

# Wanaka Structure Plan Review

Queenstown Lakes District Council



## Introduction

This document summarises the key findings of the Wanaka Structure Plan Review undertaken in 2006/2007 and comprises part of the structure plan to be presented to Council for adoption on 19 December 2007.

This project is being undertaken in conjunction with the Wanaka Transportation and Parking Study. Both projects take a 'big picture' approach to planning to meet the future growth needs of Wanaka in a sustainable way.

## Background

The purpose of the Structure Plan is to provide a tool for the Council to manage growth in Wanaka over the next 20 years.

A major starting point for the development of the Structure Plan was the Wanaka 2020 community planning exercise which identified a number of Community Outcomes for Wanaka. The Structure Plan is one of the key implementation tools for Council in achieving these Community Outcomes.

### Community Outcomes for Wanaka

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

## Legal Framework

The Structure Plan is currently a policy document consistent with the purpose of the Local Government Act 2002. The Structure Plan is intended to provide a framework in order to guide future growth in Wanaka.

The Structure Plan is an expression of the strategic intent of Council. Council's intention is to translate the actions identified in the Structure Plan into appropriate statutory documents (such as the District Plan and the Council Community Plan). Non statutory tools (eg. design guidelines) will also be used to implement the structure plan. Council aims to ensure that the implementation of the structure plan will allow for the orderly and sustainable growth of Wanaka.

### Why review and finalise the Structure Plan?

The 2004 Structure Plan was adopted by the Council as a working document.

The 2004 Structure Plan was intended to cover an 18 month period from November 2004 until June 2006. It was intended that the Structure Plan would be reviewed in 2006/07 as part of the Long Term Council Community Plan process. The reason for this was that further work was required in order to determine infrastructure capacity and a detailed study was required to identify future transportation linkages (Wanaka Transportation and Parking Study).

As part of this review process an opportunity was identified to make sure that the Structure Plan is up to date with the Council's current policy and strategy directions; that it is consistent with up to date data and statistics; and that it is meeting the Council and the community's objectives.

The Wanaka Structure Plan review has been widely circulated for community input in August/September 2007. Approximately 70 submissions have been received. Appropriate amendments have now been made to the structure plan in response to submissions received.



*Shortfalls of 2004 Structure Plan*

The 2006/07 review of the Structure Plan identified a number of shortfalls in regards to the capacity of the 2004 structure plan document to meet its objectives and deliver outcomes that are consistent with Wanaka’s Community Outcomes.

In particular it was found that the 2004 Structure Plan:

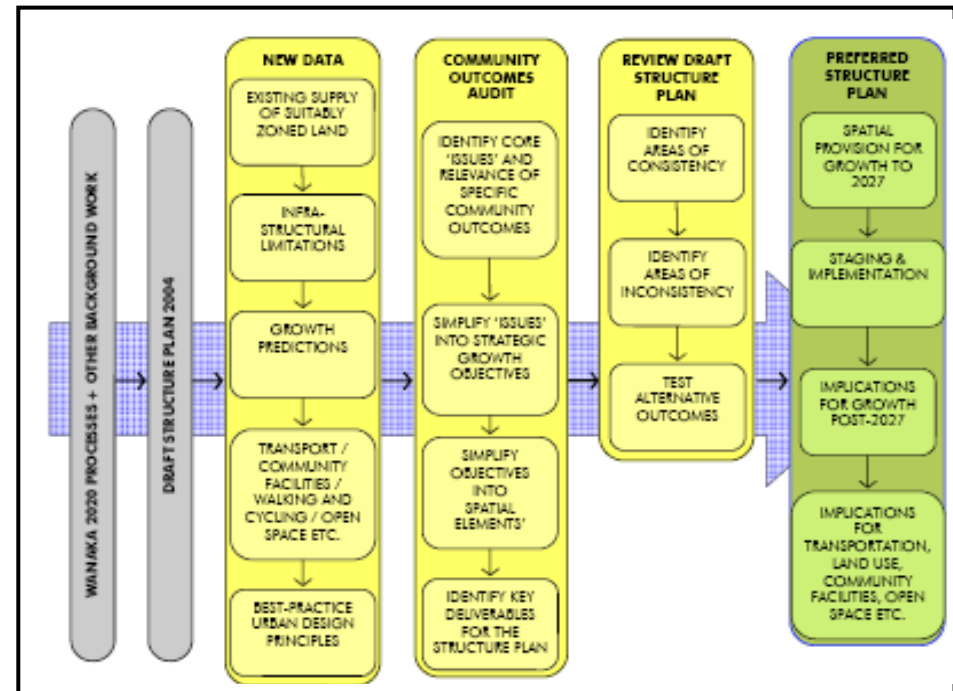
- Identifies large areas of land within both the inner and outer growth boundaries of the plan without considering in depth the actual land that will be required to meet demand within the next 20 years and beyond.
- Lacks detail in regards to ensuring that the existing Wanaka Town Centre will remain the primary centre and ‘hub’ of the town.
- Identifies proposed open space and reserves without considering the suitability of these areas, whether they have already been zoned for other uses or having wider consideration to the types of open spaces and reserves that are needed in Wanaka.
- Does not provide guidance on Wanaka’s character and how this can be preserved or how the amenity and visual appeal of Wanaka’s primary entrances can be protected.
- Provides little guidance in regards to how the Council should manage land located between the inner and outer growth boundaries (i.e. land that is not needed to accommodate growth in the short to medium term).
- Does not provide enough guidance on issues such as walking and cycling networks and community facilities needed to meet growth needs.

