature that contrasts with the tussock landscape further up the valley to the south. In particular, the willows associated with the River and the tall poplars create a visually distinctive feature in and around the settlement.
11. As one moves through the valley continuing towards Wanaka the valley floor continues to broaden and the mountains either side reduce in scale. In this more gentle landscape the agricultural patterns and vegetation associated with the Cardrona River provide a further contrast to the built focus of the existing village.



Activity mix – past and present

12. Prior to its use since the 19th Century by pakeha, the Cardrona Valley was know as a route used by Maori for centuries from the West Coast to southern Otago.
13. European settlement began when the area was farmed in large pastoral runs in the 1850's. The gold rush began in the 1860's and with the influx of miners came the establishment of the town of Cardrona. At its peak in the early 1870's the resident population reached 1000, with a predominance of Chinese miners. The town contained four hotels, seven stores, four butchers, a post office, baker, blacksmith, bank, school, police headquarters and a jail. But the glory days of the town were short lived and by 1877 the settlement was reduced to three hotels and three stores. In the last phases of gold mining at Cardrona, at the end of the 19th Century and beginning of the 20th Century, dredges were used to mine the river beds. By this time pastoral farming dominated in the area once again.
14. Today little of the built fabric of the former gold mining era remain. While the remaining buildings provide an important connection to the past, their disbursed locations in the area weakens their ability to contribute to a cohesive character. The Cardrona Hotel is perhaps the best known historic building, and even today provides a functional and visual focal point for the settlement. Sympathetic extensions to the earlier buildings now provide visitor accommodation along with the bar and restaurant. The façade of the hotel is listed as a protected feature in the District Plan (Item 543, Category 1) and is scheduled by the New Zealand Historic Places Trust (Category II).
15. Other important features that provide a link to the areas past are:
 - The small cottage just to the south of the Village on the western side of the road. The cottage has recently been renovated.
 - The school and hall buildings. A Council reserve has been created around these buildings and the area provides a leafy rest stop. Public conveniences are provided here. The school was originally built as a community hall in 1879. The hall has had a varied path, beginning life as a miners recreational hall, moved (on three occasions) and converted to a Catholic Church and in 1985 moved back to Cardrona as a hall.
 - The cemetery located at the base of the Cardrona Ski Field access road.
 - The recently restored woolshed on Mt Cardrona Station, just south of the Cardrona Ski Field access road.
 - Remnants of a former commercial centre are located to the east of the river. Today the remnants of these buildings are in a poor state of repair.

- In some areas large specimen trees, rather than buildings, mark the former land-use pattern. Three large specimen trees mark the location of the former Catholic Church (now the hall on the Reserve) and are listed as protected features in the District Plan (Item 569 – Lawsoniana, 585 – Norway Spruce, 586 – Norway Spruce).
- Sluicing remnants on the hill slopes surrounding the village and water races from former gold mining activities.



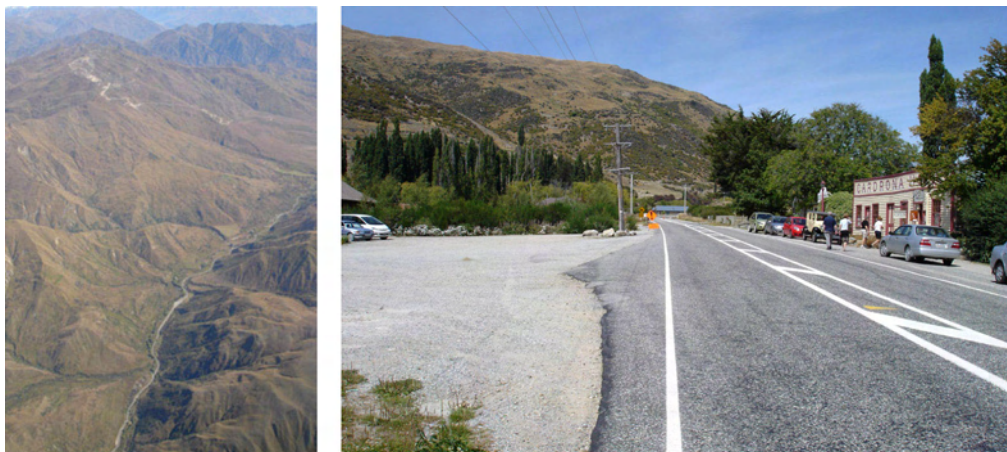
16. Today the focus of the village and surrounding area has shifted away from mining and agriculture to serving recreation and visitor needs. The Crown Range route provides a spectacular scenic and direct link for visitors and locals between Queenstown and Wanaka. Cardrona provides the only settlement along this route. The current settlement is small and barely provides the bones of a Village. Currently the main feature that encourages people to stop when travelling through is the Cardrona Hotel. Its character, direct relationship to the street and the services it provides creates an important focal point. In recent times, a number of short and long term visitor accommodation facilities have established or are currently under construction or planned in the area. The Village also accommodates a number of stand-alone dwellings. The Pringles Creek subdivision has extended residential activity outside the core of the Village and up to the higher slopes to the east. The fragmented and sporadic development pattern

