

# BROOKLYNNE HOLDINGS LIMITED

## Cardrona Village Rural Visitor Zone



## Draft Structure Plan and Design Principles

*July 2007*

John Edmonds  
& Associates Ltd  
PLANNING ■ ENVIRONMENT

# Cardrona Village Structure Plan

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*For John Edmonds and Associates Limited  
on behalf of*

**Brooklynne Holdings Limited**



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## 1.0 INTRODUCTION

Queenstown Lakes District Council is investigating a plan change for the existing Cardrona Village Rural Visitor Zone. The purpose of the proposed plan change is to investigate amendments to the provisions of the existing Rural Visitor Zone at Cardrona Village, which will more effectively contribute to the achievement of outcomes identified in the Cardrona Community Plan (2003), and facilitate a style of development that is more appropriate for the environment and heritage of the Cardrona Village (QLDC, 2007).

The purpose of this document is to provide the following suggestions to contribute to the plan change process, on behalf of Brooklynne Holdings Limited and other landowners in Cardrona Village:

- ~ Recommendations for a structure plan (concept plan and supporting documentation) including locations of different activities such as retail and visitor accommodation.
- ~ Recommendations for District Plan controls for development proposals, buildings, height, setbacks from neighbours, and protection of heritage values.
- ~ Recommendations for design guidelines for Cardrona Village including desired building forms, materials, and images.



## 2.0 LOCATION AND DESCRIPTION OF CARDRONA VILLAGE

The small settlement of Cardrona was named after a village on the banks of the River Tweed near Peebles in the Scottish Borders (Skidmore, 2006) (refer to Figure 1). Cardrona has a rich gold mining history and many derelict workings are still to be found amongst the landscape. At the height of the gold mining boom the area supported a population of between 3,000 and 4,000 people (CCP, 2003).

Located in a spectacular mountain setting, on the route between Queenstown and Wanaka (refer to Figure 2) 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 (Skidmore, 2006). The historic Cardrona Hotel provides a focal point for visitors passing through the township (CCP, 2003).

Cardrona is a popular winter destination and is home to three ski fields: Cardrona, The Snow Farm and The Snow Park. There are plans to increase the capacity of these fields in the future. Other activities throughout the year or during summer include cycle or motorbike touring, quad bike rides, walking, and mountain biking.

The population of Cardrona was estimated at 30 in 1999. An increase in local residents and a high transient population have seen a marked increase in developments proposed for the area (Greenstreet, 2007).



Figure 1 – Cardrona, Scotland



**Figure 2 – Location of Cardrona Village Rural Visitor Zone**

### **3.0 THE PLAN CHANGE PROCESS**

#### **3.1 The process to date**

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 (Skidmore, 2006).

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 (Skidmore, 2006).

In September 2006 the Council decided to investigate a Plan Change for Cardrona, and commissioned a series of assessment reports for Cardrona, including urban design, archaeology, infrastructure, and traffic. The Council held a meeting with landowners and the community in February 2007. The purpose of the meeting was to discuss a Plan Change to amend the provisions of the existing Rural Visitor zone in the Cardrona Village and to obtain community views about how the township should develop. At the February meeting the Council agreed that Kathy Lynne (Brooklynne Holdings Ltd), as a major landowner in the village, would lead a process of pulling together a draft structure plan for Cardrona on behalf of landowners and interested parties. A meeting was held in May 2007 to discuss progress with the structure plan.

This document provides the draft structure plan, including concept sketches and ideas for associated design guidelines. This document is intended to stimulate further discussion and refinement of ideas, and contribute toward the Council's Plan Change process.

### 3.2 The process from here

Wider community representation, as well as landowners and developers, is important for the structure plan and Plan Change processes. The Council intends to lead a period of consultation during July-August 2007 with landowners and the community, based on this document and the draft concept plans. The Council will then commence the formal Plan Change process, including public notification, submissions and hearings.