**The Study Purpose and Process**

Council commissioned consultants Urbanism+, Hill Young Cooper and R A Skidmore Urban Design Ltd to undertake the Wanaka Structure Plan review and finalisation project. The purpose of the study is to:

*Examine both the guiding objectives and substantive outcomes of the 2004 Wanaka Structure Plan and efficiently update and build on this work to ensure that it will assist in achieving the District’s Community Outcomes as stated in the Long Term Council Community Plan as well as the objectives identified in the Wanaka 2020 Community Plan.*

The study process is outlined below.



## Key Study Findings

### Protecting Wanaka’s Character and ensuring High Quality Urban Environments

A primary aspect of this study has been to identify the key character elements that make Wanaka a unique and special place and to identify principles which aim to ensure that these characteristics can be retained while meeting demands for growth. These features include:

#### *The Natural Context*

- The strong relationship of the town with the natural context, which is dominated by the mountains and Lake Wanaka and the way that they come together. The settlement sits within a relatively gentle landscape within this wider setting.
- Glacial terraces are a distinctive feature of the low lying landscape of the settlement. Mt Iron is the locally dominant mountain feature within the settlement.
- The Clutha and Cardrona Rivers form strong physical edges to the settlement however they are not highly visible from surrounding areas and are not strong features of the town itself.
- The remaining hinterland of Wanaka is dominated by farming and general rural activities which have a long history and association with the area.

#### *The Settlement*

- The early settlement of Wanaka developed along a grid structure, modified around the natural topography of terraces and contributing to the settlement’s overall character.
- The settlement developed as a holiday destination, leading to a relatively informal street character.
- The older streets are generally wide and are typified by a less regimented arrangement of planting, a lack of kerbing and channelling and casually connecting pedestrian ways.

### *Green (open space) and Blue (waterways) Networks*

- Wanaka is well served with major open spaces which contribute to the character of the town.
- There is a strong connection and recurring link between existing green and blue networks with many parks and areas of open space accommodating or associated with water courses.

### *The Town Centre*

- The character of the town centre is derived from the scale and rhythm of built elements rather than a distinctive architectural style.
- There are opportunities for stronger connections between the town centre and the lake.
- Attention has generally been given to the use of locally relevant materials and forms.
- Some built elements lack an effective relationship to the street.
- There is a pattern of small lanes and courtyards within the town centre which could be built upon to create small informal spaces off the main street network.



## Growth and Land Use Needs to 2026

The usually resident population of Wanaka is expected to increase from approximately 5,100 in 2006 to around 11,300 in 2026. This is based on the Statistics NZ 'high growth' projections (2005 series). Long Term Council Community Plan projections for the Wanaka urban area to 2026 total 11,107 people, which is essentially the same as the Statistics NZ 'high growth' projections (2005 series). This translates to an increase of 6,200 people – more than double the town's current resident population.

Approximately 5,000 houses will be needed to accommodate a permanent population of approximately 11,500 people (rounded up from 11,300). In addition to this there will be demand for additional holiday homes/second homes in Wanaka which currently make up about 40% of all dwellings in the town and are estimated to make up approximately 30% of all houses by 2026. This means that a total housing stock of approximately 7,150 dwelling units could be needed by 2026, an increase of 3,700 dwelling units over the 2006 stock.

While a population of approximately 11,000 usually resident people is forecast to 2026, Long Term Council Community Plan projections for Wanaka estimate a peak day population of approximately 45,000 people in 2026 (comprising usually resident, private residences, commercial accommodation and day visitors). Accordingly, future land use and development in the township needs to cater for increasing visitor accommodation and service needs to 2026.

### *Future Demographics*

In terms of the range and types of housing that may be demanded by 2026 as well as demand for other services and activities; age specific population projections prepared by Statistics NZ for the Wanaka Area Unit provide a picture of the likely make up of the future population.

These projections (which are also based on a high growth rate) suggest an increase in all age groups, with a particular emphasis being the growth in the number of teenagers and the number of 40 to 60 year olds. There is also an increase in the number of older adults (over 65), and it is likely that as the range of services develop in the town and transport links increase, coupled with the general aging of the population, Wanaka will become a desirable retirement destination.

In terms of demand for services, the above projections suggest the likely growth of:

- Retail services, particularly services providing for a wider range of domestic goods and services (e.g. clothing / footwear, appliances, household goods)
- Educational facilities, particularly an additional primary school, and additional child care / kindergarten / play school facilities
- Health and medical (GPs, plus some form of medical centre - such as an accident and medical centre)
- Community-related (meeting spaces, arts / culture, religious)

This will also affect the types of housing needed to accommodate the population with a likely growth in demand for smaller housing types on smaller, low maintenance sections.

### *Dwelling Capacity*

Demand for new houses in Wanaka out to 2026 will need to be accommodated by a mix of existing zoned land and new (greenfields) areas.

The Council's Dwelling Capacity Model indicates a realistic capacity within existing zoned areas for approximately 6,640 dwellings, based on 2006 figures. This capacity provides for an additional 3,176 dwellings, over and above the current number of dwellings.

### *Total Capacity of Existing Low Density and High Density Residential Zones*

Current urban zones (that is within the existing Wanaka high and low density residential areas) allow for approximately 2,530 dwelling units. However, since this figure was estimated it is likely that a further 200 units are likely to have been consented to, reducing the remaining capacity to around 2,330 units.

