

Submissions received to dedicated Wanaka Town Centre Masterplan inbox

Submission 1

I am writing to express my concern regarding the three speed humps on Ardmore St at the lakefront.

As far as I can see the primary intention of these speed humps is to reduce the speed of the traffic along Ardmore St. However, some pedestrians and drivers are now also seeing these as pedestrian crossings.

The result is that some pedestrians are using them and just walking straight onto them expecting traffic to stop, like at a pedestrian crossing. They are not sign posted as pedestrian crossings, so some drivers are not expecting this situation-also, bike riders do the same thing of using them to cross the road and expecting drivers to stop for them, but the lead time for bike riders is less than for pedestrians as some are at speed.

Yesterday I decided to cross at one of these speed humps and gauge car drivers response to them. I stood on the side of the road waiting for traffic to pass but the courteous driver who thought it was a pedestrian crossing stopped to let me cross-this happened on two occasions.

So the issue arises that the potential for a car driver hitting someone who is using these speed humps as pedestrian crossings is increased as some drivers don't treat them as pedestrian crossings, while some pedestrians do.

Can the council please review the policy along the waterfront and perhaps make one of the speed bumps an official pedestrian crossing, with all the markings and road signs, to highlight that the others are not-perhaps installing some other system to slow traffic without making it so inviting for pedestrians at the non-pedestrian crossing ones.

Submission 2

As a resident it is essential that a parking building be placed centrally especially for visitors to use. Many come from larger centres & want to get to the centre of town & will easily pay for this. Why wait until there is a gridlock of cars in town.

Possible placements could be behind the Bullock bar or at the park beside Penrith Park.

Re existing parking many cars, mostly locals I understand are parking on Lismore st & walking down to work. This area desperately needs proper parking now.

Park & ride not needed except for annual Show or like. Attraction for visitors is to park on waterfront as most of the year realistically too cold to sun bath or sit on the beach.

Should extend childrens park area where chalet is with trees, grass etc.

Submission 3

We object to the Lakefront Development Plan

Wanaka beach front is vitally important and known to visitors from around the World and **to locals in the district**, the elderly or impaired to mothers with young children all able to watch from parked cars in all weather, take in the atmosphere, the noise of the waves, the bird life, children and swimmers. Many sit there and watch the sun rise and sun set or the stormy conditions at all times of the year. They can relax, read and rest and feel part of the happenings. Many places round the world do this as there is not much else a lot of the above mentioned can do in Wanaka in all conditions in a relaxed way for all residents, ratepayers and visitors alike!!!

To have a cycle way and a walk way on top of the beach front is selfish and short sighted, they the active have kilometres of that from further round both ends of the Main Beach where few swimmers and others are and cars cannot.

It is totally dangerous to mix children and the impaired with cycles. Beach activities and swimmers should have space, normally the picnic basket is laid out near the top of the beach where it is more convenient and near loved ones not able to take an active part, this is and always was expected as history would say as in the past as in the future, that's why many people retire here.

I would support an access road with a low speed limit that cycles and walkers could also use with car parking the full length of the Lake front. After lodging in a visa card or similar entry and on departing the same card for exit to pay for the time parked that would keep a tidy control over users and lay out with a section for campervans, walkers have a pathway closer to Ardmore Street the main thorough fare two way traffic as now or improve but no parking on the lake side of that road as is dangerous for all beach users getting children or picnic makers and beach stuff out of the car and past other parked cars and away from through traffic. Think safety first approach. Cars parked for sport and other field activities would be parked as now to access Pembroke Park where there is green space, we do not need more green space on the beach reserve waste land area, the cost of watering the grass to keep it green on gravel and then the cutting of it. Kids won't play on the grass, fly a kite or whatever if trees are there, they will all make for the beach water area I am sure, there is plenty of green grass just over the road where they go now.

A positive note.