#### 4.0 THE COMMUNITY VISION FOR CARDRONA VILLAGE

In 2003 the Cardrona Valley Residents and Ratepayers Society together with the Council expressed the following vision for the Cardrona Village:

*The historic township of Cardrona has the Cardrona Hotel as its focal point and provides services for tourists including cafes, restaurants and accommodation. Its character reflects the history and recreational opportunities of the area, both active and passive. It has reserve areas and walkways which allow visitors and residents alike to enjoy the valley in all seasons.*

*Cardrona is home to many residents while providing accommodation, facilities and experiences for tourists. In winter the three ski fields provide employment and are a destination for visitors from Queenstown, Wanaka and further afield. Cardrona is also the main tourist route between Queenstown and Wanaka.*

*Even though Cardrona is situated on an increasingly busy road, defined entrance ways, and a well designed streetscape, appropriate speed limits and a vibrant township encourage traffic to slow down through both parts of the town, both improving safety for residents and creating opportunities for people to stop and enjoy the area.*

*New reserves and multi-use tracks have been developed adjacent to the river to encourage the use of this space for visitors and residents. A track away from the main road has been created to encourage safe walking and cycling between the two parts of Cardrona and all of the way to Wanaka. Tree and plant species have been planted in the reserve areas and in appropriate places along the main road to contribute to the amenity of the area.*

*Farming in the rural area is still viable and contributes to the open space and rural character of the community. Any buildings within this area are well set back from the road and are subservient in form to the landscape and farmland (CCP, 2003).*

This document draws inspiration from this vision and provides suggestions for how the vision for Cardrona might be achieved through a structure plan.

## 5.0 THE CONTEXT FOR STRUCTURE PLANNING

A structure plan is a framework to guide the development or redevelopment of a particular area by defining the future development and land use patterns, areas of open space, the layout and nature of infrastructure (including transportation links), and other key features for managing the effects of development (MfE, 2006).

Structure planning is a tool that can be used to incorporate community and landowner aspirations into the Council Plan Change process. A structure plan for Cardrona, if included in the District Plan with associated design controls, would provide higher levels of certainty to developers, the council, and the community with regard to the layout, character and costs of development in the village.

Land in the Cardrona Village Rural Visitor Zone is held by different owners, and some land has been recently developed. A structure plan can assist in managing the effects of development across parcels of land in different ownerships, and between existing and proposed areas of development and redevelopment (MfE, 2006).

### 5.1 A structure plan for Cardrona – key elements

The key elements for Cardrona include:

- ~ Cardrona Hotel as the focal point.
- ~ A vibrant township.
- ~ Character that reflects the history and recreational opportunities.
- ~ Appropriate building heights and scales.
- ~ Defined zone boundaries based on topography.
- ~ Sub-zones for activities (e.g. retail, accommodation), where appropriate.
- ~ Services for tourists (e.g. cafés, restaurants, worker and visitor accommodation).
- ~ Defined entrance ways.
- ~ Well designed streetscape.
- ~ Appropriate speed limits.
- ~ Reserves and walking and cycling tracks next to the river.
- ~ Walking and cycling tracks linked to Mt Cardrona village and Wanaka.
- ~ Trees and plantings in reserves along the main road.
- ~ Farming in the rural area is still viable.
- ~ Buildings in rural area are set back from the road and subservient in form.

5.1.1 Geographic constraints

The Cardrona Village Rural Visitor Zone boundaries are established in the District Plan (refer to Figure 3). Altering the zone boundaries is not proposed as part of this structure plan process.

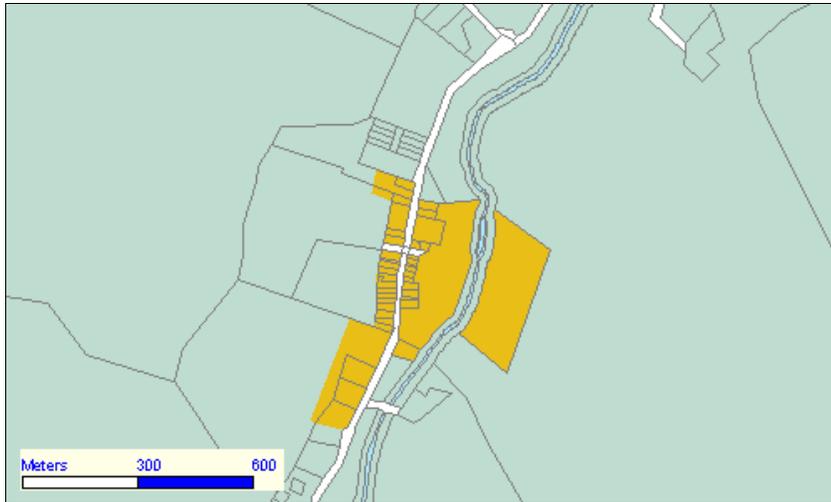


Figure 3 – Cardrona Village Rural Visitor Zone boundaries

5.1.2 Existing development

There are a number of existing and consented developments in the village, including the Hotel, various residential dwellings, Cardrona chalets and Benbrae. There are also consented developments outside the village zone (refer to Figure 4).

