

## Wanaka Activation Trial Feedback submissions

### Submission 1.

**Date:** 23 March 2019

**Subject:** Have Your Say Form

**Name:** Lyal Cocks

**Topic:** Roading

### Your Comments:

The trial of a roundabout at the corner McDougall and Brownston Streets last weekend was hugely successful and appreciated.

I have submitted an RFS for this to be done previously and request that a permanent roundabout be installed. Not only did it facilitate better and safer flow of traffic, it slowed traffic coming down McDougall Street, better than reduction in speed limit.

The same would happen on Brownston Street if roundabouts were installed at the Brownston/Dungarvon and Brownston/Helwick Street intersections. Would result in more functional and safer traffic flow at the intersections and reduces speed on Brownston more effectively than reducing the speed limit. The reported crashes in the CBD area have all been at intersections so this would reduce the risk of crashes.

I have heard this will not be done until the Master Plan has been completed. Why? Brownston and McDougall Streets are not going anywhere so why not get on and do something? A 'quick win' in current Council PR talk!! And relatively cheap.

As you found out from the trial, the roads and parking need to be sorted before jumping ahead and closing streets. These three roundabouts would go a long way to helping traffic flow. And the angle parking either side of Ardmore from Dungarvon to McDougall as signed off in the LDP in 2016 would go a good way to provide the parking close to town. Even if only one side of angle parking on the lake side of Ardmore would be a good start.

**I am a:** Resident

### Submission 2.

**From:** Gwilym Griffith-Jones

**Sent:** Friday, 15 March 2019 10:56 AM

**Subject:** The Wanaka Lakeshore Experiment

Just went down and sat in the sun on the lakeshore. Wow, just feels so GOOD not having cars rolling past and it really feels like the lake and beach are bonded to the town.

Congratulations, what a brave and much needed experiment.

Thank you,

Gwilym Griffith-Jones

### Submission 3.

**From:** The Dicksons

**Sent:** Friday, 22 March 2019 4:10 PM

**Subject:** Wanaka Town Centre submission

## **Wanaka Town Centre Trials**

The following is a submission following the recent “Trials” in the Wanaka Town Centre.

### **Ardmore Street Closure**

The trial closure appeared to result in increases in congestion and delays quite widely around the town centre. This would have given costs to many users of the system.

Ardmore Street is regrettably one of the few cross routes in Wanaka, and the removal of this, probably carrying some 10,000 vehicles per day, could be expected to have an adverse effect, given that the network is already stressed at peak times.

The trial was carried out in one of Wanaka’s low seasons and effects would have been more severe in mid summer or winter. Traffic is also growing at some 10% a year so future demands will be much higher.

In my opinion the costs of closing Ardmore Street both now and into the future outweigh any benefits from more open space and improved access between the town and the lake edge reserve.

In my opinion, Ardmore Street should remain open in the vicinity of the town centre at the present time, albeit with some improved traffic calming.

### **Open Space – Connection to the Lake**

The two main pedestrian activities in the area between the town and the lake are, firstly those associated with the commercial activities, eating drinking, and shopping and taking place immediately adjacent to the commercial premises, and secondly activities adjacent to the lake edge, sitting and looking at the lake, swimming, strolling and picnicking, where they have views of, or immediate access to, the lake.

There seems to be few activities that naturally occur in the space between. This was evident during the trial when the closed space and parking area was almost empty of people.

I am not convinced that a lot more open space is needed or would be used if there was not a major attractor in it. The town centre is not short of open space with areas available such as Bridgeman Green which is little used and even Pembroke Park right beside the Town Centre is not much used other than for organised sport.

In my opinion open space provision should be focussed on two main areas, the space near the commercial activities in the town centre, and the space adjacent to the lake edge where there are views and high amenity. There is also a need to ensure that there is a large area which can be made available for the infrequent major events such as New Year of sports events. Apart from these, more open space for the sake of having open space could result in empty and unattractive areas.

### **Parking**

Wanaka has no public transport system and is not likely to get one in the near future. Most locals use a car to visit the town centre or for commuting. Most visitors to Wanaka also are travelling by car, there are very few tour groups. If people are going to visit the town centre

there will need to be reasonably available parking (not at the Show Grounds). I understand commercial activity in the town centre was adversely impacted during the trial.

It was noticeable during the recent trial that there were less people on the foreshore and on the wharf than usual, probably due to difficulty of access. It has also been noticeable further along the bay opposite Pembroke Park that there are far fewer people using the foreshore since parking and access in that area was restricted. It may be “tidier” now but use seems to have dropped. The changes are meant to improve things for people but if the changes reduce use it isn’t better for people.

I note that one of the objectives of the planning was improving access, but the only improvements seem to be a proposed cycle network and removing parking and closing streets. Not useful to pensioners like myself.

At present the New World car park provides much of the short term parking for the town centre. With a new supermarket about to open at 3 Parks, demand will drop at the existing supermarket and a logical response from the operators of the existing store would be to divest themselves of some of the parking no longer essential for their operation. In my opinion this parking is desirable for the town centre and the Council should give consideration to acquiring these sites. It may also be desirable to purchase the Motel on the corner of Dungarven and Dunmore to provide a carpark which would meet the needs of the town centre for some time.

If access and parking is not adequately provided, activities will logically move to 3 Parks or other locations where there is access and parking.

### **Suggested Traffic Arrangements**

I have lived in Wanaka for some 20 years and during that time have given thought to the future development of the town centre, based on my many years experience as a traffic engineer and town planner. At the time of consultation on the Waterfront Development in 1916 I prepared and submitted a submission on a possible development but this did not find favour at that time with the consultant. A copy of that submission is attached. I am still of the opinion it strikes a good balance between the needs for parking, traffic and amenity and is worthy of consideration .

The major changes I would now suggest to the traffic arrangements in the Town Centre are:

- Close Lower Helwick Street. This would provide a very significant pedestrian space adjacent to the waterfront while still allowing good traffic access to the centre and allow Ardmore Street to stay open. The closure would also simplify traffic movements in Ardmore Street by cutting out the turning movement to and from Helwick Street. Traffic would then flow more easily and predictably on Ardmore Street in the vicinity of Helwick Street making pedestrian movement across the road easier.
- Install roundabouts at Ardmore/Dungarven and Dungarven/Brownston intersections. The lower roundabout at Ardmore Street would act as a slow point, provide for U turn movements, and provide good pedestrian access across Ardmore and Dungarven Streets. The success of the roundabout at Lakeside Drive in providing for pedestrians is very evident. The upper roundabout would act as a slow point on Brownston Street for traffic entering the town centre but would primarily assist vehicles leaving the

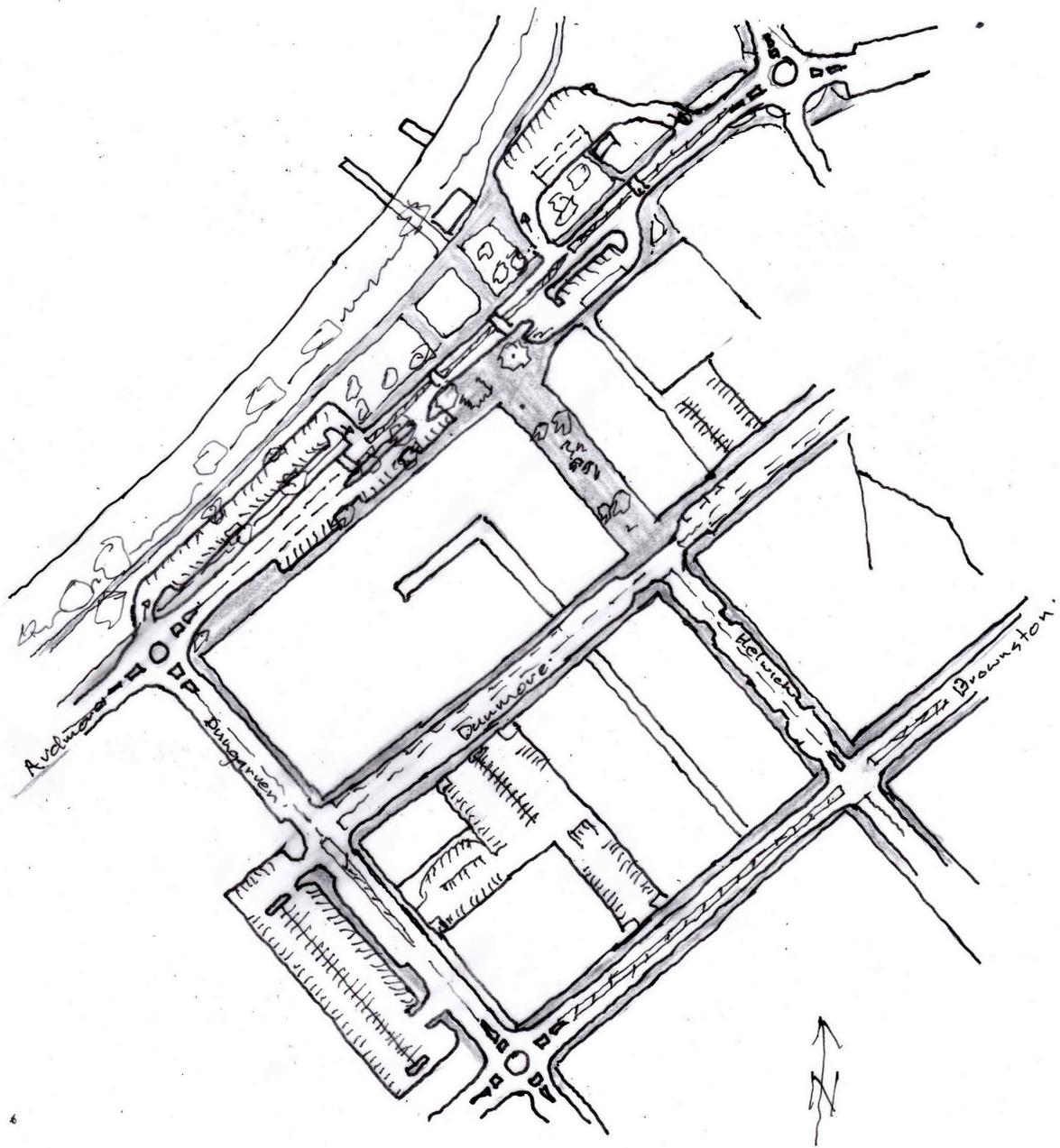
town centre in getting onto Brownston Street. This would enable Dungarven Street to be the main distributor to the town centre taking traffic off Helwick Street.