We have lived and observed Wanaka traffic woes over the distant past, Wanaka's traffic when the numbers of over 100,000 at peak times had to negotiate the town centre worked better than now. Brownstown Street since then has been narrowed with stupid bollards and plantings; it is already proved the planners of our town have made far worse decisions than ever before. I am sure when you analyse as discussed with most recognized local family members the humps along Ardmore Street lake front slow traffic far too much, people think they have more rights than cars. Pedestrians could have under access by the Bullock Creek culvert the road is high enough, also over pass safe fast access to the lake side this with maybe lights at Dungarvan Ardmore Street intersection or even a double roundabout as all roundabouts should be, through traffic gets away and others can merge this would make a huge difference for many years to come.

Other changes is double roundabouts at all other main accesses to the centre of town and another by pass for the Aspiring side of town, a two or four lane bypass along Studholme Road a paper road now, from Studholme Road North to South then along Orchard Road then north along Riverbank Road then Ballantyne Road, a wide two lane out to Highway 87 with most other roads intercepting

this with double roundabouts. I am sure all the above would make a sensible huge change to a happy Lake Front town centre and joint developments to the three retail and parking areas for Wanaka 2028 and beyond for **all people** and not for just the cycle and walkers that seem to be wanting to lock the majority out of town and away from the most important beach front which incidentally only represents about 0.05% of the total lake shore that everyone comes to enjoy as we all could as above in the future.

Submission 4

Hi guys,

Just a couple of suggestions at this initial stage...

Lower Ardmore Street

I would like to see Lower Ardmore Street, from Dungarvon through to McDougall, stopped (closed) and that area between Pembroke Park and the waterfront integrated into Pembroke Park. This would have a number of benefits - for example, removing vehicles from the waterfront on that section, increasing passive recreation opportunities adjacent to the town centre but unimpeded by vehicles, and opening up the aesthetic beauty of the lake and foreshore. Could go on (and will if you want!!); and

Outdoor Amphitheater

While I appreciate that the triangular area bounded by Stratford Terrace and Ballantyne Road is outside your boundary (although adjacent to it), this triangle lends itself to being a natural amphitheater for outdoor concerts. Minor earthworks would be required, but it is close to town, and would be an ideal location for concerts etc where people to sit on the grass or on the elevated areas above the stage (assuming the stage was on the corner of Stratford and Ballantyne).

Just a couple of quickies!!!!

Submission 5

Big Mistake: Missing Main Wanaka Lakefront Path

There is no main path! There are 2 paths with the wider path next to parking lots!

Monumental oversight!

1. Needed: Wide, Straight, Continuous, Lakefront, Multi-use Path 4.5m-5m:

Most Wanted and most needed feature is missing from all the plans! To allow for bikers, walkers, scooters, rollerbladers, skate boarders, baby carriages and tourists (who don't know which side of the path to walk on and don't look where they are walking).

Problem: The plans show no main path on the lakefront! They show two paths one on the lakefront which is too thin 3m and another that is not on the lakefront that is wider 4m. A 3m path along the lake front (the path everyone wants to use) is too thin for bikers, walkers, and all the others, etc. In a real life scenario a 3m path along the lake causes danger and stress for those using the path (the opposite of what we want to achieve). Do we say to bikers who are reducing traffic congestion that

they cannot ride down the beautiful lakefront because it is only for walkers and make them criminals for doing so? Just because the designers don't know how fast bikes travel and how wide they need to make a multi-use path? And a second 4m path next to parking lots and the road with cars? Are the plan designers serious? A second 4m path with a view of parked cars? This is repeating our problem now – an awful windy path that goes along the car road that terrifies parents. What successful lakefront development has no main path and has two paths and puts the widest one next to parking lots? Answer: None.

We all want to ride bikes and walk with a view of the beautiful lake not with a view of ugly parked cars!

Solution: 4.5m-5m wide, straight, continuous, main path along the lake front (not along the car road) that connects to the millennium track to form a proper bike path across the lake to reduce car traffic in the town. And that allows for walkers and tourists, scooters and everyone else, etc to also have room on the path.

And a thinner path along the parking lots if you wish.

If the designers need their complex crooked and windy paths then they can place them going off the main, straight path which would go along the lakefront.

Playground Problem

A. Current play ground area was mistakenly locked into place on all the plans. This has negative knock on effects across all the lakefront plans and makes them all sub-optimal.