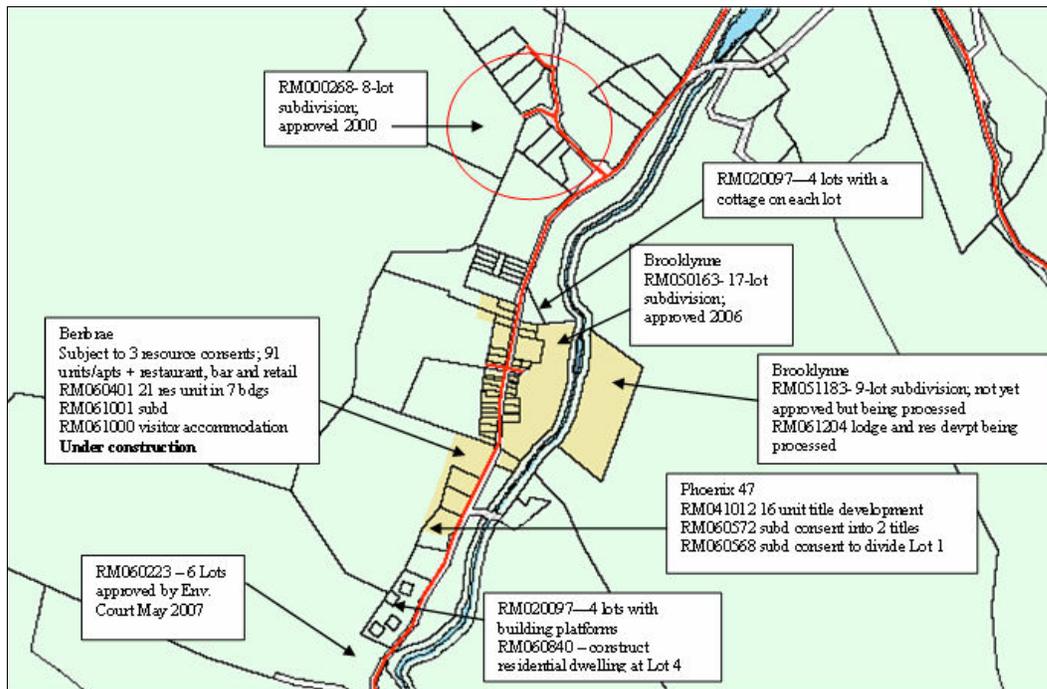


Figure 4 – Existing and consented development in Cardrona

5.1.3 Land titles and ownership

Land in the village is held by different owners, and some titles are held by absentee owners; the original Chinese gold miner landowners (refer to Figure 5).