- Redeveloping the lakefront in accordance with my earlier plan, but with Lower Helwick St. closed. This layout would provide some parking and for the buses, but gives a major improvement in amenity by removing traffic on the waterfront reserve opposite lower Helwick Street and it provides a large "Village Green" where events could be staged.

I attach a sketch of these arrangements which should be read in conjunction with my earlier plan in the attached 1916 submission.

Graham Dickson  
BE, DipTP, FENZ

Continued below:



Wanaka Town Centre Roading

S.D. 2019.

## **2016 Submission**

### **Wanaka Lakefront – Submission**

#### **General**

The development of a long term strategy for the waterfront is welcomed. There are a number of issues with the existing layout that need to be addressed, on the other hand some things are working well and should be retained where practicable..

I have reservations about developing a detailed plan for 30 years, the future is too uncertain for detail that far out. It is perhaps significant that there are no details available as to what is being planned for in terms of population, visitors etc. Global warming, overpopulation and the need to limit carbon emissions could have a dramatic effect on the future of Wanaka.

It is only 15-20 years since the last landscaping of the waterfront at considerable expense. We should be careful to only change those things where there are real issues, most of which arise from poor design last time. Generally the south side of Ardmore Street in the Town Centre is working reasonable well and only needs fine tuning. In this area the trees planted are becoming mature and their 20 years growth and benefit it brings should not be discarded lightly.

The north side however has a number of issues, traffic across the plaza opposite Helwick Street, parking dominant and too close to the lake edge, lack of a “village green” for events and conflicts over the use of the pier by the public and commercial activities. A major rethink is needed.

#### **Millennium tiles**

A feature of the north side is the walkway bordered by tiles recording historic events. This was a widely supported community millennium project with each tile sponsored separately by individuals or families. In my opinion, every effort should be made to retain this feature, removing it only 16 years after installation is unacceptable.

#### **Cost**

No costing is given for the various options. Obviously cost is vitally important and indicative costing of alternatives must be done before final decisions are made.

#### **Lakeside Walkway.**

The walkway at the back of the beach is part of the walkway which extends from Dublin Bay to Albert town. It is well used by both walkers and cyclists as part of longer trips than just this immediate lakefront area. Any designs must incorporate a free flowing lake edge walkway to maintain the continuity of the longer path.

#### **Town Centre Area.**

A number of options are presented for this area. The desired function of this area needs to be agreed to evaluate these..

The main use of this area is centred around the beach and the views up the lake. People generally cluster on the lake edge, sitting, looking, eating food bought in the town and in season swimming. A recent informal ODT survey of visitors showed that most thought it was fine as it was and didn't need major change. I would support this view, the current

values of the area should be retained with the only changes being to address identified problems, not a start from scratch redesign.

The current issues in my opinion are parking over most of the waterfront, poor parking layouts and positioning, traffic through the parking areas opposite Helwick Street, and lack of a “village green” where functions can occur. Some of the lower planting also unnecessarily obstructs views to the lake from the town.

Other important activities in this area include the playground, which needs supporting parking, the coach stand near the toilets where long distance travellers make comfort stops and admire the views, often from the pier, commercial boating, sporadic major events such as new year. The parking in the area, while desirably not there, supports both the above activities and the town centre and is needed for both the town and the activities in the reserve.

The area in the vicinity of the existing pier would seem to be the most appropriate area to provide for commercial boating, with both shelter from strong winds and adequate water depth. I would expect the need to service commercial boating activities will increase, and there will be need for wharf space, and vehicle servicing, for both goods and passengers. It is also desirable that a public pier be retained where people can walk out over the water, very popular with visitors. At present the commercial use of the pier conflicts with the public use.

### **Options**

The options put forward start with the existing layout. Regrettably existing pedestrian facilities on Ardmore Street such as crossings and the roundabout at Lakeside Road which provides good pedestrian amenity are not shown which makes the existing situation look far worse than it is.

My comments on the other options are on the plans of the options which I have marked up and are attached. In my opinion they all have serious shortcomings.

I have developed an alternative option, which is also attached. This is based on my knowledge of the area and many years of planning and traffic experience.

In my opinion it will work well and at an affordable cost. The main features are:

- The construction of a roundabout at Dunganven Street. This will act as a traffic slow point, and provide facilities for pedestrians at this point.

On the South side

- Removal of some angle parking near the Dough Bin and replacement with parallel parking to increase the plaza area.
- Retention of the mature trees in this area.
- Retention of the plaza area at Kai Whaka Pai
- A minor addition to the plaza area east of Helwick Street.

On the North Side

- A rearrangement of the western parking area with an entrance from the roundabout and a new exit to Ardmore Street. The area is moved away from the beach and will be lightly screened for Ardmore Street with low planting.
- The creation of a “Village Green” opposite Helwick Street, free from traffic This will be largely in grass, which is both cheaper than paving and is more used for sitting on. A larger area could be paved in the future if use showed it to be desirable.

- A new public pier is provided so that people can walk out over the water, a very popular activity. An area for commercial boating is set aside to the east of this, the most appropriate place on the lake with shelter, deep water, and closeness to the town centre. A loading area for future commercial boating needs is provided.
- The eastern parking area is given a new entrance and moved further from the beach.

In my opinion this layout will give an attractive and workable lakefront at an affordable cost, and will serve the town for many years while retaining those existing features that are important and working well.

### **West of Dungarven – Main Beach**

Closer to the town centre, some spill over parking from the town centre occurs. For the majority of the area though, the main activities are enjoying being by the beach, or using the lakefront walkway. Those enjoying the beach generally do this from a car or van, sitting in the car for some of the time or close to the car from which they carry their picnic/beach gear.

Adding to the difficulty of providing for these activities is the high variability in use. Over the Xmas-New Year period almost all the open space from the town to Stoney Creek is parked on, and this land needs to be available over this period. Over the rest of summer there is high usage, mostly informal parking along the back of the beach, and high use of the areas nearest town. However over the winter, use is low. The trick is to provide for the summer peaks without extensive formal parking areas sitting unused for a large part of the year.

I think this can be best achieved by a limited amount of formal parking with access to the rest of the area by sealed access routes but using grass at the back of the beach for the parking. The existing berm should be relocated to adjacent to the Millennium tiled path and the access route to informal parking located adjacent to this berm. A similar berm would be desirable to limit access towards the beach. A plan of such a layout is attached.

The lake edge walkway/cycleway is also important. This is used both by beach users and also as part of longer trips by both walkers and cyclist as it is part of the Glendhu Bay to Albert Town route which is well used. This needs to be a continuous free flowing route.

For the sort of use that takes place in this area I would see little place for formal gardens. This is not what people come to the Wanaka waterfront for and are expensive to maintain.

I would also see little need for all the speed humps in Ardmore Street, there is actually little pedestrian activity, a roundabout at McDougall Street could act as a sufficient slow point to keep speeds down.

A suggested layout for this area is attached.

### **Yacht Club Area**

- The plans show a board walk on the foreshore. The council has had intentions to extend the reclamation in this area and this should be mentioned in the proposal. A walkway could be incorporated in such a reclamation extension.
- The plans show parking to the east of the toilets. This area is used for and needed for manoeuvring associated with the ramp. This parking is not practicable.

- Parking is removed from near the existing jetty and instead a 20m. area shown. Why has this been done. The parking should be retained.

### **Marina Area**

- A major extension to the marina is shown. This may be the wish of the marina company but will have opposition. At best it should be labelled “possible marina”. I am opposed to a major extension of the marina, both because of its visual impact and its “privatisation” of what is now a well used public piece of water.
- A low level board walk is shown. This will disrupt vegetation and a breeding area for birds. Instead of this low level walkway, the path beside the road should be realigned to the top of the bank.