Solution: We need new lakefront plans with an open mind and option to move the playground area and to be open to all options in that area. The playground is not a good one anyway. We can make a better one elsewhere.

Example: Food stalls, cafe's and/or events can be in this current playground area because they are hidden/screened down behind the hill that wraps around it. The natural wrap around shape also makes it optimal for concerts, performances etc.

Submission 6

Remove parking from lakefront between McDougall street and the Western end of the lakefront (where the tree is) - don't let this area become a carpark please

Submission 7

Remove parking from lakefront between McDougall street and the Western end of the lakefront (where the tree is) - don't let this area become a carpark please

The stalls at the A&P show grounds could be put to use for 50weeks of the year as carparking!

Submission 8

Remove parking from lakefront between McDougall street and the Western end of the lakefront (where the tree is) - don't let this area become a carpark please

Submission 9

Close Ardmore/Mt aspiring Rd from roundabout to McDougall and extend Pembroke park to lake then use back of park for parking

Submission 10

11 October 2018

To Whom It May Concern

Queenstown Lakes District Council Wanaka Masterplan

Sport Otago, the Regional Sports Trust for Otago, provides the following observations in submitting on the Wanaka Masterplan.

Sport Otago has a focus on ensuring that the Masterplan addresses the play, active recreation, and sport needs of the local resident population and the increased number of transients and tourists; both short term and into the future. The Masterplan therefore, to be successful, will need to encompass specific places, facilities, amenities, and spaces that will **maintain or raise levels of physical activity, particularly of young people, and which provide for a quality experience and improved community wellbeing.**

Specifically, we comment on the following:

Playgrounds

We fully support the expansion, as proposed, of the playground currently located at the Bullock Creek outlet. This is hugely popular for both local families and children, and the increasing number of young children travelling with parents/extended family. We would suggest that any planned expansion accommodate natural play elements that allow for the stimulation of young people's imagination, as well as long overdue upgrades of play equipment.

The separation of vehicle parking from the area bounded by the 'log house' on the foreshore would improve the **safety** of children utilising the playground.

Any expansion and upgrade of this playground should be undertaken in a phased manner to allow for ongoing continuous use of the playground, particularly for the local community.

The potential to install play equipment at **Allenby Park** at the base of Mount Iron could be utilised as an interim 'play' destination while the foreshore playground is expanded/upgraded.

A further factor to consider regarding the foreshore playground, is the removal and relocation of tourist/tour bus parking from the area and its relocation elsewhere. This would further improve safety aspects for the very young.

We suggest that a **further** playground be developed on Pembroke Park, adjacent to the skateboard facility. This is a focal point for youth and families and would address the need to plan for growth in the local resident population. The site is close to existing toilets and carparking.

As part of our submission to the Council's Long-Term Plan, we have advocated for **play** areas to be **mandatory** in the granting of consents for housing subdivisions. These to be a mix of

play equipment areas and open play space of a size and configuration that is useable land that meets community need. There has been a tendency for 'reserve' land to be marginal; often sloping, in hollows, largely unusable for active recreation and play. Thereby creating issues of maintenance for Council, and areas which fail to meet community need.

Roys Bay – Rotary Playground: this playground, located at the 'Meadowstone' end of Roys Bay, will attract greatly increased use once the 'aquatic' facility is developed nearby. Consequently, we would suggest that this playground be upgraded and expanded in size.

Parking and Bus Parking

To create a more pedestrian friendly environment linking the Town Centre to the foreshore, improving safety aspects (particularly for youth and the elderly), and reducing foreshore congestion, we **support** the removal and relocation of **all** foreshore parking. A **designated parking precinct** needs to be established that also becomes the focal area for bus/campervan parking. This could require the expansion of the carpark bordering Dungarvon Street and Pembroke Park, and further development of angled parking along Brownston Street.