means the settlement has little built focus and given the limited range of services and facilities does not function as an integrated Village.

17. The area around the Cardrona Village is rapidly establishing a recreational focus. The two ski fields: Cardrona Ski Field to the west of the valley and Wairau Snow Farm (cross country skiing) and Snow Park (snow boarding) to the east of the valley are important activity generators in the area. The access roads to both these ski fields are located to the north of the existing village. Both ski fields provide visitor accommodation and the District Plan Ski Area sub-zones provide considerable latitude for the establishment of further facilities.
18. Mountain biking is growing in popularity and the snow trails and access roads are increasingly popular for informal and organised events. The wider mountain environment provides a plethora of walking trails. However, access to these trails is not evident from the Village and requires considerable 'local knowledge' to find them. A horse-riding operation is located at the southern edge of the Village. A small airstrip is located immediately to the north of the ski access roads and in the same vicinity the recently established Cardrona Adventure Park provides a range of motor bike and vehicle rides including quad bikes, monster trucks and go-carts.
19. The Wairau Snow farm area also accommodates a vehicle testing facility used by northern hemisphere vehicle industries to test motor vehicles in extreme conditions.

Street network

20. The Crown Range Road/Cardrona Valley Road creates the main axis through the area and, as noted above, is closely aligned with the topography of the valley floor and the associated Cardrona River. This road provides the main focus for existing development within the Village. However, built development is fragmented and does not provide good containment to the street. The settlement still functions as a 'through route' rather than a destination. No formal provision is made for pedestrians as part of the street environment.



21. The existing village has a poor visual and physical connection to the Cardrona River, with no street access providing a connection between the main street and the River.
22. The two ski field access roads are located approximately 2km to the north of the existing village. This creates an activity node along the Cardrona Valley Road axis. The Cardrona Ski Field road is private, but the Wairau Snow Farm/Snow Park access road is public. The currently undeveloped Mt Cardrona Station Rural Visitor zone is located in this area. There is no provision made for safe pedestrian access between the existing Village to the south and this area.
23. A new road extends up the Pringles Gully to service the residential subdivision. However, this road does not connect with any other activity areas. A paper road extends from this formed road, across the terrace of Mt Cardrona Station to connect with the Cardrona Ski Field access road.
24. Road access is provided to the Tuouhy's Gully walking track (from the Snow Farm access road, but this is not clearly identified from the Crown Range Road).

Open Space network

25. While the Village is visually connected to the surrounding natural landscape, there is little formal open space provided in and around the Village. A reserve is located in association with the historic school and hall buildings. This area provides public toilets, and an open, grassed area. The Reserve and its facilities are a useful resource for visitors and the local community. However, it is slightly removed from the heart of the Village and is just outside the Rural Visitor zone.
26. There are no other reserves or public facilities that can provide a meeting point and focus for the local community. There is no connection provided to the river.

Sense of Place - Character elements

27. Sense of Place can be defined as:

Sense of place refers to an individual's experience of a physical location. Sense of place defines an area, makes it unique and gives it meaning.¹

28. A range of attributes contribute to sense of place including: natural (e.g. landforms, views, landscape, seascape, and vegetation), built (e.g. buildings, land use, parks, streets, infrastructure, connections, icons), social/cultural (e.g. demographics, events and activities, culture, wahi tapu), and personal (e.g. experience, custom, spirituality, background, memory).

¹ Sense of Place – Auckland in the Pacific’ a document prepared by the Community Planning Group of Auckland City Council (2001)

29. A number of character elements can be used to enhance the sense of place for an individual site or an entire settlement. These elements include: diversity, activity, places, design, water, landform, vegetation, materials, colour, and cultural images.