For the purposes of determining capacity for the next 20 years, it would be appropriate to assume that 80% of the above capacity will come onto the market (that is, be developed), and that 20% will be retained by landowners for long-term potential. This takes available "urban" capacity to 1,860 units.



Additional opportunities to be provided by recent Plan Changes (which are not included in the above figures) include the notified Kirimoko Block Plan Change which will add capacity for a further 350 sections (approximately) and the operative Riverside Stage 6 subzone which will add capacity for around another 250 sections. If it is assumed that 80% of this land is released for development over the next 20 years, this will provide an additional 480 sections. This means that available urban capacity is estimated to be in the order of 2,340 units.

*Capacity of Existing Rural Residential/Rural Lifestyle Zones*

Within the existing Rural Residential and Rural Lifestyle Zones the Council's Dwelling Capacity Model indicates that there is residual capacity for approximately 640 rural residential and rural lifestyle sections. This takes the total estimated capacity of existing urban and rural zones to approximately 2,980 units, leaving a shortfall of approximately 720 units to meet 2026 requirements.

*Demand for Visitor Accommodation*

Visitors will also make demands on land supply in terms of visitor accommodation units. Projections prepared as part of the Visitor Accommodation and Residential Amenity Issues and Options paper suggest a demand for around a further 1,800 commercial visitor accommodation units, out to 2026. These are units such as hotels, motels, 'lettable' apartments and purpose built residential units. In addition to this demand, is the on-going use of holiday / second homes for visitor accommodation purposes, caravan / camper van sites and home stays and bed and breakfast.

Although visitor accommodation activities of a smaller or domestic scale can be provided for within residential areas, as Wanaka grows there will be demand for larger scale activities and dedicated areas will be needed to accommodate them. These areas need to be conveniently connected to the settlement without dominating it.

The 1,800 commercial accommodation units may locate in residential areas, or in business areas. For the purposes of this study, it has been assumed that 40% of these units (730) will seek an (urban) residential environment, while the other 60% will be in larger complexes and developments close to or within town centre areas, or will need to be located in appropriate VA sub zones that are in close to proximity to transport links and activity hubs.

For the Rural Residential and Rural Lifestyle zones, it is assumed that visitor units will consist mostly of bed and breakfasts and home stays.

*Providing a 20% Buffer*

In addition to directly providing enough land to meet demand for new houses to meet population growth demands, the Structure Plan also provides for an additional 20% supply buffer.

The 20% buffer provides an allowance for faster growth than anticipated by the above projections. It also helps to ensure that land supply runs ahead of demand, helping to create a more efficient land market. While a larger buffer (such as 30%) could be used, an over supply of land presents as many problems as an undersupply. An over supply will reduce the incentive for developments to promote more compact, mixed forms of development, and reduces the ability to provide needed infrastructure in an integrated manner.

*Development Options Considered*

Three options have been considered to best accommodate future growth needs in Wanaka. These are outlined below:

Options	Costs	Benefits
<b>Option 1: Retain current development patterns</b> , with a mix of infill and new (greenfields) growth for both urban and rural/residential development.	→ Large amount of new zoned land required to meet growth needs (415ha). → Less efficient/sustainable use of land resources.	→ Development patterns will be consistent with current patterns in Wanaka which could assist in retaining the town's character.
<b>Option 2: Accommodate all required development within existing zones</b> (no additional greenfields zoning).	→ Insufficient capacity and supply. Assessments have indicated that, due to the age and location of existing houses on sections and the	<i>Benefits have not been considered due to the inability of this option to meet supply requirements.</i>



Options	Costs	Benefits
	<i>landscape characteristics of some existing zones it is not realistic for all the new houses to be accommodated within existing zones.</i>	
<b>Option 3: Mixed approach:</b> consolidate some development in existing rural residential and rural lifestyle zones (where appropriate) and continued infill and new urban zones.	→ Landscape and character impacts need to be carefully managed.	<ul style="list-style-type: none"> <li>→ Reduced amount of new zoned land required to meet growth needs.</li> <li>→ More efficient/sustainable use of land resources.</li> <li>→ Opportunity to retain development patterns that are generally consistent with Wanaka's existing character.</li> </ul>

**Preferred Option: Option 3**

This option proposes that in order to provide for the more efficient use of land within Wanaka, the Council will provide for some development in new urban zones, while promoting consolidation of new dwellings into existing rural residential zones through rezoning of land for more intensive development ('upzoning') where this is considered achievable and appropriate (having consideration to potential landscape constraints).

The proposed structure plan/zoning map is included at the rear of this discussion document.

Under this option the Council will not provide for any additional Rural Residential or Rural Lifestyle zoning. This means that all of the residual demand for dwellings to 2026 will need to be accommodated within existing urban zones; new urban zones; existing rural residential zones (with some of these areas being identified for more intensive development) and additional Visitor Accommodation subzones.

An additional feature of this option is that it promotes slightly higher densities of development than are currently being achieved in Wanaka's urban zones. This aims to provide for a more diverse range of housing to meet the needs of the changing population while retaining the predominately low density character of Wanaka. Currently approximately 83% of all dwellings in Wanaka are conventional detached houses, most of which are located on sections about 800m<sup>2</sup> in size. Under Option 3 it is proposed to that:

→75% of dwelling units will be conventional single residential houses (at a density of 10 dwellings per hectare or average section size of 800m<sup>2</sup>)



→15% of dwelling units will be detached and semi-detached smaller house, townhouse and duplex style dwellings (at a density of 15 dwellings per hectare or average section size of approx. 450-500m<sup>2</sup>)



→10% of dwellings units will be medium to high density – ranging from semi-detached townhouse style units to apartments (at an overall average density of 25 dwellings per hectare or average section size of approx. 300m<sup>2</sup>)



\* Note the housing examples provided above are indicative only.