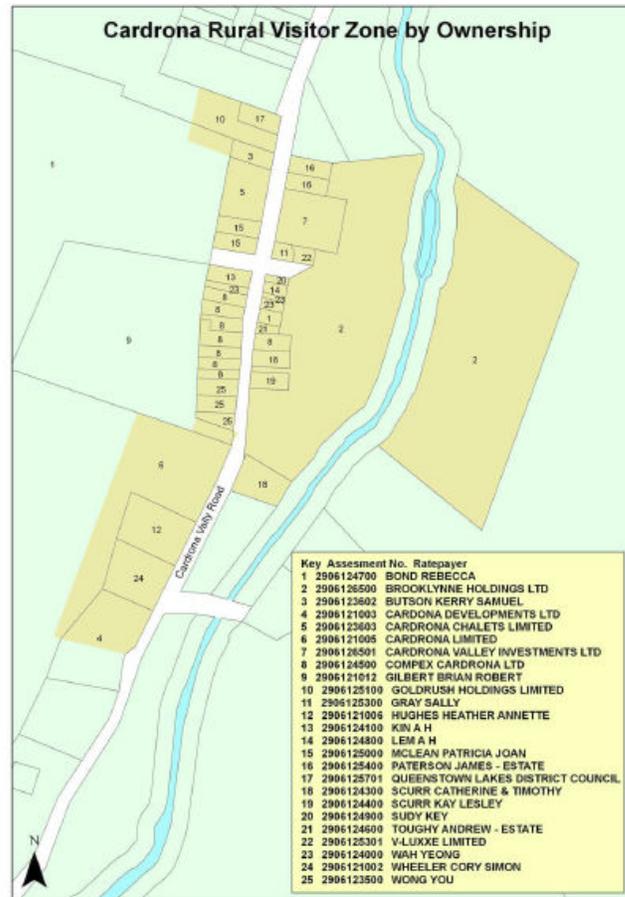


Figure 5 – Land ownership

5.1.4 Landscape and visual amenity

The Cardrona Valley is within the District-wide Outstanding Natural Landscape identified in the District Plan. Part 4 of the District Plan seeks to (4.2.5):

*Maintain the openness of those outstanding natural landscapes and features which have an open character at present.*

Efficient use of the existing zone aims to ensure that the openness of the surrounding rural area is maintained.

### 5.1.5 Heritage

The existing heritage elements in Cardrona are well-recognised (e.g. the Hotel) and should be protected and integrated into the structure plan. Figure 6 illustrates examples of the original materials and scale of buildings in the Village. Future development should acknowledge Cardrona's history through contemporary design interpretation.



**Figure 6 – Cardrona Township – Date unknown (Lee, 2006a)**

### 5.1.6 Infrastructure

The existing capacity and availability of infrastructure services has been assessed. Water supply and wastewater treatment systems are identified as needing further investigation. Retention systems are needed for stormwater and snow melt runoff management. Reducing the speed limit along the main road through the village and providing pedestrian links across the main road have been identified as traffic and roading issues to resolve. Infrastructure for a small community like Cardrona must be cost-effective and economically viable.

### 5.1.7 Desired urban form

A consolidated Village form is encouraged that respects and is based on historic building forms such as the Cardrona Hotel. A section on 'design principles' is included in this document, describing suggested building scales, walkability, centralised commercial activity, location of car parking areas.

#### 5.1.8 Plan provisions

It is generally agreed that the existing Rural Visitor Zone provisions in the District Plan do not support the consolidation of development in an integrated manner that respects the landscape setting and key character features of the area (Skidmore, 2006), and that the existing provisions do not achieve community anticipated outcomes of a Village setting. For example, the Benbrae Commissioner's decision and a Council legal opinion noted that the setback rules only apply to the zone boundaries, not to internal boundaries (meaning that buildings could potentially be located immediately adjacent to internal boundaries).

The following section of this document contains more detail on District Plan provisions for the Cardrona.

## 6.0 POLICY FRAMEWORK

### 6.1 Current District Plan Provisions – Chapter 12 of District Plan

Cardrona 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 undergoing a separate plan change process.

The Rural Visitor Zones include Cecil Peak; Walter Peak; Cardrona; Blanket Bay; Arthurs Point; Arcadia Station and Windermere. These are areas that currently contain, or have the potential to contain important recreational and visitor facilities, including accommodation and other visitor attractions (Skidmore, 2006).

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.*

The District Plan notes with regard to values (12.3.2):

*The rural visitor areas make an important contribution to the economic well being of the District. They provide employment opportunities, retention of local heritage values and resources, as well as operate as a significant part of the visitor industry.*

The existing village of Cardrona already contains significant elements of development in the form of visitor and recreation activities. The District Plan notes that Cardrona contains heritage building elements that portray special values through their architecture and as part of the District's farming and visitor heritage.

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 (Skidmore, 2006).

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 (Skidmore, 2006). All the Rural Visitor zones except Arthurs Point and Cardrona Village are held in single ownership, meaning it is a lot easier to achieve an integrated outcome in the other zones.

#### 6.1.1 Location and Extent of Zone

An important character feature of the existing settlement pattern at Cardrona 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 (Skidmore, 2006).

There are two distinct areas of Rural Visitor Zone within the Cardrona Valley, separated by approximately 1.5km. 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 below the 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 (Skidmore, 2006).