30. For Cardrona key character elements as cues for enhancing a strong sense of place include:

- Dominance of landforms, and the grandeur of the mountain topography;
- Ruggedness;
- Exposure to the elements – extremes of hot and cold;
- Water – rivers and streams – relationship to landforms;
- Connection with the land;
- Mining and agricultural history – landforms, machinery;

- Vegetation – link to landform, watercourses, settlement pattern – oasis is harsh mountain landscape, native and exotic;
 - Informality – irregular placement of buildings – blurred edges;
 - Building forms – small scale – interlinked elements, solidity – proportion of solid to void, simple, functional forms;
 - Materials – stone, timber, corrugated steel, mudbrick – honest/non-manicured;
 - Stories to be told – people and events through time. Personalities, local quirkiness (like the bra fence that drew international attention – sense of fun)
31. There are a range of ways these various character elements can be expressed in the built environment to strengthen the settlement's sense of place as it grows.

PART 2 CURRENT DISTRICT PLAN PROVISIONS

Policy Framework

32. The Rural Visitor zone has been applied to seven areas in the District: Cecil Peak; Walter Peak; Cardrona; Blanket Bay; Arthurs Point; Arcadia Station and Windemere. These are areas that currently contain, or have the potential to contain important recreational and visitor facilities, including accommodation and other visitor attractions.
33. In the description of the resources and activities of the zone, the District Plan notes (12.3.1):
- Significant physical resources in terms of buildings and facilities exist or are proposed in all the zones both as attractions in their own right or as facilities which serve the visitor industry and surrounding rural or recreation activities. This is particularly the case in respect of those facilities at Cardrona located on the Crown Range Road.*
- The most distinguishing feature of the Visitor zones is their compact size, general self sufficiency and distance from main urban centres.*
34. The policy framework identifies a number of relevant issues for the zone. At Cardrona, the two zone areas are physically separated. Therefore, a specific issue for the zone in this location is that it is difficult for the two areas to develop as a single, integrated settlement. Careful consideration needs to be given to how the two areas develop in a complementary manner, recognising their independence and separation.
35. The Mt Cardrona Station zone is a greenfields area, while the existing Village already contains significant elements of development. The two different situations require quite a different strategy to manage growth.
36. The 'explanation and principal reasons for adoption' section in the District Plan also places an emphasis on the rationale for the location of the zones and their relationship to the wider environment, without any regard to the type of settlement that is created within the zone.

37. The policy framework and resulting development controls are generic for the various areas of Rural Visitor zones throughout the District. Given the quite different context, character and function of each of the different areas, the framework provides limited opportunity to adequately address the important issues for each settlement.

Location and extent of zone

38. As noted previously, there are two distinct areas of Rural Visitor zone within the Cardrona Valley, separated by approximately 1.5km. An important character feature of the existing settlement pattern is its containment within the broader landscape setting and the contrasts experienced when travelling along the Crown Range route, from the mountain landscape in the south, with little human modification or dominance of built structures, through the cultural landscape of the Village and surrounding recreational and productive activities to the lower valley pastoral landscape to the north, again with little dominance of built structures.
39. The southernmost Rural Visitor zone in Cardrona is located around the existing village. It is approximately 16 ha in area. It generally follows the toe of the escarpment to the east of the Crown Range Road. On the eastern side of the road the zone extends across the River, and into an area of clay cliffs. The land terraces gently downwards from the road towards the River. At its southern end, on the eastern side of the road, the zone stops short of the zoned area on the western side of the road. A paper road is located from the Crown Range Road across the river approximately 150m to the south of the zone boundary.
40. The zone is generally configured around the historic subdivision with a considerable extension towards and across the river. Overall, it is considered that the location, scale and extent of the zone are generally appropriate. However, some minor amendments to the zone boundary are recommended to remove the area of the clay cliffs to the east of the river (or provide a mechanism for protection within the zone), include the northern triangular lot opposite the school and hall reserve and to extend the eastern side of the zone south to align with the zone on the western side of the road.
41. The Community Plan recommended removing the area to the east of the Cardrona River. While it is considered that it would not be appropriate to provide for the same scale and intensity of development in this area, development could occur in a manner that complements the core village. Initiating a plan change would provide an opportunity to establish a mechanism for the protection of the clay cliffs.