Additional principles have been identified to ensure that any medium and higher density housing is appropriately located. These include:

- Medium density housing will be encouraged to locate within 200m of a retail node.
- All medium density housing developments should be in areas of high amenity such as fronting onto or within 200m of a neighbourhood park.
- Apartments should only be developed within or immediately adjacent to (i.e. within 500m of) the existing town centre or the proposed second commercial centre.
- Development of detached, single residential houses on densities that fall between conventional and medium/higher density housing (i.e. section sizes of approximately 300-450m<sup>2</sup>) should be discouraged as this can lead to 'squashed up' urbanism with large houses on lots that are too small to provide for effective outdoor areas. Semi detached dwellings such as duplexes and town houses are considered more appropriate for sections of this size.

*Infrastructure and Open Space Needs*

To support a population of 11,000 people, additional infrastructure is required. The settlement is well placed in terms of future planning for additional water and wastewater facilities to meet growth demands to 2026. In particular, Project Pure is a new wastewater treatment plant to be constructed at the Wanaka Airport. It is expected that this facility will be fully operable by December 2008. Stormwater issues can be addressed within each development stage.

The settlement is also well served by the Wanaka airport, which is a key transportation asset to support the future needs of residents and visitors to the township.

The focus of this study is therefore on community (social), employment and transport infrastructure, and ensuring that the as the town develops, required infrastructure can be provided in an orderly and integrated manner.

The table below provides a summary of required additional infrastructure identified through the structure plan process. The list is not exhaustive.

Type of infrastructure	Detail
Community	<ul style="list-style-type: none"> <li>• Additional playing fields</li> <li>• Indoor recreation centre</li> <li>• Possible aquatic centre</li> <li>• Expanded arts centre</li> <li>• Additional primary school</li> <li>• Pre school / day care</li> <li>• Medical (GP and A&amp;M type centre)</li> <li>• Local reserves</li> <li>• Local neighbourhood centres (dairy, café, bakery etc) x2</li> </ul>
Employment – related	<ul style="list-style-type: none"> <li>• New commercial precinct, mixed business and yard-based areas</li> <li>• New VA sub zones</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• East / west distributor, i.e. road parallel to Riverbank and Golf course Roads</li> <li>• Bus route / services linking key destinations (town centres, schools, employment areas, VA sub zones)</li> <li>• Pedestrian / walking routes</li> </ul>

This study also provides some direction in regards to open space needs by identifying indicative open space areas on a 'Green Network Plan'. The Green Network Plan is currently in the process of being finalised in response to submissions made and will be presented to Council for consideration in 2008.

**It is important to note that new development will be required to contribute to the future open space needs of the community.** However, detailed consideration of open space requirements will be undertaken at the time that the Structure Plan is implemented through relevant Plan Changes.

At a minimum of 4 ha per 1,000 people, given the projected growth of an additional 6,200 people, it is anticipated that between 2006 and 2026 there will be a need for





at least 26ha of additional open space. If 50% of this figure is assumed to be local open space met within proposed residential areas, then there is around 12.5 ha which needs to be provided in larger open space areas.

#### *Business/Commercial Land Needs*

In regards to provision for commercial land, the study has aimed to ensure that a range of employment opportunities are provided across varying business types and to provide for these activities in appropriate locations.

If Wanaka is to grow its employment base by providing more jobs it needs to provide additional land for light industrial and service related activities as the existing areas are almost fully occupied.

The 2006 Commercial Land Needs Study prepared by Hill Young Cooper for the Council predicted the need for an additional 30ha of zoned commercial land to be provided in Wanaka over the next 20 years. This was to be made up of additional 10ha of retail/commercial land, 10ha of mixed business land and 10ha of land for yard-based (industrial) activities.

This study has identified a need to identify this land and bring it onto the land market within the next 3 to 5 years. In particular, there is already considerable pressure for retail development to locate in the Anderson Heights business area, as well as in the Ballantyne Road area.

The additional mixed business land will provide opportunities for smaller scale workplaces and retail trade type operations, particularly those related to the construction industry. The yard-based area will offer opportunities for activities requiring larger sites, such as transport and freight distribution and construction related yard activities. Council is currently investigating a proposed Plan Change (Plan Change 32) to allow for yard based activities on the existing Ballantyne Road oxidation ponds site.

As with residential land, there will be a need for the Council to monitor development trends and to assess the rate of uptake of the business areas to be provided. Longer term (beyond the 20 year timeframe) there will be a need for additional business land. Some additional business land can be accommodated in the lower Ballantyne Road area. Other options in the longer term include new

business/industrial areas at Luggate (and other small communities) and / or close to the airport.

There is also a need for the Council to ensure that a degree of competition is enabled within the market by ensuring that development opportunities are not cornered by one land owner.