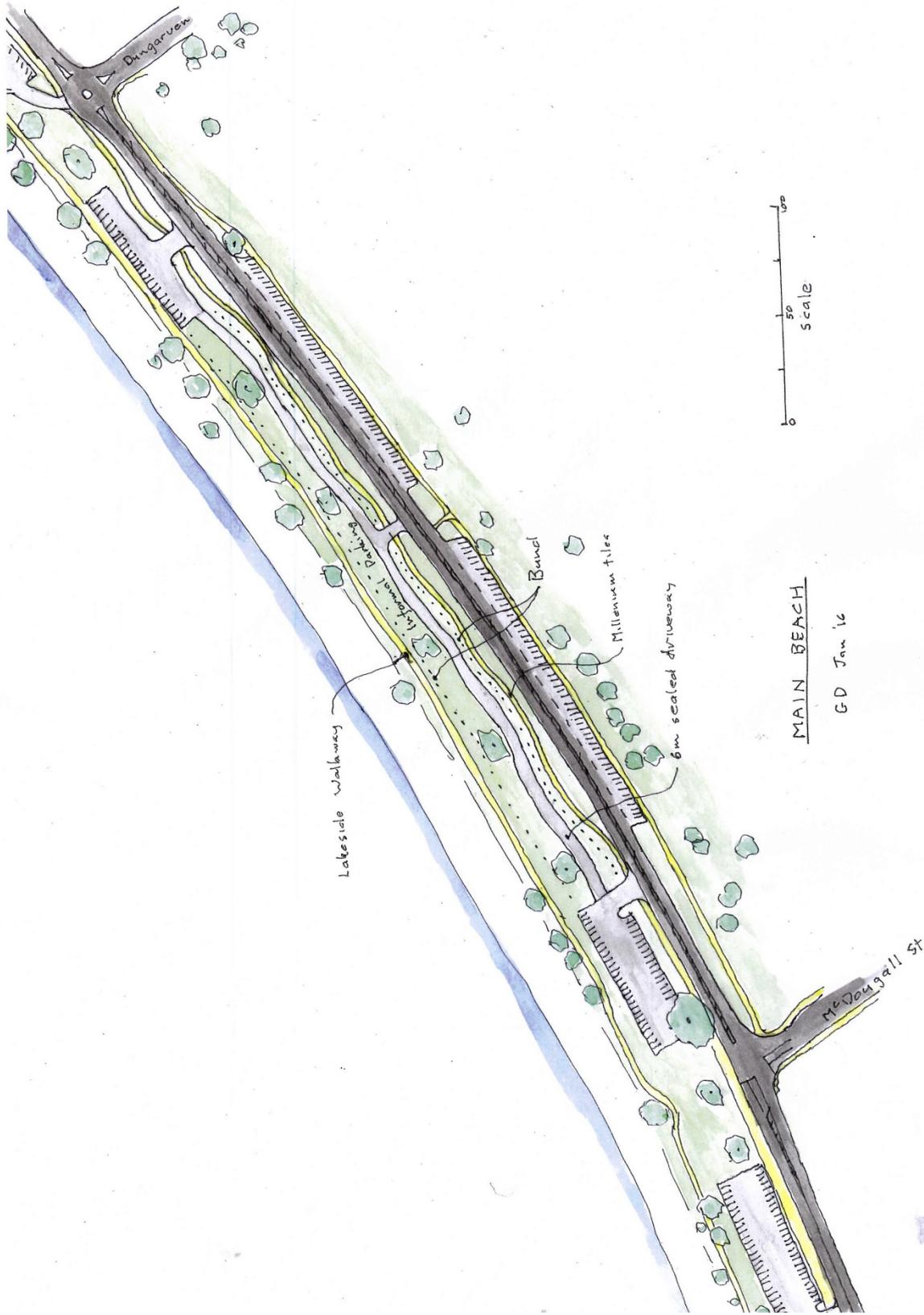
Graham Dickson  
BE, DipTP, FIPENZ



Lakeside Parking 90  
 Town Parking 27  
 "The Green" 3600sqm

WANAKA WATERFRONT

G.D. Jan '16 Scale 1:1000 @A3



0 50 100  
scale

MAIN BEACH

GD Jan 16

Addition x2 sketches as submitted via Quentin Smith from Graham Dickson who is an ex Auckland transport engineer (retired).





#### **Submission 4.**

Barbara East – 21 March 2019  
Wanaka Town Centre Trials

#### **Approval process for the road closures**

The approval process for these road closures seem to have been very rushed. Ideally it would have gone through the WCB and therefore would have given the public a chance to comment at the meeting in public forum. If section 10, 11(e) of the LGA had been used (roads closed for events), this would have triggered compulsory notification with opportunity for public submission – as we do for every other road closure for an event. Because notification seemed to have been an afterthought, there was no time for it to go a WCB meeting and it was passed through under section 10, 11(b) of the LGA which meant that it only needed a signoff by a manager. As these road closures were the most wide reaching and would have the most impact of any other road closures ever before in Wanaka, the approval process should not have been so rushed. A report to the WCB could have explained the reasoning behind such things as removal of all parks without providing any alternative parks or modes of transport and the rationale behind the one way trial of Ardmore Street. As it was, to many people these were just inexplicable and a huge inconvenience in return for very little information gained by these moves.

#### **Length of the trial**

As the trial only lasted a few days, no-one had the chance to adapt and change any of the transport practices so the decision that many residents made, was to stay away from the town centre until the trial finished. The trial could only last a few days because no alternatives or strategies to change transport practices had come into operation so what was really gained by this?

#### **Parking**

A very large number of parking spaces were taken out of operation meaning that it was difficult to find a park in town either for work or a short term visit. Unfortunately, in this trial, no alternative was provided. Residents couldn't take public transport to get into town because we don't have any public transport. No realistic alternative parking spaces were supplied. The Wanaka showgrounds is not a realistic alternative and it wasn't used – and it has never been used. Calling it Free parking was a misnomer because all parking in Wanaka is free. Presumably, you meant that it was available for all day parking, but when you want to go to the bank, to go to coffee or the supermarket, the walk around the park to town is at least 900metres. 900 metres there and then 900 metres back. There wasn't time for residents to change their behaviour and take to bikes. What information did you gain about the behaviour of visitors and residents when you suddenly removed so many parks?

#### **Activities in the town centre**

Many activities were provided in the town centre on the closed part of Ardmore Street and on the waterfront to encourage people to use that space. There was volleyball and cricket provided but Wanaka has Pembroke Park, which has over 10 hectares of open green space where you can put all those activities. So realistically, we are never going to use the space in the centre of town for those activities. What did seem to happen is that the activity on the waterfront pulled many of the people that had made it into town, away from retail areas and on to the waterfront area. So not as many people shopping but quite a few trying out the new novel activities.

It was a very different experience to walk along that section of Ardmore Street completely free of traffic and it would have been lovely and peaceful if there hadn't been blaring music coming from either the DJ at Kai Whakapai or the music put on as part of the trials. It was so loud that the café that I went to was continually have to close their door to keep out the noise – on a beautiful hot day.

Were you trying to appeal and attract only people who liked very loud music? Is that what we want for our Wanaka Town Centre? It felt tacky and jarring.

I came into town many times to see what was happening and took photos. On a beautiful Saturday late afternoon, I took a photo of the dinosaur playground which is usually heaving with families. There was not one single person at the playground. I took a photo of the lakefront by the log cabin – again almost completely devoid of people on a wonderful hot day. So all the families who would normally use that playground had stayed away as they knew there would be no place to park nearby and no one was sitting on that part of the beach again because they couldn't park. The lakefront from Dungarvon St to McDougall St was very peaceful and quiet because there were no cars parked so no-one was actually sitting on the waterfront in that area. It made it a wonderful experience for anyone walking or cycling along there but do we really want to leave that wonderful long stretch of waterfront just for people walking or cycling past it? Stoney Creek was absolutely jam packed with vehicles (including the new car park) and the beach and lake were full of people actually using that area.

### **Traffic**

The closure of so many parks and the one way trial of Ardmore Street from Dungarvon to McDougall, pushed all the traffic onto Brownston Street and at peak times, the traffic stretched from one roundabout to another. It was as if we had a town of two halves. Peace and quiet on the waterfront with few people around and chaos up the town of town where people were trying to go about their business. The roundabout at the intersection of McDougall and Ardmore Streets was a success and it would also be good to see mini roundabouts at the Dungarvon/Brownston Streets intersection and the Helwick/Brownston Streets intersection as these intersections have always been a problem.

### **Conclusion**

That was certainly an interesting experiment but I can't see what useful information could come out of this. What happened to the traffic was exactly what most people knew was going to happen. Long traffic jams up the top of town because vehicles couldn't traverse down the bottom. Removing parks from the waterfront also removed the majority of people using the waterfront - apart from the one area where cars could still park, which was Stoney Creek. Do we really want to push all beach and lake users up into that one area?

We don't need any areas on the waterfront or on Ardmore Street for cricket and volleyball. We have the most magnificent park that we can use for all those activities. The Wanaka Town Centre masterplan should encourage the use of Pembroke Park more rather than leaving that as an empty space and trying to squash all activities into one small area in the centre of town.

Wanaka has a marvellous long stretch of lakefront but this trial left huge empty spaces where the only occupants were pedestrians or cyclists and shoved everyone else into the one area where parking was still available. When you go to the beach, particularly if you are a family, you have towels, toys, chairs, food, drink and children and you really don't want to park hundreds of metres away. Having cars on the waterfront can be an eyesore for people walking, cycling or driving along it, but it means that the whole stretch of lakefront is being occupied and used by the public.

What was learned from the one way trial of Ardmore Street? As no parking had been laid out on the lake side of the road, you couldn't see if people might actually park there and go to the lakefront from there. It just caused huge traffic jams on Brownston Street and deprived many people of that glorious slow lakefront drive into Wanaka.

I have to say that I think the 2016 version of the Wanaka Lakefront Development Plan was definitely

on the right track for the waterfront area. I don't know why the Wanaka Town Centre Masterplan has deviated so far from this plan. I think that this is a mistake and the Wanaka trials were no more than a rather poorly thought out ill – conceived exercise to try and elicit some positive feedback for a flawed plan which backfired mightily.