Activity Mix

42. The zone provides considerable latitude for a range of activities to establish throughout the zone. Commercial and retail activities are provided for as a Discretionary activity. All buildings, commercial recreation activities and visitor accommodation are listed as Controlled activities. There is no guidance given to the spatial distribution of activities in the zone. Given the fragmented land tenure within the Village, without this guidance there is the potential for development to occur in an ad-hoc manner with little co-ordination to assist creating a co-ordinated function and character for the Village.
43. Given the separation between the two areas of Rural Visitor zone, it is not possible for them to develop in an integrated manner as a single settlement. The two will develop as two separate focal points. However, their activity

focus should be complementary, rather than competing and dispersing activity in the valley.

44. The Crown Range is a popular tourist route between Queenstown and Wanaka and the existing Village is focussed on this route. Given the low permanent resident population catchment (both existing and within potential capacity of the zone), there is limited potential for viable commercial/retail activity to spread throughout the zone. Additional commercial/retail development should be focussed and should reinforce the main road alignment and capitalise on the passing trade through the route. It is anticipated that services to meet the requirements of short term visitors would be provided in the existing Village – short term accommodation, eateries, public facilities, rest area etc. The existing Village would continue to function as the community hub of the Valley. Particularly with the prominence of the Cardrona Hotel, the existing Village has the potential to capitalise on the historic connections of the area and the tourism potential these provide. This is reflected in the Community Plan.

Built Environment – configuration, scale, density and form

45. The existing development controls for the Rural Visitor zone bear little relationship to the historic or existing development pattern at Cardrona and would not encourage a development pattern that creates a cohesive built environment. As a Site Standard all buildings are required to be set back 6m from the zone boundary. Additional site boundary setbacks include 10m for buildings for residential accommodation and 20m for buildings for visitor accommodation. There are no density or coverage controls and the following height limits are specified as a zone standard:
 - (a) Visitor accommodation – 12m
 - (b) Commercial, recreation and residential activities – 8m
 - (c) All other buildings and structures – 7m
46. These controls are common to all the areas of Rural Visitor zone across the District and do not reflect the specific characteristics of each area or their landscape settings.
47. These controls encourage a fragmented development pattern with dense and potentially bulky development patterns on individual sites, segregated from adjoining sites and streets by generous setbacks. In order to create a focal area within each of the settlements it is important to encourage a relationship between the public and private realm, and a built continuity and intensity to generate appropriate levels of activity.
48. The assessment criteria provided for the zone do not provide any guidance for the way individual site development can reinforce the urban structure and public realm. Rule 12.4.3.2 lists as a controlled activity:

Structure Plan

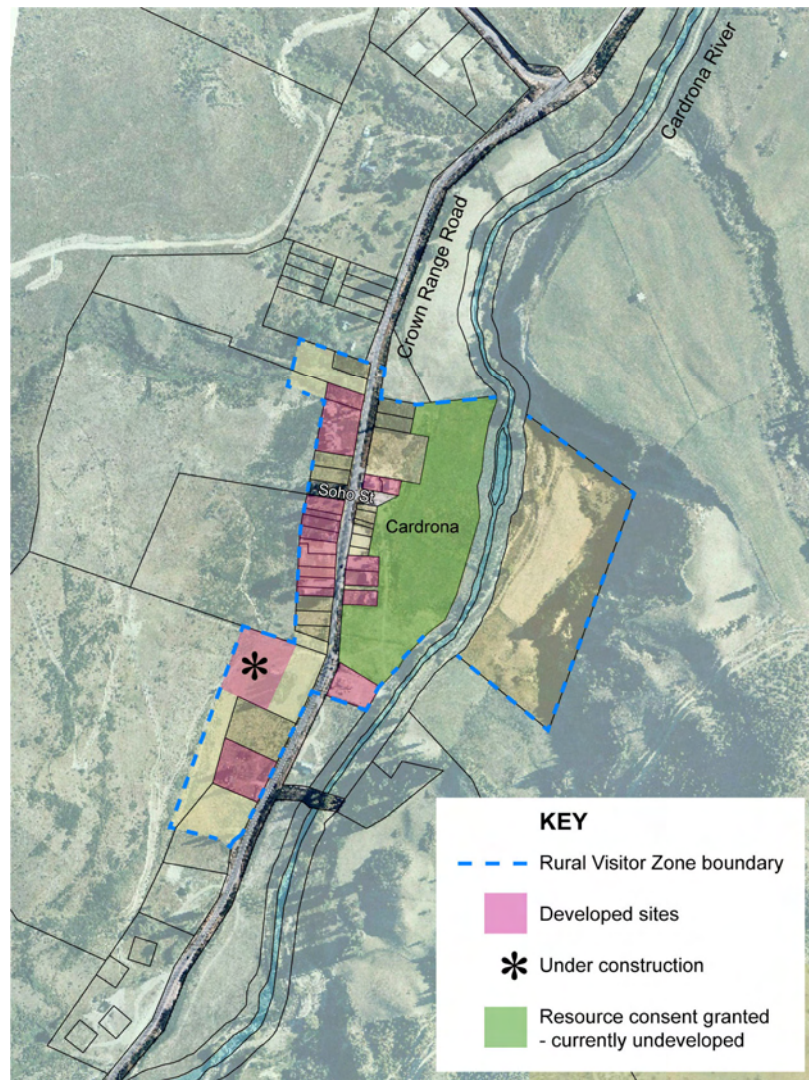
Showing the locations where activities are to be undertaken, landscaping, open space and details of the density of development.