The Council has also requested that the revised Structure Plan provides guidance in regards to the appropriate location for future service (petrol) stations. In this regard the study proposes that future service stations should be located on either primary or secondary road routes and should be located to be easily accessible while ensuring that they are sited and designed to avoid adverse effects on the landscape, on local amenity and on the primary entrances to the town. Specific locations for service stations are most appropriately determined through detailed analysis as part of any Plan Change undertaken to implement the Structure Plan. However areas to be considered could include Cardrona Valley Road, State Highway 84, Ballantyne Road and Riverbank Road. Town centre locations should generally be avoided unless the facility can be designed to integrate with the fabric of the centre and avoid traffic conflict.

#### *New commercial area/ staging of retail development*

In addition to business and yard based land, with population growth will come growth in demand for retail, including fine grain retail (smaller niche shops), convenience retail such as supermarkets and bulk retail such as furniture stores. While the existing Wanaka town centre still has some capacity for growth it was recognised in the Wanaka 2020 and 2004 Structure Plan that a new commercial area would be needed to meet this demand, in particular to cater for a new supermarket and other bulk retail development that can not be located within the existing town centre.

As previously outlined the Council's Commercial Land Needs study predicted that approximately 10ha of additional commercial/retail land would be needed to meet Wanaka's growth needs over the next 20 years. Further detailed analysis undertaken by the land owner and reviewed by the Council has indicated that this could be higher (up to 13 hectares) to accommodate a range of retail uses including large format retail.

**As a comparison, the 2006 Commercial Land Needs Study indicated that the area of the existing town/commercial centre is approximately 10 hectares,**



**while the area of the existing Remarkables Park Centre in Queenstown (including roads, car parks etc) is approximately 5.2 hectares.**

An additional key issue to be addressed in this study is the staging of the proposed new commercial/retail area to ensure that its growth would be complementary to the existing town centre, rather than undermine it. In this regard a cap should be placed on retail floor space (in the vicinity of 12,000 square metres) in the new commercial area adjacent to SH84 up to the period of 2016 to allow for the centre to be established and achieve some critical mass, but not to an extent that it is likely to draw trade away from the existing town centre. Other activities – such as office, visitor accommodation – would be additional to this. Appropriate District Plan provisions will be required to secure this staging.

It is critical that the new commercial area is well designed so it compliments, rather than detracts from, the character of the Wanaka township. Appropriate urban design treatments will need to be considered in detail as part of a future Plan Change process.

For the longer term, post 2026, the new commercial area should be designed so that it can grow to meet foreseeable demands, once the proposed zones introduced through the structure plan are developed. To this end, it would be appropriate to identify a further 5ha as future retail/commercial, but to defer the operation of this zoning.

*Total Projected Land Demands*

Activity	Description	Approx. area gross (ha)
Conventional suburban (low density) housing	This refers to single residential houses on average section sizes of approx. 800m <sup>2</sup>	139
Medium/high density housing	This typically refers to semi-detached/townhouse style dwellings on average section sizes of 450-500m <sup>2</sup> to more intensive dwelling/apartment development on sections of approx. 300m <sup>2</sup>	25
New commercial area (adjacent to	This is the proposed new commercial area identified through the previous Wanaka 2020 and	13

Activity	Description	Approx. area gross (ha)
SH84)	Structure Plan processes.	
Deferred new commercial area	This refers to land within the new commercial area which will be set aside to enable future expansion of the centre when required.	5
Neighbourhood centres	These are small scale commercial centres providing for the daily needs of the local population. The aim is to provide these centres within walking distance of residential areas and/or close to other community facilities to avoid people being required to drive to the town centre or other commercial areas to buy daily items. These areas may also be suitable to accommodate small scale community or educational facilities, such as child care services.	2
Mixed business	This provides for primarily light industrial, trade, retail-trade, showroom and service related activities but generally excludes residential activities and other retailing.	10
Yard-based business	The purpose of such an area would be to provide a suitable location for yard and transport-based activities. This refers to activities which require extensive land areas and includes uses such as transport and freight distribution, car rental yards and construction related yard and storage activities	10
Primary school	This refers to land that may be required to accommodate an additional primary school in the future.	3
Playing fields / larger open space	This is land that will be required to provide for larger open space areas/playing fields within the 20 year period. This excludes local and neighbourhood parks (provision for which has been incorporated into the residential land figures). The appropriate location of playing	12



Activity	Description	Approx. area gross (ha)
	fields/larger open space areas will be determined in conjunction with the Council's Recreation Strategy.	
Visitor Accommodation sub zones	These areas will provide for demand for larger Visitor Accommodation complexes and developments (that are not suitable to be located within other residential areas). They are located close to or within town centre areas and in close to proximity to transport links and activity hubs.	20
Urban landscape protection (rezone from rural residential and rural lifestyle)	This refers to areas that have been identified as suitable to accommodate some urban development, but which also have landscape values which will need careful consideration and protection. These areas are envisaged to provide for some town house and medium density housing in areas of low landscape sensitivity while areas of high landscape sensitivity are protected from development. This could result in some 'cluster' forms of development. It is estimated that, using this approach, these areas could achieve an average housing density of approximately 5 dwellings per hectare, however final densities and areas of landscape protection will need to be carefully defined through professional assessments when these areas are rezoned.	130
<b>Total</b>		<b>369</b>

**Key Recommendations**

1. The Structure Plan is updated to reflect the growth figures identified through the residential, visitor accommodation and commercial land use needs outlined above. This results in the inner growth boundary being amended from the line identified in the 2004 Structure Plan.