Waterfront Saturday afternoon



Dinosaur playground



### **Submission 5.**

**From:** Jo Quinn

**Sent:** Wednesday, 20 March 2019 12:53 PM

**Subject:** Reduced mobility parks during trial

Hi there

I need to let you know that it was very stressful during the trial as the pressure on the mobility parks was noticeably increased . I avoided town entirely as its not possible for me to park further out and walk and the 2 disabled parks were used each time I went in. Also the mobility parks at the supermarket were taken ( they all always had permits ) but I'm not sure they were in the supermarket. This meant no supermarket either as parking elsewhere is very painful. I can't carry my shopping to my vehicle and the trolley doesn't fit through the space between cars. I am in agreement with the concept it just created a significant issue for me .

Thankyou

Jo Quinn 😊

### **Submission 6.**

**From:** Dennis Pezaro

**Sent:** Tuesday, 19 March 2019 5:25 PM

**Subject:** Development Demonstration

We visited the demonstration tent on Sunday March 16<sup>th</sup> and would make the following comments

- Council is to be congratulated on it's initiative to trial the street closure, it made for a very much more enjoyable experience on the lake shore.
- There were poorly controlled bicycles playing among the pedestrians, Council might consider removing cycles and powered scooters for pedestrian safety.
- From our view of traffic flow on the Friday afternoon / evening and on the Saturday, the already oversaturated traffic flows will negate any advantage of pedestrianisation of the waterfront area.
- It must surely be clear to Council that there is, already, a significant problem of excessive traffic flow into the town and excessive use of the domicillary streets to provide all day parking for office workers in the town. This trend will be significantly worsened by Council's move to both build on part of the upper carpark and to reserve spaces for it's own use in the remainder of the carpark.
- A Council representative quoted the proposed multilevel Car Park to cost \$40.000 per car park space but that appears excessive in our environment. Remember that Council had its own transport task forces working in Wanaka and Queenstown recently and that their recommendations are still current. They recommended that the best solution was to keep the all day parked traffic out of the town, with a large park at the corner of Anderson Rd., and the main highway. People could then either walk into town or be considered in the Park & Ride option.
- Lastly, we note that the possibility of some form of public transport has been left for discussion between Council and ORC. WE think this discussion should be brought forward with a view to improving access around the town and decreasing vehicle overload. We note that it works, often with minibus type transport in some Australian towns. It should be noted that some of the busses may already be here, used in the winter season.

Thank you for hearing our suggestions,

Olwyn & Dennis Pezaro

**Submission 7.**

**From:** Peter Rhodes

**Subject:** Helwick St & Ardmoire St Access.

**Date:** 15 March 2019 at 1:59:59 PM NZDT

Quite like the idea of pedestrian access BUT there needs to be wider planning for vehicle/parking access.

1. Ardmore St from Caltex corner totally blocked this morning with cars stuck on both downhill & uphill so access to Post Office not possible by vehicle.
2. We went to deliver a relative on crutches to Westpac (to sign documents) in Helwick St but found closest we could get was New World car park. Very frustrating to find courier and other delivery vans outside Westpac & other businesses, but no other vehicle access.

Regards,  
Peter Rhodes.

**Submission 8.**

**From:** finlay mcrae

**Date:** 16 March 2019 at 10:30:29 AM NZDT

**Subject:** Roads

Hi Calum/Quentin

I have long thought that closing the waterfront would be great in theory but there would need to be better access across town. There needs to be more than one street through town as Brownston street is quite congested now at busy times and as you both know the population is growing very fast. Late on Thursday afternoon I was at Youghal street and had to come towards town and the queue of cars was from Caltex roundabout right to McDougall street. The only reason I was able to get onto Brownston street was because some one let me in and it was painfully slow progress from there. I hope you are both observing Brownston street as well as the closed off area. I am not sure how you can make it any better but please do not block the waterfront permanently before that issue is addressed.

Regards

Fin McRae

**Submission 9.**

**From:** Craig Rizzi

**Sent:** Thursday, 14 March 2019 6:35 PM

**Subject:** New Road Layout 14 March

Hi,  
Regarding temporary road layout.

Tried driving home tonight from Ruby road to Albert Town. Complete Mayhem , Brownston street was grid locked for its entire length. With cones blocking out turning lanes on McDougal street ( cnr Brownston).....more confusion.  
I can only hope this is temporary.....

Craig

**Submission 10.**

**From:** Ted and Gill Simpson

**Sent:** Tuesday, 19 March 2019 4:54 PM

**Subject:** wanaka master plan

- Closure of Ardmore st along Pembroke Park and taking some of the park along Brownston st for parking/gardens etc - good idea.
- Suggest Golf course rd goes across Ballantyne road and along the side of 18th and 17th fairway to meet up with Main Highway into Wanaka (or maybe three parks) instead of taking up golf course land.
- Car park building behind old fire station - good idea.
- Car parking on Lismore st/park , and on triangle opposite fire station - good idea
- Mt Barker rd through to Cardrona rd on future plan - good idea. And also upgrade length of Ballantyne rd to main Highway soon.
- Extend Road behind retirement village to meet up with Frederick st or Gordon rd which would help spread traffic flow to Three parks.
- But essential to get parking sorted before any other street closures. Us oldies and probably lots of others don't want to walk far to shops/cafe/etc.

Gill Simpson

**Submission 11.**

**From:** Wade Ruth Briscoe

**Sent:** Monday, 18 March 2019 3:51 PM

**Subject:** ROAD CLOSURES

TO THOSE WHO ARE ACTUALLY LISTENING - WITH AN OPEN MIND!!

My wife holds a disability card - and uses a walker. Ready, unimpeded vehicular access to places such as the BNZ, Relishes, The Trout and others is a factor to be taken into account. Individuals well-being and enjoyment of OUR PLACE is of significance, and importance - not only for children and those who are fit and agile but for those who perhaps have lived in Wanaka for many years and are now less able or are disadvantaged.

As the population ages this is a matter to be taken into account, and those needs addressed and provided for - not made difficult or impossible.

THINK

So too is the issue of traffic congestion, particularly at both round-a-bouts. People have a distinct inability to follow signage and as well, engage in correct signalling - both local drivers and significantly. tourists who are arriving in ever increasing numbers. Residents may well eventually

learn as to where to go but visitors will be confused and disorientated resulting in chaos such as occurred at the start of the trial - visitors and locals alike.

Major events such as the Show, Warbirds and the Festival of Colour are occasions when traffic gridlock at the round-a-bouts will occur, to the frustration of all.

Safety of course will be paramount?

Emergency services such as police, ambulance and fire will have unimpeded and rapid access both to the site of an event but also to essential care facilities such as medical centres and helicopter landing pads or police cells? Assisted greatly by reducing access into the centre of Wanaka, and residential areas lying beyond, to one "arterial" road impeded by a round-a-bout?

#### Recommendation

Cancel the purchase of the Walker property on Ladies Mile and invest the funds in a parking building in Wanaka. Such an action would relieve the congestion of vehicles on the waterfront as well as our streets and thereby enhance and improve the quiet enjoyment of our town beloved by residents and admired and envied by visitors.

Wade Briscoe

#### **Submission 12.**

**Sent:** Saturday, 16 March 2019 5:21 PM

**Subject:** Have Your Say Form

**Name:** Ann-Louise Stokes

**Topic:** Car Free Trial Wanaka

#### **Your Comments:**

I would like to register my disappointment at the manner this has been delivered to the retail community. Like everyone else I read about it in the paper. Subsequently I read that we had all been contacted. That is not the case - I was never contacted, no phone call and no visit. I would have thought that with councillors, an Activation Team, Wanaka Community Board and Ignite Chamber of Commerce all pushing and supporting this someone would have been responsible to make sure all retailers were contacted. There aren't that many of us.

I would also like to register my disappointment that in the two page Town Centre Masterplan Activation (another retailer forwarded me a copy) there is no mention of retail or retailers, its like we don't even exist and any effect on us is irrelevant.

I'll let you know how it pans out for Wools of Wanaka when it is finished but I feel like you are only interested in positive feedback so I doubt you will take much notice.

**I am a:** Resident/ratepayer

**Submission 13.**

**From:** Belinda Sides

**Subject:** The road changes are fantastic!

**Date:** 15 March 2019 at 8:49:20 AM NZDT

Hi Quentin,

I just wanted to say - well done!

Superb, timely and a gutsy initiative to change the road layout in Wanaka -the insignificant inconvenience to travel a little further by car is superseded by the magnificent lake front experience by bike and foot!!!

Our family is hugely supportive!!!

Well done!

Cheers,

Belinda Sides

**Submission 14.**

**From:** Clark McDowall

**Sent:** Wednesday, 27 February 2019 11:05 AM

**Subject:** Re: Wanaka Town Centre Masterplan e-news #3

Hello and thank you for that. From a disabled persons point of view, 4 parks would be better than 3. Also disabled parking closer to facilities/amenities is preferred for obvious reasons.

All the best.

Clark

In response to:

Hi Clark,

There will be 3-4 new disabled parking spaces, we're just confirming their exact location with Southern Safety. Two will likely be in the right hand car park titled 'Ardmore St' in the map below, so opposite Lake Bar (access off Ardmore St opposite Pembroke Park and turn right)

Kind regards

Tessa

**Submission 15.**

**From:** Monica Harris

**Sent:** Friday, 15 March 2019 7:43 PM

**Subject:** Re: Parking Issues

Hello,

This actually goes entirely opposite of what we need. We need more parking in town or reasonable transport into town. I have 3 kids under the age of 5. How does this plan propose doing anything in town easily? What about the elderly that also can not walk far?