Pembroke Park

Whilst slightly outside the Wanaka Town Centre proper, Pembroke Park is integral to the Town Centre and a focal point for community activities. It is the gem in the crown of Wanaka and **must be protected** at all costs. It provides an open space link to the foreshore; with uninterrupted views, it is one of the few large recreational spaces within the community and is a key area for district events that attract people into Wanaka. These range from the annual A & P Show and Challenge Wanaka to local use for football, cricket, regular markets, and casual use, e.g. a landing area for sky diving and tandem flying. However, as part of Council's wider planning for Wanaka, consideration needs to be given to provision of additional toilet facilities midway on the Park to cater for the increased use of the Park for football and other sport and recreation users. The current toilet by the Dungarvon Street carpark is totally inadequate for Park user numbers. The provision of a further ablutions block on the Park would assist in meeting the basic needs of those participating in sport, as well as providing additional facilities for tourists.

A further consideration for Council is the provision of a **watering system** so that the grass surface of the Park does not deteriorate to the extent that it does over the summer, resulting in an uneven playing surface and holes developing that pose a health and safety risk.

Linked to the above, we would encourage that the Upper Clutha Rugby Club development on the Wanaka Showgrounds site consider providing football access to the expanded facility; thereby creating a shared use **hub** for sport and negating the need for football to develop a separate facility. With some reconfiguration of field placement, there is the potential to create a main rugby field and associated main football field in close proximity to the Upper Clutha Rugby Club facility.

Three Parks

With a definite relocation of retail and commercial use to Three Parks, along with supermarket development, there will be an increased flow of traffic (primarily vehicular) within this area. This will increasingly place pressure on the sport and recreation facilities that are located at Three Parks. The imminent Wanaka Events Centre Masterplan will need to be **integrated** into the Wanaka Masterplan to avoid unintended poor planning decisions that could compromise the future development of the sport and recreation facilities at Three Parks. This particularly applies to carparking provision, proximity of other retail/commercial activities to the Centre, and their relationship to the site of the new primary school. Certainly, as part of the Wanaka Events Centre Masterplan, one would expect a sharing of the green space associated with the school and that provided by the Events Centre, in order to maximise opportunity for participants and overcome the current open space constraints that exist.

Footpath Development/Accessways

Allied to the increased development and utilisation of Three Parks, there is a need to upgrade the footpaths and link the footpath network with the Wanaka Town Centre. In particular, the footpath from the Wanaka Town Centre to the point adjacent to the Wanaka Golf Course entrance at the junction of Golf Course Road and Ballantyne Road, needs to be continued along the left-hand side of Ballantyne Road to link up with the accessway link to Three Parks (Wanaka Events Centre). This will be the principal route for pupils attending the new primary school. The provision of a continuous defined footpath will greatly enhance **children's safety**, allowing for both pedestrian and cycle/scooter/ skateboard use.

We also support the creation of an underpass on the main highway, providing for a footpath on the Mount Iron side of the road linking to the residential areas off Anderson Road. With increased vehicular traffic entering and egressing Three Parks from the main highway, the need for a safe accessway for pedestrians of all ages, and in particular school students, is a paramount safety consideration.

Sport Otago appreciates the opportunity to submit on the Wanaka Town Centre Masterplan. As an area of significant current and future projected growth, our interest is to ensure that the Council considers and provides for medium to long term play, active recreation, physical activity, sport, and recreation needs of its resident population and caters for those who transit through the district.



John Brimble

Chief Executive

Submission 11

8 October 2018

Wanaka Town Centre Masterplan Submission.

From. Wanaka Junior Football Club.

The football club put forward this submission in relation to Pembroke Park, which is part of the area covered by the Wanaka town centre masterplan.

Short Club history.

The Wanaka Associated Football Club Incorporated (WAFC) has been an incorporated society since August 2005. WAFC is a non-profit organisation registered with Charities Services. The club organises and offers football training and competition to local junior players aged 5 years to 17 years of age. Junior football has had a rapid rise in popularity in recent years in Wanaka. Since 2014 the number of children that are playing for our club increased from 160 children to 360 children. A 100% + increase over this period. In addition, there are now three senior men's teams up from one team four years ago and there are also three Mt Aspiring College football teams.

Football Club use of Pembroke Park.

Because of the loss of Mt Aspiring College football field in 2015. (Class rooms were built over the old football field) The club now uses Pembroke Park for training and game days.