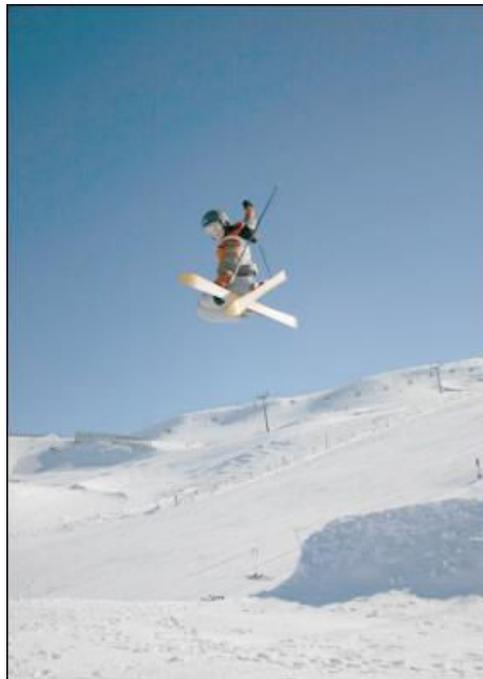
The Cardrona Valley has had a rich and varied history and today's activity mix and settlement pattern differs significantly from earlier patterns. There are few physical remains from the glory days of the gold rush and today's settlement has the bare bones of a village. Recent residential expansion has done little to reinforce a strong urban structure or sense of place (Skidmore, 2006).

The Council considers that the current District Plan provisions for Cardrona do not enable an appropriate form of development for the area. In particular:

*The current provisions are poorly worded, very difficult to interpret and administer, and fail to achieve the desired outcomes of the Community Plan in the following ways:*

- *The clay cliffs are not protected from development.*
- *There are no provisions enabling commercial and community-based development to locate in a key central area.*
- *The 12 metre height limit could result in a form of development which is entirely out of context.*
- *The setback provisions are now the subject of considerable contention following the recent legal opinions and, even in the absence of those opinions, raise significant concerns from a design point of view (QLDC, 2006).*

The following section provides design principles for Cardrona that may be incorporated into the Plan Change as site or zone standards, assessment criteria, design guidelines, or other form of control.



## **7.0 DESIGN PRINCIPLES FOR CARDRONA VILLAGE**

Structure plans are a good way to ensure that new development achieves quality urban design by defining the layout, pattern and density of new development and transportation linkages. Structure plans may be accompanied by design guidelines that contain more detail than would normally be included in the District Plan. Design guidelines can assist achieving the desired quality of development within the structure plan. The District Plan will need to make it clear whether the design guidelines have a statutory or non-statutory role. Suggested design guidelines for Cardrona Village are attached as Appendix B. Appendix C contains examples of architecture and built character from New Zealand and overseas from which elements could be adapted for Cardrona Village.

It is noted that while the design principles for activity mix and built scale and form can be provided for through a Plan Change; street and open space networks also rely on other Council activities and functions (Skidmore, 2006).

It is generally agreed that some design controls are required in the District Plan if land ownership changes in the future. The following design principles provide a starting point for District Plan provisions.

### **7.1 Built scale and form**

A consolidated Village form is encouraged, of medium to higher density development and making use of contemporary interpretations that respect historic building forms, including the Hotel.

#### **7.1.1 Height**

The existing maximum building heights in the District Plan are 12m (visitor accommodation), 8m (residential) and 7m (other structures). It is generally agreed that the 12m height could result in a form of development that is entirely out of context in the zone. The historic pattern of development was of a relatively low profile – single and two storeys (Skidmore, 2006). The Cardrona Hotel is a single storey building along the road frontage with 2-level structure behind. New buildings along the main road should reflect the character of the Hotel (refer to Figure 7). There are locations within the Village where three storeys, with some feature elements projecting above this, would be appropriate (Skidmore, 2006) and would add to visual interest.



**Figure 7 – Cardrona Hotel**

### 7.1.2 Setbacks

The existing setbacks in the District Plan are 10m (residential), 20m (visitor accommodation) and 6m (zone boundary). The Council considers that the setback provisions raise concerns from a design point of view. Reducing the setback distances would be more in keeping with a medium density Village design, as well as promoting efficient use of the zone.

## 7.2 **Activity mix**

It is recognised that there is a real interest in accommodation in Cardrona. Provision of accommodation should include a mix of residential and visitor accommodation sizes and styles.

Retail activities require a ‘critical mass’ of residents and visitors. Development of the Village may need to be staged to be economically viable, with visitor and residential accommodation established first.