49. However, there is no supporting rule that requires any development to be in accordance with a structure plan.
50. The two areas of Rural Visitor zone in Cardrona require different considerations in terms of an appropriate built form. The historic subdivision pattern and character expressed by the limited remaining historic building in the existing Village provide cues for development within the Village in a manner that complements these existing character elements. Recent development within the existing zone provisions do not make a strong contribution to reinforcing the character of the Village.

Potential Yield – Zone Capacity

51. There is some difficulty in accurately calculating a potential yield within the Rural Visitor zone, given the broad provisions and latitude for a range of development scenarios within the zone. A number of methods have been explored to provide realistic estimation of development potential.
52. Firstly, the Council's Dwelling Capacity Model has been run for the zones. The dwelling capacity model assumes:
 - A 200m² minimum density/lot size
 - That 76% of the theoretical capacity would actually result over time.It needs to be noted that this particular zone is the most difficult in the District to estimate and model due to the large building setbacks, the 12m permitted height, the absence of any density provisions, and the ability to located visitor accommodation throughout the zone as of right (which would invariably be of a denser typology). Furthermore, there is a lack of development that has occurred in accordance with the zone provisions (which means that it is not possible to check the assumptions against reality).
53. The Council's Dwelling Capacity Model (and it must be remembered is a model, nothing more) concludes the following key points:
 - 15 ha of Rural Visitor zoned land;
 - 20 existing dwellings and 2 more approved but not yet built;
 - A remaining capacity for a further 532 dwellings or visitor accommodation units, which would bring the total to 554;
 - Around 90% of the land is still undeveloped.
54. Secondly, the yield for recent site developments within the zone can be used to extrapolate over existing undeveloped land. However, the current developments represent a single typology of stand alone or duplex residential units and do not accurately represent the range of accommodation typologies that are likely throughout the zone particularly on larger holdings of undeveloped land.
55. Thirdly, an alternative is to make some assumptions about realistic development parameters likely within the zone to calculate an overall potential yield of undeveloped land. This can be used to gain a general understanding of the potential additional development within the existing zone provisions.

56. The assumptions used include:
- Coverage of 50% - this is relatively low to make allowance for the generous setback requirements);
 - 2 level development - while the height limit for visitor accommodation is 12m, it is unlikely in this location that there would be a high proportion of 4 level development. 4 levels could only be accommodated within 12m with a flat roof (or significant excavation) which would not be an appropriate form in the Cardrona context. 4 levels is also an inefficient height to build to (with the requirement for lifts with limited capacity return). A 2 level average allows for a spectrum of single to four level development;
 - 202m² per residential unit – this is a generous scale for a unit (particularly if assuming a relatively high proportion of visitor accommodation). However, this is the standard unit size used by the Council in making infrastructure requirement calculations and does provide for a spectrum of dwelling types and scales.
57. The existing Village zone has an area of approximately 15 ha. The map on the following page shows the sites that are currently developed, those that have resource consents granted and vacant sites. For the purpose of the yield/capacity calculation, the currently developed sites have been removed. Those which have live resource consents but are currently undeveloped have not been removed as there is no certainty that they will be developed in accordance with the existing consents. For example, resource consent has been granted to subdivide the large land holding on the eastern side of the village, between the Crown Range Road and the Cardrona River (Lot 2 DP 317515 Sect 47 Blk I Cardrona SD) into 17 lots. While this consent has been granted, there may be no intention to activate it.