In 2016 and 2017 Pembroke Park reached over capacity on training days, the club managed this by organising teams to train on different days of the week. It was also at capacity on competition days with games starting at 8.30am and finishing after 4pm in winter.

In 2018 the two new fields at the Wanaka Recreation Centre became available for use. A welcome outcome, but it is still necessary for us to use Pembroke Park for training and game days due to the sheer numbers of teams and players that we have.

Issues with Pembroke Park as a Sports Field.

Pembroke Park is zoned by QLDC as a recreation reserve. It is not specifically considered a sports fields and the facilities available do not come up to the standard required for organised sport.

1. Available Facilities

In reference to the QLDC Parks Strategy Document, here is the clause related to Sports Grounds as shown below in italics. This clause has been included to highlight the point that the current Pembroke Park facility does not actually meet this definition of a Sports Ground.

1.7 Sports Grounds – Mixed Use

A sports ground is a reserve that is designed for and used for active sport, primarily of a traditional team nature. The reserve will have formally maintained sports turf for a mixture of winter and/or summer sport. The sports turf areas are maintained to an appropriate standard for the sports code use.

Toilets, changing facilities and car parking are likely to be available and some reserves may have resident sports club facilities. Clubs may have constructed floodlights to enable evening training.

Pembroke Park will never meet these criteria. Toilets are an inconvenient distance from the playing fields. There are no changing facilities available or flood lights and it will never be possible to build changing rooms or install floodlights on Pembroke Park. It would be impossible to get consent to build a club rooms on Pembroke Park. There is no water supply available so there is not even anywhere to fill up drink bottles.

2. Ground Conditions.

From above clause

The sports turf areas are maintained to an appropriate standard for the sports code use.

The surface condition at Pembroke park is of a very poor standard.

Grass struggles to grow at the town end of the park due to the poor quality of the underlying soil, it is always particularly bad at the end of summer, right when the football season begins. QLDC Parks and Rec personnel are aware of this, and it has been said that no matter how much maintenance is done to these areas they will never be up to sport field standard. The Wanaka cricket club would also vouch for this. They have had junior's sustain head injuries from ball's bouncing up on grass tufts when kids have been reaching down.

At the Show grounds end of Pembroke Park the grass condition and sub soils are much better. But unfortunately, the annual A&P show trashes this part of the park every year just before the football season begins. Not so much the traffic, but the animal effluent kills the grass in large patches and the surface condition doesn't usually come right until spring. It's embarrassing to entertain teams from out of town to play here because of the surface condition.

Conclusion.

Wanaka Football Club's recommendation would be.

To move sports off Pembroke Park (Due to its lack of proper sports facilities and poor condition of the grass and its soil substrate) and develop a collaborative sports venue in an area close to the new Wanaka Rec Centre to create a sports hub that will facilitate the future predicted growth of the town and address the already identified shortfall of outdoor fields in Wanaka. A Sports Ground that can meet the required QLDC sports field standard and be in a location that is capable of installing the facilities and infrastructure for a sports field as per the QLDC Parks Strategy.

We believe that Pembroke Park is a good location for the A&P show, and similar activities. It should be left in its current form and used more as a community park not as a sports field.

WAFC see Pembroke Park as only a temporary location for sports fields in Wanaka. With the rapid growth in the town Wanaka will soon need to establish a Sports Ground that can meet that growth and provide the required standard and be in a location that is capable of installing the facilities that growth will demand. The new Wanaka Rec centre is great but only provides two additional senior size fields, which does not meet the current demands of the junior club.

Possible Solution.

Ballantyne Oxidation Ponds

The council currently own this flat ground adjacent to the Wanaka Rec Centre at Three Parks. The now redundant oxidation ponds on Ballantyne Road could potentially be turned into sports fields. The site has good topography for developing. It is large enough for several playing surfaces that can be developed as demand requires, accommodate onsite car parking and other facility development like changing rooms and a club house.

This is a great location for the future sports fields because of its close proximity to the Wanaka Recreation Centre. The Oxidation Ponds site in Ballantyne Rd, is currently owned by council so land acquisition would not be required.