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 (Skidmore, 2006). It is noted that the Benbrae development will have a store and restaurant on the road frontage. It is likely that Cardrona will stay as a relatively small Village, therefore provision for retail and commercial floor space should be realistic, while acknowledging that the Village will also service the Mt Cardrona Village. There may be difficulties in providing for some services, such as a service station or fire station.

### **7.3 Public Facilities**

There may be scope for limited social infrastructure within the Village, including childcare, and meeting space (the existing historic hall) (Skidmore, 2006).

The existing toilets adjacent to the hall should be upgraded in the future, and provide wheelchair access and baby change facilities if appropriate (CCP, 2003). Any new reserve areas by the river should provide public toilets facilities and self-composting water conserving toilets should be considered as a sustainable solution (CCP, 2003).

### **7.4 Amenity and heritage**

Development should recognise the Cardrona Hotel complex as a key element of the identity and character of the Cardrona Valley.

### **7.5 Open space**

It is generally agreed that areas of open or public spaces and reserves would contribute to the overall amenity of the village.

### **7.6 Streetscape and connections**

A shared vehicular and pedestrian environment should be created within the Village area, incorporating a pedestrian link across the road from the Hotel. Walkways to the Cardrona River and to Mt Cardrona Station and beyond should be created.

### **7.7 Traffic and parking**

At present traffic travelling between Queenstown and Wanaka can travel at 70 km/hr through the Village. There are regular movements of pedestrians across the road between the informal car park and the Hotel. Overtaking of vehicles through the township is seen as a concern (CCP, 2003). It is generally agreed that the speed limit through Cardrona Village should be reduced or that a low speed environment is created, for safety and for encouraging passing motorists to stop. Reducing the traffic speed could be achieved actively through an official decision to lower the limit to 50 km/hr, in combination with passive streetscape design. Turning bays or slip lanes could be provided at the entrances to the ski fields to allow traffic to slow down and turn safely without impeding through traffic (CCP, 2003).

It is generally thought that vehicle parking will be a key issue in ensuring the success of the village. Either too much or inappropriately located parking may destroy the Village atmosphere; too little will create accessibility issues.



## 8.0 DRAFT CONCEPT PLANS FOR CARDRONA VILLAGE

Concept plans are particularly useful at the beginning of a project and during community consultation (MfE, 2007). The draft concept plan developed in accompaniment to this document (included as Appendix A) illustrates how Cardrona village could be development in the future and shows, for example, where community facilities, car parking, retail and commercial, residential and visitor accommodation could be located.

The concept plan indicates where the absentee titles in Chinese gold miner ownership are. These sites provide both challenges and opportunities by potentially being available for public facilities, if acquired by the Council under the Public Works Act 1981. Uses of the sites for public benefits could include car and coach parking, reserves, a visitor centre, interpretation walkways. Public uses may provide an opportunity to tell the history of the miners and their legacy (refer to Figure 8).

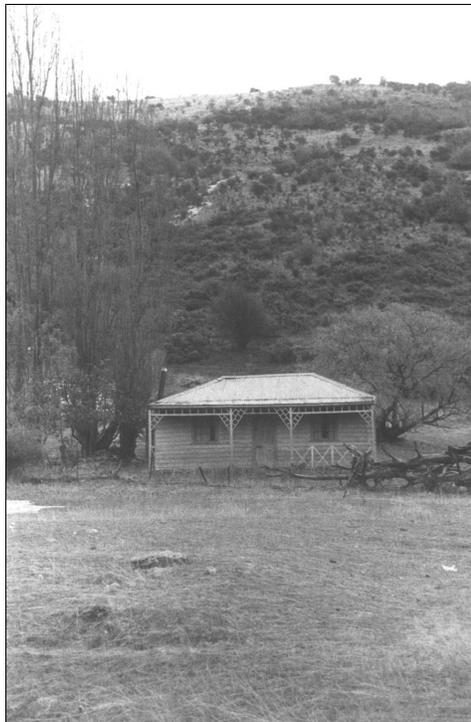


Figure 8 – Photo of "Granny" Loft's house (Lee, 2006b)

## **9.0 TOWARDS A REVISED POLICY FRAMEWORK**

Suggested starting points for issues, objectives, policies and methods for the Cardrona Village Rural Visitor Zone are outlined below.