2. The Structure Plan will not incorporate a detailed 'staging plan', but will consider preferred staging principles when the structure plan is implemented into the District Plan. Initial investigations indicate that urban development is preferred south of the existing golf course (bound by SH84 and Ballantyne Rd), while development in the proposed Urban Landscape Protection Zone north of Aubrey Road is preferred over other land contained in this zone in the structure plan area.
3. The Structure Plan identifies indicative areas of open space on the 'Green Network Plan', which will be finalised in 2008. Open space will be required as future development proceeds. However, the specific area and location of open space provision will be considered in detail at the Plan Change and resource consent/subdivision stage.
4. The Structure Plan will identify potential locations for neighbourhood centres and other key community facilities. Proposed neighbourhood centres are currently shown on the Structure Plan map as small areas of commercial/retail. An appropriate location for a further neighbourhood centre will in the vicinity of Plantation Road/Aubrey Road will be considered prior to implementing the structure plan into the District Plan.
5. The land that is located outside the inner (20 year) growth boundary but within the outer growth boundary will be identified as remaining Rural General as it is currently not needed to meet the 20 year growth needs. This aims to clearly signal to the community and landowners that this land is not considered suitable for additional development within the short to medium term future. Future guidance on the appropriate use of this land will be considered at the implementation stage.
6. The revised Structure Plan has removed the 'buffer zone' identified in the 2004 Structure Plan. This is due to the lack of a detailed assessment to determine either the most appropriate location of the buffer zone or provide guidance on the types of uses that may be appropriate within the area in the future. Rather than identify the area as a buffer zone the revised Structure Plan proposes that this land remains outside the inner growth boundary and continues to be zoned Rural General until such a time that additional zoning is required. At this time a detailed landscape assessment should be undertaken to determine the capacity of the area to accommodate additional development.



7. Existing developed and zoned land has been specifically classified as such on the Structure Plan for clarity except where it is proposed by the Structure Plan to amend the existing zoning. This is not intended to preclude infill development from occurring in these areas in the future, but recognises that there are some constraints to significant infill in the short to medium term due to the location, siting and age of the existing housing stock in many of these areas. However, this may change over time and additional opportunities for infill and intensification of existing zones should be reassessed when the Structure Plan is reviewed in the future. Furthermore, separate investigations are currently being progressed to assist in identifying appropriate areas for higher density residential development.
8. The revised Structure Plan will not specifically identify areas for 'mixed use' development (except on Cardrona Valley Road) but rather simply identifies areas suitable for business/commercial development and areas suitable for residential development. This does not preclude some mixed use development occurring in association with business and commercial areas (where appropriate) however it is considered most appropriate to identify the exact location and size of these areas through the rezoning process.
9. The Structure Plan identifies land on the southern side of Brownston St as being subject to further study, in particular whether this land is suitable for commercial and/or visitor accommodation activities.
10. The Structure Plan identifies 'Plantation Forest' as a potential landscape protection area. This highlights the landscape sensitivity of this area as well as its potential to contribute to open space and recreation networks. The structure plan shows private land surrounding Mt Iron as existing Rural General, but recognises that landscape protection should be considered as part of a separate process given the landscape significance of this feature in the Wanaka landscape.
11. The revised Structure Plan identifies a proposed 'Urban/Landscape Protection' area in the north east of the proposed structure plan area. The 2004 Structure Plan identified this area as open space. This area is considered suitable for development due to its proximity to community and education facilities and to future public transportation linkages. It also reflects the fact that this area is already zoned for rural residential purposes, which is not considered to be an efficient use of the land (and also precludes its use for recreation/open space). The Urban/Landscape Protection area has been shown immediately fronting

Aubrey Road, however the exact location of future development should be determined further during the Plan Change process. The outer growth boundary adjacent to the Clutha River has been amended (located further south to the 2004 structure plan) in recognition of the need to protect this land from inappropriate development.

12. The revised Structure Plan identifies a proposed 'Urban/Landscape Protection' area in the vicinity of Studholme Road. This reflects the suitability of this area to accommodate future residential development while recognising that this area has some landscape sensitivities which will require careful assessment when the land is rezoned.
13. The Structure Plan has been refined to be consistent with the outcomes of the Wanaka Transportation and Parking Study.

#### *Retaining Wanaka's Landscape Character*

14. A high amenity network of open space and recreation spaces should be provided to ensure that the settlement retains a strong connection to the adjacent landscape.
15. Maintain existing view corridors that offer high amenity landscape interpretation opportunities.
16. Limit development in areas identified as having landscape sensitivity and encourage development in the most logical, convenient and less sensitive areas of the town.
17. Additional landscape evaluation should be carried out at the time of the next District Plan review in relation to Mt Iron to determine whether the feature should be classified as an Outstanding Natural Landscape/Feature.

#### *Retaining the Character of the Settlement*

18. Provide for street layouts that are legible and interconnected.
19. Ensure that the layout of new development areas responds to the site context, site characteristics, setting, landmarks and views.



20. Ensure that the layout of new development areas creates a strong sense of place that reflects the character of the existing settlement. In particular local streets should reflect a sense of 'informality' with a less regimented arrangement of planting, a lack of kerbing and channelling and casually connecting pedestrian ways where practicable. The use of drainage swales should also be considered where possible. Design covenants could be used in new subdivisions to assist in achieving a specific character.
21. Discourage solid front boundary fencing or walls to provide for clear and direct frontage with the road.
22. Invest in landscaping and ensure that District Plan controls such as those related to building and site coverage are appropriately enforced.
23. Ensure that any higher density development is appropriately designed and located to enable for diversity of housing choice while retaining the overall low density character and feel of the settlement.
24. Encourage all development to be appropriately oriented to maximise solar access.
25. Identify appropriate areas/sites along primary or secondary road routes to accommodate future service (petrol) stations and ensure that these stations are appropriately sited and designed to reduce potential adverse effects on the landscape, amenity and on entrances into the town.