If football then moved to this site, Pembroke Park could be freed up for other users.

The football club have now made a total of 4 submission's to QLDC related to these issues.

- QLDC Parks and Rec Strategic planning
- Regional Sports & Rec facility strategic planning.
- QLDC 10 year plan

Regards,

Richard Vorstermans

Wanaka Associated Football Club

Submission 12

Hi, I have just been looking through the Wanaka masterplan documentation and i'm really disappointed at the lack of planning and forethought for the future of small startup businesses and ventures that this plan seems to offer. In a town where affordable commercial retail and hospitality leases are a rare commodity and the huge startup costs of a traditional bricks & mortar business are so daunting there is really only one avenue left and that is making a go of it as a mobile trader.

I myself recently moved my small family from London to Wanaka to be closer to our extended family and to start a local food trailer business. I was shocked at the lack of support that the council offers, unlike the majority of other New Zealand councils and councils in cities and towns around the world, QLDC does not set aside areas where mobile businesses can operate or even permit the use of existing carparks which would cost the council nothing but instead gather further revenue.

In the entire Wanaka masterplan document there seems to be only one mention of a single potential site for a single food truck within the next 6 years? This is far below the current demand for viable spaces let alone for the future. I personally know of eight food trucks and trailers that are either searching for a safe location to operate from or currently exist on private land under the constant threat of eviction.

It seems incredible to me that QLDC has not allowed or have plans to allow the use of existing car parking by mobile business vendors but instead gives more importance to private car and camper van parking than the development of the local community.

While other cities and towns across New Zealand realise the many benefits that mobile businesses can bring; such as local employment, an increase in local revenue, healthy business competition and often becoming a destination for tourists and locals alike, QLDC seems set on ignoring an important ingredient for a modern, healthy, inclusive and vibrant town.

regards

Peter H.

(a concerned local mobile business owner)

Submission 13

Hi

A great deal of merit would be achieved if Wanaka became a Transition Town as used as a vehicle for community development in the UK.

In building a resilient community, adapting to development with a sustainable approach and appropriate infrastructure:

- 1) provide planning and resource fee reductions for building beyond NZ Building Code and an incremental increase of the standard to be achieved using such rating assessment schemes such as Homestar.
- 2) incentives to use electric vehicles using developing technologies to provide additional charging points, such as installing charging points within street lights (when converted to Led lights)
- 3) support multiple residence units within the same building, eg in Germany larger residential buildings shared services such as laundries and accommodate a number of residential apartments.

- Hence a basement houses the laundry shared by four apartments in the same building. This provides higher density housing without the appearance of higher density building.
- 4) adopt multi-function planning integrating housing, business and leisure within a development providing the opportunity for people to walk or cycle to work and play.
 - 5) provide incentives such as energy efficiency grants for people to retrofit insulation, better glazing and more efficient heating in older homes.
 - 6) develop council housing to support low income families live and work in Wanaka.
 - 7) work with central government to attract government departments and ministries to base themselves in Wanaka, such as Ministry of Tourism, Housing, Environment, etc to diversify their locations across New Zealand and be connected to their stakeholders in applicable areas.
 - 8) supplement the new sports centre with a council gym to provide a wholistic facility for health and wellbeing.
 - 9) make more use of council owned facilities such as Snow Farm to develop cycling for economic and health benefits for locals and visitors.

Cheers,
Jonathan

Facebook

4 September 2018

What would make you spend more time in the Wanaka Town Centre?
Join the conversation and tell us what you want out of the town centre now and in years to come.
Check out all the details here www.qldc.govt.nz/wanaka-masterplan



4,754
People reached

40
Engagements

320
Clicks

John Doran Been back in Wanaka 5 years and this is the third public consultation. WTF.

Lets talk about this again.

I know we can fix it with a bunch of signs. Stop fixing the blame and fix the problem.

Alison Doran Town centre to be a car free zone. I think it would have a better vibe if it was more pedestrian friendly.

...but then there would need to be more car parks on the outskirts of it.

Logan Jones A park!! Easy access to cafes, restaurants and after work swim in the lake.