### **9.1 Issues**

Cardrona Village has a rich cultural history. The built fabric of the former gold mining settlement has been largely lost. Protecting the remaining archaeological sites and remnants is important. The opportunity exists to tell stories of the area's past through contemporary design interpretation.

The Cardrona Hotel is a focus for the Village. Ad hoc development may not respect the scale and character of the Hotel.

The existing Village is small and somewhat fragmented. Continued ad hoc development within the Village or into the surrounding landscape may erode the sense of place within the settlement, as well as affecting the viability of farming in the rural area. Defined zone boundaries are needed for a consolidated urban form.

At present the Village is a stopping point for visitors travelling the Crown Range route between Queenstown and Wanaka. To become a destination and to support surrounding recreational activities (such as the nearby ski fields) and development at Mt Cardrona Station, appropriate infrastructure is required, such as retail services and visitor and worker accommodation.

Infrastructure services such as water supply and wastewater treatment are at present limited. Additional capacity will be required for significant future development.

Continuing the current patterns of development may not provide for desired community facilities such as reserve areas and walkways, or ensure public access to the Cardrona River.

### **9.2 Objectives**

- ~ To ensure that development in Cardrona Village acknowledges the area's cultural history through contemporary design interpretation.
- ~ To emphasise a strong sense of place for Cardrona Village through the principles of urban design.

- ~ To enable a mix of appropriate activities within Cardrona Village such as retail services and visitor and worker accommodation.
- ~ To promote the role of Cardrona Village as a destination as well as a stopping point for visitors.
- ~ To establish a structure plan for the zone to enable certainty for the way in which the zone is developed.

### **9.3 Policies**

- ~ Development proposals should draw from and be in keeping with the structure plan and concept plans for Cardrona Village.
- ~ Development in Cardrona Village should recognise the scale of and be in harmony with the existing character of the area and the Cardrona Hotel.
- ~ The clay cliffs and other heritage sites within Cardrona Village should be protected.
- ~ Development is consolidated in and around the existing Cardrona Village core within the zone boundaries.
- ~ A mix of housing and accommodation types is encouraged.
- ~ A well structured street network is developed.
- ~ Appropriate services and accommodation is provided for within Cardrona Village to support surrounding recreational activities.
- ~ Infrastructure services such as water supply and wastewater treatment are capable of supporting future development.
- ~ Provision is made for public facilities such as reserves, walkways and cycleways within and around Cardrona Village with connections to the Cardrona River and Mt Cardrona Village.

## 9.4 Methods

Possible methods that could be employed to achieve the objectives and policies include design controls, assessment criteria, site or zone standards, and design guidelines, or methods outside the District Plan (see section 9.5 below). Detailed design guidelines are included as Appendix B. Suggested District Plan rules are outlined below.

### 9.4.1 Cardrona Village Rural Visitor Zone Rules – Controlled Activities

#### 1. Development proposals

Proposals for new development in keeping with the structure plan, design guidelines, and standards for Cardrona Village. Council has reserved control in respect of:

- ~ Consolidation of urban form
- ~ A well-structured street network
- ~ Details of the density of development
- ~ Contemporary design interpretation
- ~ Protection of the clay cliffs and other heritage sites
- ~ Provision for landscaping and open space

#### 2. Buildings

Any building other than accessory buildings, to be used for the purposes of a residential activity, visitor accommodation, commercial or recreational activity, in keeping with the structure plan, design guidelines, and standards for Cardrona Village. Council has reserved control in respect of:

- ~ Harmony with the existing character of the area and the Cardrona Hotel.
- ~ Coverage and location
- ~ Use of materials and design elements
- ~ Provision for landscaping and open space

#### 3. Visitor accommodation, retail and commercial activities

Proposals for visitor accommodation and retail and commercial activities in keeping with the structure plan, design guidelines, and standards for Cardrona Village. Council has reserved control in respect of:

- ~ Parking, loading and access
- ~ Hours of operation
- ~ Landscaping
- ~ Screening of outdoor storage areas
- ~ Provision of water supply, sewage treatment and disposal, electricity and telecommunication services

~ Car parking

#### 9.4.2 Site or Zone Standards

##### 1. Setback from Roads and Neighbours

The following setback distances shall apply:

- Internal boundary setbacks of 2m
- Setbacks at boundaries between residential and commercial activity areas of 6m
- Setbacks beyond the village centre of 10m

Council may consider setback breaches on a discretionary activity basis, to encourage higher density development of quality design.