After having been around town for 2 days with this proposed plqn, traffic is unreasonable. Traffic is backed up a huge portion of the day and took me 30 min to get home as opposed to the standard 10 min! This is not a feasible plan in any way.

Not everyone is local to wanaka town centre and you need to accommodate for people coming in from Albert Town, Luggate, Hawea.

Instead of spending 1.2 million on more space for council and removing our parking spaces due to your new buildings, we could build up to 24 multi level parking garages which are much more of a requirement. If parking is not an issue in council's mind, give us back our parking spaces for your building and move that out of town, or our parking spaces that you have designated for council.

I believe that if you are stealing public parking spaces for staff, you are aware that there is not enough parking.

This issue needs to be addressed.

Thank you  
Monica

**Submission 16.**

**From:** Monica Harris

**Sent:** Thursday, 28 February 2019 1:22 PM

**Subject:** Parking Issues

Hello,

I would just like to make a formal complaint about parking in Wanaka.

I have 3 children under the age of 5 and am never able to find any parking even close to the activities around town that I would like to take them to. As I am sure you can appreciate, they have tiny legs and having to walk long distances can be very tiring. Always having to rely on a buggy is also not always practical. To make matters worse even the long term parking lot has now been reduced in size due to council cars having designated parking and now a building being moved there.

This means that even if I do manage to find a spot close to town, I have to drag the kids away to move the car after such a short time.

I also work in town, so this means that I have to waste my lunch break just to move my car. making an already short lunch even shorter.

To make matters worse, if there is a big event in town (like matariki when there are not many tourists in town anyway) again there is no parking. This means that there is not even enough parking for just the locals, and there are always extra tourists.

Parking further out of town is also not an option as then there is no way to get into town without a long walk.

Wanaka is in desperate need of multi level parking. There are many locations where you could add multi level where it would not interfere with the lake views. Without this addition of parking spaces things will become even harder to deal with than Queenstown.

I hope that you take these requests seriously and begin to look at a solution for long term growth in Wanaka

Kind regards,

Monica

**Submission 17.**

**Sent:** Sunday, 24 March 2019 1:11 PM

**Name:** Alison Southwick

**Topic:** Permanent street closures in Wanaka township

**Your Comments:**

During the recent trial of the closure of Ardmore St, Helwick Street, it was the firstly the traffic chaos that resulted that makes me unsupportive of the closure. Firstly, at 5pm on the Thursday, traffic was banked up in Brownston St from the main roundabout almost to McDougall Street. I heard stories about it taking 25 minutes to progress to the roundabout, and 45 minutes to get across town. At 5.15pm, the same thing was starting to happen in Golf Course Rd, as drivers realised Brownston Street wasn't moving very fast.

I could see also that traffic exiting Dungarvon Street were finding it impossible, Brownston St was so congested, but there was no alternative.

Brownston St would have to be significantly redeveloped to be the main through road, parking would have to be taken away, some widening at parts, and the roller coaster nature of the sealing would have to be flattened. Roundabouts would have to be built.

However I don't support the building of a new road through the golf course to extend Golf Course Rd, nor do I support a residential street like McPherson becoming an arterial route. Any arterial route to join Golf Course Rd, should be built in the undeveloped area between Three Parks and the Golf Course, say, near to the substation.

Secondly, the major loss of parking was an issue. I know there are plans to build new parking areas, but many of these are too far away to be useful for a short visit to town. Plus one of the proposals uses a large chunk of Pembroke Park, which I'm sure was never the intention of the Guardians of Pembroke Park who have fought so hard over the years to prevent it being eaten away by many earlier Council car parking plans.

Car parking needs to be as convenient as possible to the town centre, so redesigning the large carpark behind the Post Office to a multi-storey is a good idea. I hope that project does proceed. Some additional tar-sealed car parking allowances on Lismore Street, along with widening of that street, would also be a good idea, at the moment there are cars parked on the verges of the grass. Also the same should happen outside the high school, there is an informal use of the grass as car-parking.

(Can you also please water and fertilise the grass of Lismore Park at the same time? I've never seen such a stoney, dried up, yellowing, weed infested, scruffy piece of so-called parkland. No wonder people hardly use it.)

Thirdly, the impact on the businesses in town must be carefully assessed. A lot of the shops on Ardmore Street are quick drop-in retailers eg the bakery, Subway, the bank ATMs, the

icecream and food takeaway retailers and as such they need adjacent and short term parking.

Pedestrianisation of town centres doesn't always work. A dreadful example of a retail centre that is a Mall is Cromwell. It is a sad, cold, shaded, deserted, cheerless place to shop, and I don't know how the retailers survive in there. Another example is New Plymouth, where the main route through town was made into a Mall. Many years later, as retail declined in the face of internet shopping, and the Mall was full of empty shops, the Mall was removed and traffic (and parking) was restored. The same thing happened in Hamilton City, and that situation was further exacerbated by the opening of a huge retail complex with free parking outside the shops. This may happen to an extent in Wanaka with the opening of Three Parks, where the locals will choose to shop because the supermarket will be huge, the parking easier and traffic flow in and out of the complex will be, we hope, easier to deal with.

I do support re-development of the Wanaka lakefront, because at the moment, it is very scruffy and run-down. Some of the trees and hedges between town and the lakefront should be removed, proper walkways should be built to prevent wear and tear on the grass, and grass/planting areas established. Nice places for picnics need to be included. Caravans and motorhomes should be excluded from monopolising the lakefront. (they need areas of their own, they are so big and cumbersome). We could look to towns which have successfully managed their waterfronts eg Mount Maunganui. Even Lake Annecy in France. As something to consider for the future, our lakeshore is vastly underdeveloped and lake access is poor. There are miles and miles of lakefront close to town that are just rocky, lined with scrubby undergrowth, muddy underfoot and difficult to get to, eg between the yacht club and Eely point. It is a waste of a beautiful lake!

**I am a:** Resident/ratepayer

**Submission 18.**

**From:** Lloyd Thayer

**Sent:** Saturday, 23 February 2019 10:01 AM

**Subject:** Proposed closures March

Hi team

I have a few of questions for the team to think about for the planned closures in March.

The playground for the tiny kids and parents, where can they park and not have a 30 to 40 minute walk each way to and from?

Do you have any idea how much room it takes to turn a Tour Bus around?

How do the commercial tour operators meet and pickup Guests at Isite or the toilets?

Are you going to put traffic management on the intersections Dugarvon and Helwick with Brownston?

Who will explain to Google maps that you can't get through town for the travelling tourist?

I'm sorry to have to put the negative viewpoint up front but this has not been well thought through.

While on the idea of better traffic flow options.

- Have a think about a one way system that is more user friendly
- One way Caltex Roundabout to Dugarvon St on Brownston
- One way Brownston to Ardmore on Dugarvon

- One way Dungarvon to Caltex Roundabout on Ardmore
- Double lanes all the way turn off or turn on options at each intersection
- And you could close off lower Helwick street for pedestrians only.
- Buses are travelling the right way for lakeside toilet stops
- The Isite forms a roundabout turning pick up point
- Less traffic conflict as everyone is going the same direction.

Thanks for taking the time to read this.

I wish us all the best of luck 14th to 18th March and hope we can see more ideas and options created to take our fantastic little city into the future.

Lloyd Thayer

### **Submission 19.**

**From:** gktippett@gmail.com

**Sent:** Tuesday, 19 February 2019 7:27 PM

**Subject:** Wanaka town centre trial

To whom it may concern

I must express my strong dismay and disapproval of the plan to change Wanaka's roading layout for the period from 14-19 March.

As a person who lives full time in Wanaka, and has done for a number of years, I find that the largest issue I face is finding car parking when I have to visit a business based in the 'town centre' area. I fail to see how severely decreasing the number of car parks available will help this issue. I understand that the idea is to reduce the number of vehicles coming into the town centre, but it seems like extreme prematurity to do this while most of Wanaka's core businesses and services are located within this area. Surely this could be a desktop study until more businesses have moved to Three Parks, at which time a trial of this nature could be carried out.

Also, closing roads is going to cause chaos, particularly around the Ardmore Street / Lakeside Road roundabout – I predict many drivers will arrive at this intersection unaware that the road is closed, and it will exacerbate an already problematic intersection.

Has anyone considered the impact that this closure will have on the event in the Lake Wanaka Centre over 16-17 March? Where do you propose that attendees park?

Furthermore, if this is the longterm plan for Wanaka, how does QLDC propose to direct traffic from West Wanaka during the annual Wanaka A&P Show? During this time McDougall Street is closed between Ardmore Street and Brownston Street. The narrow residential roads in Meadowstone are completely unsuitable for the volume of traffic that would be diverted through here, not to mention that the roads are likely not designed for a large volume of heavy vehicles.

This plan appears to be conceived by people who do not live their day to day lives in Wanaka. We often don't have any choice about coming to town, as there is no other supermarket to go to, or other bank, or other post office. Please listen to the people who live here and have good reasons for not supporting these plans.

I am more than happy to discuss this further with you.

Kind regards,  
Karen Tippett

**Submission 20.**

**Sent:** Monday, 14 January 2019 10:59 AM

**Subject:** Major Traffic Plan Submission

My Name is Elizabeth F McRae

I strongly oppose the closure of lower Helwick Street to traffic.

I was a retailer for 27 years in the street, and a landlord for 32 years. The idea of closing Helwick Street to traffic was discussed several years ago and there was not (and still is not) the permanent population in Wanaka to justify closure of this road!