*Protecting and Enhancing Entrances to the Town*

26. The rural character of the key entrances to the town should be retained and protected through appropriate zoning and provision for landscaping.
27. Opportunity for additional landscaping to be undertaken to further define the major entrances to the town.

*Movement Networks*

It is noted that the revised Structure Plan is consistent with the outcomes of Wanaka Transportation and Parking Study. However, in relation to movement networks, the Structure Plan review has also made the following recommendations:

28. All new development areas should:
  - Provide for a connected street network which allows for a choice of routes and reduced travel distances.
  - Facilitate and encourage walking and cycling.
  - Safe feeling footpaths and cycle facilities.
  - Provide for urban blocks that are relatively small to facilitate and encourage walking.
  - Ensure suitable provision is made in road reserves to provide attractive and safe feeling footpaths.
  - Ensure provision of adequate pedestrian and cycling facilities in accordance with relevant standards.
  - Provide for street networks that are easily understood by users.
  - Promote the viability and attractiveness of non-motorised modes of transport.
  - Provide for high amenity pedestrian and cycle routes with good visual surveillance.
  - Provide adequate lighting that is appropriate and responsive to the characteristics of each locality.
29. Provide for improved lake access and integration between pedestrian and cycle routes around the edge of the settlement with penetrations into the urban 'core'. These should be consistent with the routes identified in the Upper Clutha Walking and Cycling Strategy and should be augmented through the identification of appropriate local linkages through the rezoning and resource consent processes.
30. Ensure that infrastructure in the settlement is developed in a manner which allows for the future provision of public transport, particularly along any proposed public transportation routes that are identified through the Wanaka Transportation and Parking Study.
31. Provide for safe pedestrian crossing facilities to reduce the time people, especially the elderly and children, are required to wait to cross the road.
32. Undertake specific work to:
  - Slow traffic on Ardmore Street and the town centre.



- Redesign Ardmore Street to increase amenity and pedestrian safety and to facilitate pedestrian movement to the lake foreshore.
- Reduce traffic volumes on Lakeside Drive (note this is a key objective of the Transportation and Parking Study).
- Identify opportunities for more on street parking and defined parking areas in the town centre.

#### *Providing for High Quality Green (open space) and Blue (water) Networks*

33. Provide for an integrated series of open spaces at regular intervals and with direct linear visual connections, providing a high degree of appeal, amenity and useability. In new areas these areas should be identified through the rezoning process.
34. Develop an open space network that provides for a full range of active and passive recreational opportunities. This includes adequate provision of recreation facilities such as indoor and outdoor active recreation facilities. It is noted that the Council is currently preparing a Recreation Strategy in regards to this.
35. Use street trees and heavy landscaping where a street also forms part of a green network.
36. Ensure the provision of adequate local/neighbourhood parks and reserves which provide for local active and passive recreational needs (such as playgrounds) while also contributing to local neighbourhood character and amenity. These areas can incorporate a range of types of spaces including both traditional 'green' or soft spaces in residential areas and harder paved squares in town centre or commercial environments. These areas should be identified and provided for through the rezoning and resource consent processes.
37. Integrate the 'green' and 'blue' networks in the town, particularly along the Clutha and Cardrona Rivers.
38. Manage stormwater in low impact ways that respect water quality and the quality of the receiving environment.

39. Coherently incorporate the design of stormwater infrastructure into development so that it reinforces rather than detracts from amenity.
40. Incorporate the lake back into the settlement so that it is seen as part of the town rather than just a natural edge. There are particular opportunities to achieve this in and around the town centre.

#### *Providing a Vital Town Centre*

41. Ensure that the town centre provides for diverse retail, commercial and community activities and services which meet the 'every day' needs of the population.
42. Maintain the role of the town centre as the arts and civic heart of the community. A new arts centre should be developed in the town centre to facilitate this. Where practicable, community facilities should be located in the town centre to strengthen its identity as the core community and commercial hub.
43. Adopt a clear policy direction specifying the role of the existing town centre as opposed to the role of the new commercial area adjacent to State Highway 84.
44. Enable the town centre to develop to its capacity and maintain its viability by ensuring that the release of additional commercial land in the new commercial area is appropriately staged by a floor space control (in the order of 12,000 square metres as an initial stage). The new commercial area must also be of high quality design that provides for a functional, integrated and attractive precinct sympathetic to the character of Wanaka.
45. Ensure that the town centre is protected from the overdevelopment of Visitor Accommodation and that these uses are encouraged to locate in other appropriate areas (to be further considered as part of Plan Change 23).
46. Develop a targeted strategy to address parking problems in the town centre, particularly during peak winter and summer periods, while ensuring that there is not an overprovision of parking that will reduce the overall amenity of the centre.