58. The currently undeveloped area of the zone is 12.3 ha. It is unlikely that the area of clay cliffs within the zone would be developed. If this area is removed, the currently undeveloped area is 10.6 ha (or around 70%). Notably, the sites that are still undeveloped include many key site's in relation to the settlement's structure and potential development pattern.
59. Using the assumptions outlined above in Paragraph 56, the zone would provide capacity for an additional 524 residential units. This assumes a purely residential activity mix. Adjustments would need to be made to accommodate commercial/retail activities. This yield assessment also does not take into account a number of sites that are developed well below the allowable scale and density and could well be redeveloped in the future.
60. Having considered the results of the various methods employed above, it can be concluded that there is still significant development capacity within the zoned land. While the yield analysis provides a useful guide to the capacity of the existing zone area, it is only one consideration in determining an appropriate future zone boundary and intensity of development for the Village. Consideration should also be given to the critical mass and built configuration required to create an integrated, sustainable settlement and

how this can be physically accommodated in the landscape, having regard to characteristics of the topography and landscape setting.

PART 3 RECOMMENDATIONS

61. As discussed in the sections above, the Cardrona Valley has had a rich and varied history and today's activity mix and settlement pattern differs significantly from earlier patterns. The grandeur of the landscape and the main vehicular route through the Valley continue to be significant ordering features. There are few physical remains from the glory days of the gold rush and today's settlement has the bare bones of a village. Recent residential expansion has done little to reinforce a strong urban structure or sense of place.
62. The existing Rural Visitor zone provisions do not support the consolidation of development in an integrated manner that respects the landscape setting and key character features of the area. Therefore, it is recommended that amendments to the existing provisions be proposed. The two areas of zoning, the existing Village and Mt Cardrona Station are physically well separated and present quite different development issues. Therefore, while it is recommended that a Plan Change be promoted for both areas of zoning, these do not necessarily need to occur simultaneously. In fact, it is recommended that they are considered separately to avoid confusion, and to ensure adequate consideration is given to both. Recommendations for the existing Village follow.
63. It is recommended that the policy framework emphasise the role of the existing Village as a stopping point for visitors travelling the Crown Range route between Queenstown and Wanaka. The potential to reinforce connections with the settlement's rich cultural history, together with its role in providing various infrastructure to support surrounding recreational activities should be noted. The importance of: consolidating the existing small and somewhat fragmented settlement to create a community focal point; a well structured street network that respects the historic subdivision pattern; connections to the wider landscape (both physical and visual); and a strong sense of place, should be emphasised.
64. While the built fabric of the former gold mining settlement has been largely lost, the opportunity exists to tell stories of the area's rich past through contemporary design interpretation.

Zone Location and Boundary

65. The zone is considered to be generally well located. It is appropriate that development be encouraged to consolidate in and around the existing core rather than expanding out into the landscape and up the valley slopes.
66. Whilst there would be some benefit in limiting the zone to the western side of the Cardrona River there is also benefit in maintaining the area of zone on the eastern side, to provide for a different (and lower density) form of development, with some mechanism for protection of the clay cliffs.
67. Therefore, it is recommended that only minor changes are made to the boundary of the zone. These include: extending the zone on the eastern side of the Crown Range Road south to align with the zone on the western side of the road; and including the northern triangular lot (opposite the school and hall Reserve) within the zone (consent has recently been granted for visitor accommodation on this site).

Design Principles

68. Detailed zone provisions should address the following design principles for the zone. It is noted that while the principles for activity mix and built scale and form can be provided for through a change to the District Plan provisions, street and open space networks also rely on other Council activities/functions.

Activity Mix

- Housing diversity including permanent and visitor accommodation, with an emphasis on short term accommodation.
- Commercial activity to support the passing trade, encouraging people to stop in the Village and to support the surrounding recreational activities. Commercial activity should be primarily focussed on Crown Range Road, both to capitalise on the passing trade, and to create a focus and character for the Village.
- There may be scope for limited social infrastructure within the Village, including childcare, and meeting space (the existing historic hall).