My reasons for strongly opposing the idea are as follows:

Shops will no longer be able to get their stock, freight, courier items, etc delivered to their front door and not all of the shops have a back entrance.

Closure of this road will result in the loss of 16 carparks (used 8am - 6pm for 30 minutes) equates to a total of 120 parks per day. Wanaka already has a huge shortage of parking all year round.

Some people will not shop if they cannot park close to where they want to go. This especially applies to the elderly and to people who have lived here for years.

The businesses in this street pay very high rates and rentals and it has been proven on the odd occasion of the road being closed for the Winter festival, Street party, and New Years Eve that they lose a lot of income due to the fact that there is nowhere for people to park. In fact on New Years

Eve 2018, most of the shops had no customers and many closed for the year at 3pm.

Wan aka already has an existing pedestrian mall which extends from the back of shops on the west side of Helwick Street right through to Dunmore and Dungarvon Streets.

The decision I want QLDC to make is that the road remains open to traffic. I would also like to see at least one retailer and one landlord on the steering committee before the decision is made.

I would also like all of the retailers and landowners consulted about this proposed Traffic Plan.

I would like to speak to this submission at the appropriate time.

Elizabeth F McRae.

**Submission 21.**

**From:** mark hervey

**Sent:** Tuesday, 20 November 2018 3:35 PM

**Subject:** wanaka master plan

Hello

This is a further submission

Much has been made of the traffic and congestion issues that are prevalent and will intensify in the coming years

It is important to stand back and understand why and how this problem is evolving

To a large extent the issue is caused as a consequence of through traffic traveling down Ardmore st into the central town or traffic traveling into and through the town or from Lakeside drive into the central town .

Lower Ardmore ( even though there are speed humps ) is still being used as a through route. ( and visa versa with traffic coming in the opposite direction )

The round about at the junction of Lakeside drive and Ardmore St is busy and it should not be if through traffic is directed away from the centre of Wanaka

Wanaka needs to establish for the future a ring round concept so through traffic is further discouraged. The ring round could well utilise golf course road to circumvent the town. There is too much cross traffic.

Brownston St is working well as a through road but will shortly become overloaded as it is too narrow and provides little safe site distance for traffic entering and leaving. Access on and off Brownston is difficult

The concept of pedestrian malls is being promoted. I am a commercial property owner in central Wanaka and would object most strongly to the concept.

Where pedestrian malls have been developed , Turangi in Central North Island , Cuba Mall in Wellington, Cashell Mall in Christchurch and even consider the failure if central Cromwell, It is death by a thousand cuts. They don't work unless they are very limited and subject to very large foot traffic counts and surrounded by substantial parking facilities or public transport. Even the great shopping streets of the world, Oxford st in London or 5th Avenue in New York are accessible by vehicles Turangi is a town similar to Wanaka and the centre is a dead disaster

I hope the panel can look at the big picture.

Mark Hervey

## **Submission 22.**

**From:** Peter Hvid

**Sent:** Tuesday, 16 October 2018 1:04 PM

**Subject:** Wanaka Master Plan vs QLDC small business support

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 23.**

**From:** Nick Blennerhassett

**Sent:** Monday, 1 April 2019 12:36 PM

**Subject:** RE: Town Centre Masterplan

Hi again

Would you please add this to my submission form completed last night – thanks

Move the petrol stations to the outskirts of town (say Three Parks, Ballantyne Road, maybe at the existing Mitre 10 site) and use the spaces for developments like Post Office Lane or the little alleyways in Arrowtown, with walking links through to Dunmore and Brownston Streets.

Cheers Nic

## **Submission 24.**

**Sent:** Thursday, 28 March 2019 9:55 AM

**Subject:** FW: Wanaka airport and Wanaka Lakefront/Masterplan  
**Wanaka Town Plan submission**

*F M A (Meg) Taylor*

### **Road Network**

I don't see any new roads here. Some more through corridors are needed - suggestions would be

- A direct connection between Ballentyne Road and the Cardrona Valley highway (ie another direct route in between Golf Course and Orchard Roads). Not winding through developments. Frederick Street could be extended straight through but it would be ideal to have a road that was directly opposite the entry to Three Parks crossing to the Cardrona Valley Road.

- Assume the much discussed Studholme Road link is planned in the future?

Possible to extend Warren Street to join up with Stratford Terrace and then Ballentyne Road and the main Ardmore street entry intersections? This would make another through road similar to Brownston Street. In the future Brownston Street is likely to be part of the down town commercial hub of Wanaka and not ideal as the only through street for town.

Dunmore Street could be brought up via the back of the Library and Wanaka hotel etc onto Brownston and Russell, either as a one or narrow two way street. If it is narrow two way it will help take pressure off both Brownston and Helwick streets.

The Matukituki Valley road needs to be sealed either Otter Seal or Tarmac, for safety, amenity and to save on grader costs.

### **Parking**

The long narrow strip between Hedditch Street and the highway 84 (the section between the first two roundabouts) would be ideal town entry parking, obvious to tourists and much closer than upper Hedditch Street area suggested below Lismore Park. It is currently not utilised at all. Some trees could be retained as well as the walking trail. This could create an avenue with walkway and parking on both sides of highway entering town - ie on Hedditch and DOC sides as you approach the second roundabout.

The Lismore Park area is a good idea for the future but is currently too hidden, steep and remote to be all that useful for tourists. With Lismore parking in mind is there a well formed pedestrian link between Lismore street and Monley Lane to provide increased town access?

The carpark facing McDougall street may as well be extended down to Ardmore street, Running next to the skate park. This will add quite a bit of in-town parking.

C should be multistorey car parking - 3 level and potential for the same building to include retail facing on to Dunmore Street-Brownston Street Link. I gather there has been discussion of a joint venture on this?

D works close to town but I'm not sure that the parking along the McDougall Street end will be used much. Possible to put some parks in front of the skate park?

An avenue of trees walkway through the middle of Pembroke park from Brownston street to the lake front - would help direct people from those carparks to the lakefront. This shouldn't intrude on show ground use etc.

The front lake-facing edge of Wanaka Recreational Reserve could be trimmed off for parking replacing the lakefront parking.

Still good to have perhaps 2 areas of lakefront parking to allow strategic access to lake.

Keep this as natural as possible - ie not asphalt. Don't pave paradise, get someone like Paddy Baxter to come up with something original for lakefront carparks. The space that DOC, Wanaka Police, Fire and Rescue stations have been sited on has not been developed efficiently. There is still room here for parking - perhaps in exchange for a newly built DOC office?



**Submission 25.**

**From:** Rebecca Parish

**Sent:** Tuesday, 26 March 2019 2:28 PM

**Subject:** Feedback from Wanaka New World and Foodstuffs SI Ltd in relation to the Wanaka Town Centre Trials

Dear Wanaka Master Plan Team,

Foodstuffs Si Ltd and Wanaka New World would like to express their feedback to the recent trial street closures in the township of Wanaka.

As the largest retailer in Wanaka and the biggest attractor of vehicle movements within the Wanaka Town Centre we wish to express our concerns over the effects that we experienced as a result of the temporary road closures.

- As you will be aware Brownston Street was the only available road to cross the township. Traffic movements due to the street closures along Brownston Street were very dangerous for all vehicles attempting to enter or exit the New World car park as the volume of traffic along the street was significant.
- Due to driver frustration much dangerous high risk driving was witnessed with many near-misses as vehicles attempted to turn from all roads into Brownston Street.
- In reverse, the same occurred with driver frustration much dangerous high risk driving was witnessed with many near-misses as vehicles attempted to turn from Brownston Street into local adjoining roads.
- The New World carpark was significantly frustrated, as it became the “public parking” for most wanting to visit the Wanaka township, as people were not able to park closer within the township.
- Large truck and trailer units and all our delivery vehicles experienced significant delays and frustration while trying to deliver to our site. As a critical life-line provider of essential grocery needs for Wanaka this we believe is unacceptable.
- The impact of the road closures had a resulting poor sales results and substantial economic loss as customers were not able to access Wanaka New World. This appears contrary to the Council’s focus on vitality and vibrancy for the town centre.
- 

Overall, the impact of the road closures was significant, substantial and caused not only large economic losses, but created very negative spin-off transport effects. The whole road closure experience caused frustration, dangerous driver behavior and resulted in stress, grid-locking and significant adverse effect to the road network and surrounding amenity values.

We request that Council cease any further trials and reverse their consideration for road closures in Wanaka.

Many thanks

Rebecca

**Submission 26.**

**From:** Elizabeth McNaughton

**Sent:** Monday, 25 March 2019 5:48 PM

**Subject:** Pembroke Park

Hi Loris,

I'm sending my thoughts on Pembroke park. Last weekend I was involved with the Lions convention so unable to come to the meeting.

As a visitor frequently to Wanaka - my partner has a holiday house here- I would hate to see Pembroke Park devolved or split up in anyway shape or form.

It's nice to have an area for the sports to use and people to picnic on when at the lake front. I know at show time some of the area is needed for the show and that's ok as many people come to Wanaka from miles around just to come to the show.

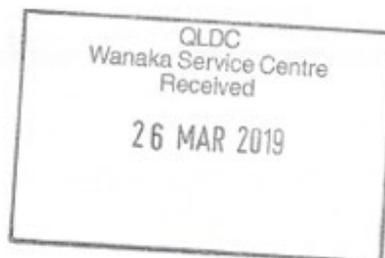
This area has been gifted to the community and that's the way it should stay.

Just my thoughts.

Kind regards,

Helen McNaughton.