47. Promote alternative transportation modes to provide access to the town centre including bus, walking and cycling. Designated areas should be provided for safe bicycle parking and storage to facilitate this.
48. Improve connections between the town centre and the lake foreshore by redesigning and rationalising parking provision along the lake foreshore/Lakeside Drive area.
49. Ensure that active interfaces are created between buildings and the street front.
50. Undertake streetscape improvements for upper Helwick Street and Ardmore Street as a priority.
51. Provide for a defined walkway/pedestrian link between Helwick Street and Ardmore Street.
52. Consider opportunities to amend the District Plan to provide provisions which encourage more variety in roof height in the town centre.
53. Promote appropriate flood mitigation measures in the town centre such as flood proof design of buildings, consistent with the Council/Otago Regional Council's 2006 joint Flood Mitigation Strategy and consider appropriateness of District Plan provisions.
54. Build upon the pattern of small lanes and courtyards within the town centre to create small informal spaces off the main street network. These spaces should be carefully designed to contribute to the overall character of the town centre.
55. Prepare non-prescriptive design guidelines for the town centre to provide guidance to developers on the types of design elements, materials and colours that are appropriate for the town centre. This should also provide guidance on the design of the town centre's small lanes and courtyards.

#### *Promoting Sustainability Initiatives*

56. Support and promote sustainability initiatives in the township, including through the Plan Change process (and other appropriate mechanisms).

#### *Visitor Accommodation*

57. Undertake further work to identify preferred visitor accommodation precincts in the township.
58. Ensure that any development of visitor accommodation/medium density housing on land south of the golf course consider appropriate interface treatments as part of the Plan Change process.

#### **Beyond 2026**

The revised Structure Plan will provide general guidance in regards to meeting growth needs beyond the 20 year timeframe. In addition to this the long term growth boundary identified in the Structure Plan identifies the extent to which urban development can extend to meet future growth needs.

However it is important that flexibility is maintained so that the Structure Plan can respond to social, economic and environmental changes and so that future communities have the opportunity to have a say on the growth of the town in the 20 to 50 year timeframe and beyond. As such the Council should monitor land take up and review the Structure Plan on a 5 yearly basis to identify amendments required to the Structure Plan. These reviews should be appropriately timed to ensure that they can feed into future reviews of the District Plan.

It is further noted that the revised Structure Plan document has generally avoided identifying land outside the proposed 20 year inner growth boundary for specific uses due to the need to avoid raising landowner expectations in regards to the zoning or development of these areas prior to them being required to accommodate growth needs.

#### **Implementation**

The Structure Plan is intended to provide a framework to guide growth management in Wanaka. It is an expression of the strategic intent of the Council. Council's intention is to translate the actions identified in the Structure Plan into appropriate statutory documents.

This means that the Council will undertake Plan Changes to enable the implementation of key aspects of the Structure Plan through the District Plan,



which includes defining the identified growth boundaries for Wanaka within the District Plan; consider rezoning areas identified as being within the inner growth boundary; and ensuring that appropriate objectives, policies and rules are provided within the District Plan to ensure that the intended development outcomes for these areas are achieved. Other methods (eg. design guidelines) will also be used to implement the structure plan as appropriate.

Further opportunity for the community to submit/comment on the revised structure plan will be provided as part of the Plan Change process.

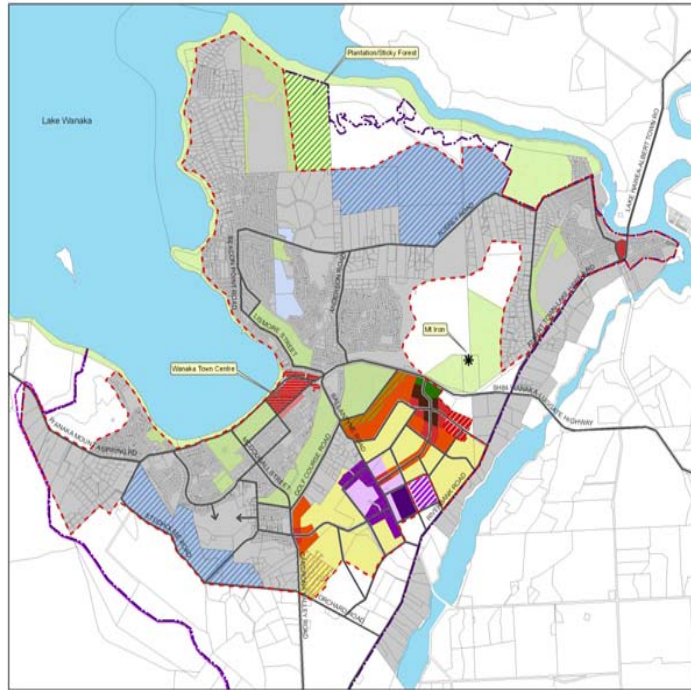




# Structure Plan Map – Proposed Zoning

## Zoning Proposed

- Structure Plan Inner Growth Boundary
- Structure Plan Outer Growth Boundary
- Outstanding Natural Landscape (ONL) Line
- ONL Line Not Confirmed
- Road Network (Indicative)
- Retail Core
- New Open Spaces/Reserves
- Wanaka Town Centre
- Education
- Area Subject to Further Study
- Visitor Accommodation Overlay
- Urban/Landscape Protection
- Existing Open Spaces/Reserves/Golf Club
- Deferred Mixed Business/Office/Technology
- Deferred Future Commercial/Retail
- Commercial/Retail
- Mixed Business
- Existing Business/Industrial
- Industrial Yard based
- Medium/High Density Residential
- Low Density Residential
- Existing Zoned/Developed Areas
- Landscape Protection Area
- Mixed Use Zone
- Water



Indicative zone boundaries only, subject to review at implementation stage