Street Network

- The Crown Range Road will retain the main route function within the Village. Built edges should be encouraged to slow traffic and encourage people to stop within the Village. A shared vehicular and pedestrian environment should be created within the Village area. Dedicated pedestrian paths should be provided for the length of the zone.
- A service lane immediately to the east of the existing lots fronting the Crown Range Road (on the eastern side of the road), would encourage development to provide a positive frontage to the Mainstreet. This would allow these site's to be serviced from behind, maintaining a strong frontage to the street. This is a typical configuration for traditional town centre's with a Mainstreet (such as Arrowtown).

- A secondary network of well-connected streets to the east of the Crown Range Road should provide legible connections and good access to the Cardrona River.
- Ensure private development creates a positive edge to streets to support their role as part of the open space network. In particular, buildings should enclose and reinforce the Crown Range Road.
- Minimise highly engineered design detailing of the street environment. For example, where possible use swales rather than hard kerb and channelling, provide subtle street lighting that reflects the rural setting.
- Utilise a co-ordinated palette of street trees to assist legibility and contribute to the local character.
- Provide for pedestrian/cycle connections along the Cardrona River and to the Mt Cardrona Station zone.

These principles are consistent with the design guidelines set out for 'Circulation' (Section 3.5) in the Standards New Zealand handbook "Subdivision for People and the Environment" (SNZ HB 44:2001). The overarching objectives set out in the handbook are:

- (1) *To reduce dependence on the automobile by reducing travel distances through compactness of community layout and encouraging foot and cycle traffic.*
- (2) *To minimise the adverse effects of roading on the environment and community interaction.*

Open Space Network

- Make provision for a civic open space focal point (hard landscape) in close association with the Crown Range Road and with good connections to the River.
- Make provision for a passive recreation focal point adjacent to the River.
- Ensure good street connections between open space focal points, including the historic reserve at the northern extent of the Village.
- Use natural stone, and design cues from the mining past to contribute to the character of the open space network. Include design features within open spaces to tell stories about the past and its people.
- Use native and exotic plant species to reinforce the natural and cultural heritage values of the area and to contribute to the amenity and character of the Village.

Built scale and Form

- A consolidated Village form is encouraged, with a continuous commercial frontage encouraged along the Crown Range Road within the Village core. Separation between residential and visitor accommodation should not prevent the creation of a consolidated village, but should ensure a suitable level of residential amenity.
- The historic pattern of development was of a relatively low profile (single and two storeys). The remaining Cardrona Hotel is a single storey. While there are locations within the Village where three storey development would be appropriate (with some feature elements projecting above this), these should be considered in combination with other design features and

relationship to the surrounding urban structure. Generally a two level height is considered appropriate for the Village.

- Building forms that consist of a collection of connected small units is encouraged. Contemporary interpretations that respect historic building forms should be explored. Key design features include: simple forms, high proportion of solid to void, use of rustic materials – corrugated iron, earth, timber, and stone.
- Encourage some irregularity of building form and alignment, and the creation of interesting open spaces.
- Use tree planting to complement building forms and associated open spaces
- Encourage historic and rural fencing styles: picket, post and rail/wire.
- Ensure signage is restrained and is designed to complement building forms.

CONCLUSIONS

69. The Cardrona Valley has a spectacular mountain setting and with a rich and varied history the settlement pattern has evolved over time to meet the changing needs and preferences of the resident and visitor community.
70. Today the small village of Cardrona acts as the hub to an expanding range of recreational activities. Located on the main route between Queenstown and Wanaka, the District's two largest settlements, the settlement presents the opportunity to evolve in a manner that meets the needs of local residents and visitors, respecting the landscape setting, rich history and distinctive character features of the area.
71. The urban design analysis carried out clearly identifies that the current Rural Visitor zone provisions that apply to two distinct areas in the Valley (the existing Village, and the Mt Cardrona zone), do not adequately address the specific characteristics of the two areas and do not provide an appropriate framework to manage their future growth.
72. Therefore, it is recommended that Plan Changes are promoted for each of the zones to address the matters canvassed in this report. Given the clear separation between the settlements and their potential different roles within the Valley, and the fact that one remains a greenfields site, it is not considered necessary that changes are promoted concurrently.