[Sent from Yahoo Mail for iPad](#)



**Submission 27.**

**Sent:** Wednesday, 27 March 2019 1:59 PM

**Subject:** Wanaka Master Plan - Feedback - Loris King

Pembroke Park and Wanaka Town Centre Options

Pembroke Park

Pembroke Park is a Crown land reserve set aside by the Crown for the people.

The boundaries of Pembroke Park are defined and a current Management Plan is in place, as is required under the Reserves Act.

Pembroke Park is a valuable free and open space which is highly regarded and used on a daily basis by young and old alike.

The open space allows for significant events to take place bringing considerable benefits to the town e.g. Wanaka A & P Show, Challenge Wanaka, Relay for Life etc.

I strongly oppose the following put forward as options for Pembroke Park.

1. There is no place for Civic Gardens on Pembroke Park.
2. The boundaries of Pembroke Park **cannot** be manipulated and altered in any way to accommodate parking for the town.
3. I oppose Pembroke Park having -  
*'Consolidated sports opportunities and the Show Grounds.'??*

Loris King



QLDC Wanaka Service Centre Danvers
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Continued over page

## Wanaka Town Centre

### Options Ardmore Street.

**I am totally opposed to the closure of Ardmore Street,**

Ardmore is a vital street for traffic flow through the town. The recent closure of this street will have reinforced how vital it is for this street to remain open.

This closure was **not** at a busy time eg Christmas, ski season, Show time, Challenge Wanaka , plus all the other holiday week ends and holiday periods and yet it caused utter chaos and frustration.

Loris king



### **Submission 28.**

**From:** Gardiner Family

**Date:** 1 April 2019 at 8:26:35 AM NZDT

**Subject:** CBD Master Plan Feedback

Hi Quentin & Calum

Unfortunately I have been out of NZ from 15<sup>th</sup> to 31<sup>st</sup> March so missed the crucial Street Closure and opportunity to observe what happened. I have had feedback from many business and property owners, pretty much all negative in terms of the impact on their business trading

It is of concern that I see the deadline for feedback submissions is so short. ( 31<sup>st</sup> March) . I will complete the online form today and hope that this input will be considered.

Separate to this feedback, let me make the following observations:

- Throughout the process to date, it appears that the business and property owners most directly affected by any proposed street closures/car parking changes have not been properly consulted.
- By way of example:
  - As a property owner on Ardmore Street, I have had no direct invitation to participate in any workshop of discussion, despite owning an asset valued by QLDC at \$7.5 mil and contributing \$32,000 annually into Council coffers
  - My tenants have had no direct contact regarding their input, other than the advice regarding the recent road closure experiment.
  - I am not aware of any persons being appointed to represent either affected businesses or property owners. If they were, this was not directly communicated.
  - I note that in the June 2018 Establishment Report Figure 6-1, Partners Stakeholder Matrix, neither property owners or businesses are included in the Matrix. ( See Below) . The closest they

come to a mention is in the category 'private developers'.... Why ???. I think this is a major omission, and perhaps explains why there has been no direct engagement with this group.

- In 2017 businesses along Ardmore Street had to meet the cost of hiring Reset Urban Design ( the Council Consultant), to include a modified version of the Ardmore Layout Plan, that more properly met their needs. This alone was evidence of business interests not being properly accounted for by way of direct consultation.
- It appears to me that this whole process has been geared towards the wider public and gathering their input by way of wish list etc . Yes the invitation has been there for business and property owners to engage, but they have been given no greater opportunity to be listened to, despite their substantial financial contribution to QLDC revenues.
- While a guesstimate, I think that the businesses and property owners directly impacted by the street closure contribute annual rates in the region of \$700,000 pa.( probably conservative). Surely this deserves some very direct consultation and feedback process. I note that in the online survey, there is no provision to be identified as an affected property owner or business. Early on in the process, businesses and property owners should have been identified as a core consultation group and been directly engaged via workshops etc.
- This is a process involving more weight that saying, " well they had the opportunity to come along to our public open day sessions, or the tent that was erected during the closures" Some of the businesses I have spoken to simply did not have the time or opportunity to attend these public sessions.
- The QLDC response could be 'more fool them" for not engaging. However this does not make the introduction of change any more palatable, or in their eyes, decisions being made with all the economic consequences and facts at hand.

So I don't want to be too critical, but I do feel very strongly that those in the front line of any changes have not been properly consulted. It seems to me that the views of casual visitors to the waterfront, are being given the same attention as those people having 'all their skin in the game', and in the firing line of any major changes.

My own thoughts are that this process needs to continue, BUT

- The speed of any major decision making should be slowed until the impact of the new supermarket at 3 Parks is known. This will have a major impact on traffic and transportation within the Wanaka CBD area
- Why is the option of 'shared space' regarding roads not being explored, or presented .
- Proponents are talking about road closure. I have not read anywhere the option of identifying zones as shared space. ( cyclist, car, pedestrian ) There are many examples of this ( see photo attached from Cambridge NZ ) . This is a more gradual process towards pedestrianisation , and I believe will produce a more vibrant /better outcome.
- On a cold Sunday night in winter, a pedestrian only street on the waterfront will look bleak and uninviting . e.g. How will shared vehicles of the future pick up and drop off those visiting the Hospitality Precinct ??
- Also the option of retractable bollards does not seem to have been considered . This would permit closures at times of the day, or week. Again a way of experimenting throughout the year, as to what are the best options for closing streets, but not necessarily on a permanent basis.

Trust you will take these comments on-board and forward them to the consultation team

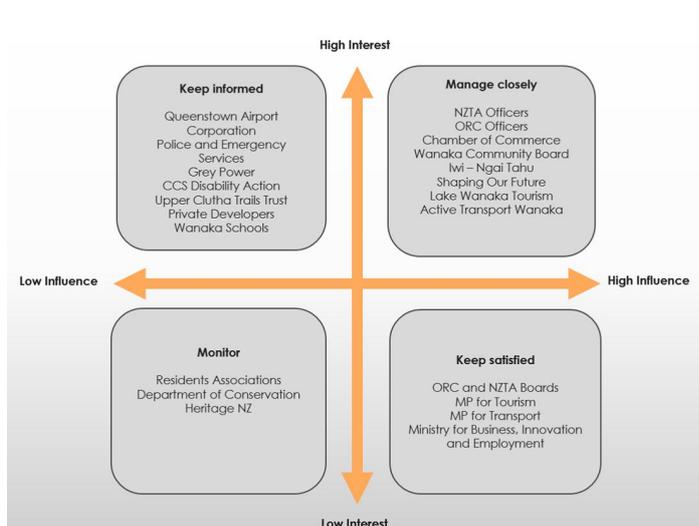
Regards  
Roger Gardiner



## 6.1 Partners and Stakeholders

The business case process, Master planning exercises, and the proposed governance structure ensure that partners and stakeholders are involved throughout the process. This will provide input from a variety of sources resulting in more robust outputs, as well as allowing stakeholders to be part of the process from the outset. A preliminary stakeholder matrix that assesses the partner investors, external stakeholders and government ministers has been created for the project, as shown in Figure 6-1: Partner and Stakeholder Matrix.

Figure



**Submission 29.****From:** Peter Byrne**Sent:** Sunday, 31 March 2019 1:16 PM**Subject:** Wanaka Town Centre Business Group Submission

Please note our 100% Support for the above submission.

Also note that any new angle car parking needs to have a two hour maximum and Camper Vans are to be excluded from these angle parks and instead have their own areas further from the town centre.

Peter Byrne

**Submission 30.****From:** Ian Warner**Sent:** Sunday, 31 March 2019 3:32 PM**Subject:** Wanaka - Waterfront Trial

Hi Team, I just wanted to confirm that I have provided input to the Wanaka Town Centre business group submission regarding the Wanaka Waterfront Trial and thoroughly support this submission.

I own The Doughbin, Sushi Mii and the leasehold to Boa Boa (all located in Pembroke Mall on the waterfront)

Kind Regards,  
Ian Warner

Director, Warner NZ Management Ltd

**Submission 31.****From:** Aspiring Jewellers**Sent:** Sunday, 31 March 2019 12:55 PM**Subject:** road closure

Hello

We are in favour of the road closure if the following happens,

Please don't take all the parking's away from the lakefront outside our shop and in the layby area.

Built a multi storey car park where the free car park already is up by the old fire station.

Desperately need more car parks in town.

Beautify Pembroke park and make it more gardens and walkways to the beach.

Regards  
Pam

Aspiring  
JEWELLERS  
Wanaka, NZ

**Submission 32.**

**Sent:** Sunday, 31 March 2019 9:58 AM

**Subject:** Have Your Say Form

**Name:** Dominic Stayne

**Topic:** Sealing of Ballantyne Road

**Your Comments:**

I am opposed to the sealing of Ballantyne Road. It will be expensive, and I do not consider it is a good use of council funds.

My reasons are:

- a) From the SH6 and Ardmore St intersections with Ballantyne Road, it is 0.5km shorter via State Highway. This route, being SH6, is already sealed and has a speed limit of 100km/h for much of it. SH6 represents a shorter, faster journey.
- b) For traffic wishing to travel east to west, Riverbank Road is already sealed, and was intended some years ago to become the southern east-west route. What changed?
- c) The last thing the industrial section of B. Road and the Ardmore St intersection needs is more traffic.
- d) Whether B. Road is sealed or not, the time is coming for a re-working of the Riverbank Road/B. Road intersection - the traffic calming measures have helped, but it remains a dangerous intersection.
- e) A roundabout or other measures are surely due for the SH6/SH89/Riverbank Road intersection.
- f) With the assumption that d) and e) are going to happen, why would we seal Ballantyne Road when there are already high-standard sealed roads in place which deliver the journey in less time and at less distance?
- g) And yes, of course, I live on Ballantyne Road, and don't wish to see it get any busier. That does not invalidate the points I make above.