##### 2. Building Height

The indicative height of buildings and other structures shall be:

- One to two levels along the main road frontage (8m)
- Up to three levels further away from the main road (12m)
- Up to five levels for feature elements such as a clock tower (16m)

Council may consider height breaches on a discretionary activity basis, to encourage quality design.

Standards may also be included for generic matters such as earthworks, glare, servicing, atmospheric emissions, flood risk, noise, nature and scale of activities, fire fighting, and refuse management.

#### 9.4.3 Assessment Criteria

Suggested assessment criteria include:

- ~ The extent to which proposals are in keeping with the structure plan and design guidelines for Cardrona Village.
- ~ The extent to which proposals avoid or mitigate adverse effects on landscape and visual amenity values, heritage sites and values, and nature conservation values.

## 9.5 Methods outside the District Plan

The District Plan may not be the most appropriate tool or able to achieve all aspects of the vision for Cardrona. Methods outside the District Plan include:

- ~ Providing for reserves, walkways and cycleways through the Council's Parks Strategy and Long-Term Council Community Plan.
- ~ Lowering the speed limit through the Village via streetscape planning (e.g. Parks Strategy) and amending the Speed Limit Bylaw 2006.
- ~ Provision for infrastructure services through the Long-Term Council Community Plan or Annual Plan processes, development contributions, or joint council and community schemes.
- ~ Providing for refuse management facilities through the Council's Waste Management Strategy.

## 10.0 RECOMMENDATIONS

This document has been produced to contribute to the Council's plan change process. In summary, the document recommends that the Council:

- ~ Continues with the plan change process for the Cardrona Village Rural Visitor Zone.
- ~ Considers establishing a structure plan for the zone as part of the plan change, based on the concept plans and this document.
- ~ Incorporates the principles of urban design into revised District Plan controls for the zone, as well as more detailed design guidelines.
- ~ Considers methods outside District plan process to achieve the vision for the Village.
- ~ Continues consultation with landowners and Cardrona Valley community, as well as the wider community, to further refine District Plan controls and design guidelines.
- ~ Investigates the unresolved issues outlined in the next section.

## 10.1 Unresolved issues

### 10.1.1 Absentee titles

A number of small titles in the village still remain under Chinese miner ownership dating back to the 1800's gold rush. The Council has investigated options for these titles, including:

- ~ Acquiring the titles under the Public Works Act 1981.
- ~ Searching for descendants or other parties with an interest in the land.

It is likely that acquiring the titles for a use other than for public or community benefit would be difficult. In addition, searching for descendants or acquiring the titles would take some time to complete.

### 10.1.2 Short term solutions

While the Plan Change process is underway, a number of short-term solutions could be investigated or implemented, such as:

- ~ Creating a safe pedestrian link between the Benbrae development and the Hotel.
- ~ Using some of the vacant land between Benbrae and the Hotel for coach parking.
- ~ Minor streetscape improvements, such as footpaths.

### 10.1.3 Infrastructure capability

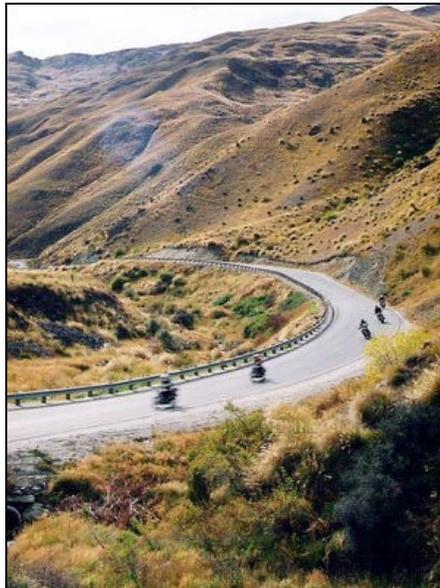
Any limitations to growth posed by infrastructure capability, for example, water supply and wastewater treatment, will need to be resolved before any large future developments occur.

### 10.1.4 Heritage

The archaeological assessment (Jacomb & Walter, 2007) recommends:

- ~ A thorough study of the Cardrona Hotel complex should be carried out to determine how much of the original fabric remains.
- ~ Determine the significance of other features, such as the fowl house and terraces.

These investigations could be carried out before any future developments take place within the Village.



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