**I am a:** Resident

**Submission 33.**

**Sent:** Sunday, 31 March 2019 4:12 PM

**Subject:** Have Your Say Form

**Name:** John Templeton

**Topic:** Roading and carparking on Golf Course

**Your Comments:**

I am not in favour of the golf course being used for roads or car parking.

It makes no sense to replace a green area that promotes physical well being with cars to enable a car free environment in another part of the town.

The golf course is well used by locals, both members and non members with over 1000 members of all ages and genders and from all socio economic groups. It is one of the largest clubs in New Zealand.

Each week organised competitions cater to around 200 to 300 members and this does not include casual rounds or open tournaments.

While the community does not receive a lot in the way of revenue, by the same token it does not cost them anything either. I do not know what it costs to maintain all the other parks and reserves in town but I would suggest the cost is substantial.

The club does not want its area eroded by a council that that should be supporting us as we do a good job for the town.

**I am a:** Resident/ratepayer

**Submission 34.**

**Sent:** Friday, 22 March 2019 3:58 PM

**Subject:** Have Your Say Form

**Name:** Peter Thomson

**Topic:** Parking and street shut off trial

**Your Comments:**

Street closure: on the Friday travelling from home to Wanaka station park normally takes 7 to 10 minutes on Friday afternoon took 20 minutes gridlock on Ardmores st

Do not consider until 3 parks is up and running and also once additional parking is provided I e build car park at the top of Little street opposite the stairs to the town centre: would require cut and fill only vehicle access in one end and out the other both well away from the corner

Ardmore street will the current parking needs to be changed keep large camper vans out as parking up stream of a can one is unable to see past when trying to reverse out of a park

Lake front removal of park how does one get their canoe and paddle board to the lake front Very heavy to carry more than 10 to 20 meters

You must consider the rate payers: having been one since 1972

Lupins require removing from the lake front and from Bremner bay to Penrith where in places they are taking over the lake and walking tracks:

Attention is required a a blokes pipe on the walking track close to the tree by Wanaka station park; please norms this has remained blocked prior to Xmas

Urgent attention needed

Why have the stone rocks piles next to your new lake front car park not been removed please either remove or clarify why they remain their taking up valuable space

**I am a:** Resident

**Submission 35.**

**From:** Alison Stretch

**Sent:** 8 April 2019

**SUBMISSION ON WANAKA TOWN CENTRE**

I was unimpressed with the trial to open up Helwick and Ardmore streets because of the traffic congestion and lack of parking. I didn't find clear information at the tent addressing traffic flow, parking which needs to be in place before any closing of Ardmore St.

Traffic;

- 1.traffic volume is too high to have all town traffic using Brownston St.
- 2.adding parking to a busy thoroughfare is not a good idea.
- 3.diverting along Golf Course Rd adds an extra 1/ ½ km to get to town centre
- 4.the intersections at both ends of Golf Course Rd are dangerous now.

Parking;

parking must be provided close to the town centre for mothers with young children, elderly and the disabled.

Dunmore park seems the most practible for a multi level park, with access from Dunmore St and a one way Lower Helwick, leaving Ardmore as a one way through to Mc Dougal St  
The parking along Mt Aspiring in front of Pembroke Park could be shifted to the lake side eliminating having to cross traffic to get to lake

I know I'm a bit late with my submission but I hope the council will consider my ideas as I haven't heard any favourable comments on yours.

Alison Stretch,

**Submission 36.**

**From:** CM Turner

**Sent:** 20 March 2019

Topic: •

RECENT ROAD CLOSURES IN WANAKA

Your Comments: •

I WAS NOT HAPPY ABOUT THE ROAD CLOSURES BECAUSE THE REST OF THE ROADS IN THAT AREA ARE NOT UP TO COPING WITH ALL THE EXTRA TRAFFIC. I DID CYCLE INTO TOWN ON SUNDAY, AND WAS ALMOST KNOCKED OFF MY BIKE BY ALL THE PEDESTRIANS WANDERING ABOUT WITHOUT LOOKING

I am a: •

Please choose an option  WHERE THEY WERE GOING.

Submit

QLDC  
Wanaka Service Centre  
Received

20 MAR 2019

**Submission 37.**

**From:** Debbie McCallum

**Sent:** Tuesday, 19 March 2019 9:01 PM

**Subject:** Feedback and congratulations QLDC

Good evening

We spent last weekend in Wanaka. We usually avoid spending time in Wanaka because in the past we haven't enjoyed the traffic and busyness of the central area. This weekend though, we thoroughly enjoyed our stay eating out both Saturday and Sunday at restaurants on the water front street and shopping on the closed off side streets.

It was so pleasant because the roads were blocked off and the area was pedestrian friendly and had the most wonderful atmosphere. People and children wandered around at their leisure and sat absorbing the peace and tranquillity which was enhanced by the beautiful scenery. 'Just paradise'!

You could walk around the activities and over to the lake without fear of being hit by traffic. There were no vehicle fumes to be inhaled whilst sitting enjoying our lunch and coffees. Even a cat wandered around casually enjoying the peacefulness of the space.

Congratulations QLDC for having the foresight to realise that this is what the future should be.....'town centres which are not planned and developed around vehicles'.

Deborah and Ross McCallum

**Submission 38.**

**From:** Diana Cocks

**Sent:** Tuesday, 19 March 2019 3:34 PM

**Subject:** Brownston/McDougall roundabout

Hello team,

I wish to thank the Queenstown Lakes District Council for the temporary roundabout at the intersection of McDougall and Brownston Streets, Wanaka.

I am a regular user of that intersection and, with the trial road closures, that intersection appeared particularly busy yet the roundabout managed the flow of traffic with more efficiency than the standard intersection format.

Even though there was no temporary sign posted reducing the speed limit, vehicles approached the intersection more slowly. And those vehicles travelling down McDougall through to the lake, which would normally be travelling straight through at 50km/h, slowed and were more cautious negotiating the roundabout.

As a regular user of this intersection, I appreciated both the added efficiency and the improved sense of safety provided by that roundabout.

I would be very keen for this roundabout to be made permanent please.

Cheers,

D. Cocks  
Wanaka.

**Submission 39.**

**From:** Phil Carter

**Sent:** Wednesday, 20 March 2019 9:56 AM

**Subject:** speed limits and street closures submission

Hi council, thanks for the opportunity to add my opinions

Please don't reduce the speed limit on the Cardrona Rd.

The other reductions are reasonable in my opinion.

I favour shifting Pembroke park forward to meet the lakefront and putting the road and parking on Brownston St. The other roads should remain open to traffic for easy access to town and pubs etc.

Please also put a new road on the end of Lismore Park opposite little St, that goes up to beside the water tanks and exits by Mitre 10, then traffic won't need to do the Link Rd to get onto Anderson and then onto the main road.

Add a round-about at the Ballantyne/Hedditch St crossing, with a free turn lane off the main st into Ballantyne Rd (DOC corner) as a town bypass.

Shift Anderson rd round-about over to create a free pass lane for traffic coming in from Hawea/Luggate etc, and add Plantation Rd into the round-about instead of the no RH turn.

Cheers

Phil Carter

**Submission 40.**

**From:** Michael A Turner  
**Sent:** 20 March 2019

Topic: \*

PEDESTRIANISATION

Your Comments: \*

PEDESTRIANISATION AS PER THE  
TIME PERIOD, IS A GOOD IDEA,  
HOWEVER INFRASTRUCTURE PARKING  
FOR DISABLED & OTHERS NEEDS TO BE  
IN PLACE BEFORE PEDESTRIANISATION

I am a: \*

Please choose an option AS WELL AS NEW FOOTING

20/31  
MATH 12019

Submi



**Submission 41.**

See attached from Rough and Milne

# r+m Practice Feedback

## Wanaka Masterplan

rough & milne landscape architects

Level 1 Tekoa House  
24 Dunganon Street, Wanaka

Level 2, 69 Cambridge Terrace  
Christchurch 8013

Wanaka Tel +64 3 974 7940  
Christchurch Tel +64 3 366 3268  
www.roughandmilne.co.nz

29 March 2019

To Queenstown Lakes District Council,

The purpose of this letter is to respond to and provide constructive critique on the proposed key moves for the development of Wanaka Town Centre. The following letter collates the feedback from the Landscape Architects currently employed in our Rough and Milne Wanaka office, and represents the views of Rough and Milne Landscape Architects as a practice.

### **Overall Design Response:**

The r+m team generally agree with the overall vision of the Wanaka Masterplan. We agree that the town needs to address issues of transport, congestion and parking as we experience this rapid growth now and predicted for the future. We also agree that by designing a more pedestrian focused town centre it would create a more lively and usable waterfront and pedestrian centric town centre. r+m understands that the overall vision for the Masterplan is to integrate the surrounding landscape into the fabric of our town. While we acknowledge that it is an appropriate approach we are concerned about its implications at a human scale and the overall live-ability of our town. We acknowledge the concept has been generated to invite and elicit feedback. Some of the feedback below does not relate to landscape matters, any feedback that does not directly relate to landscape is given on behalf of us as Wanaka residents.

### **The trial 15-18 March:**

While we consider the trial a great initiative, it was not long enough and we feel that the trial did not adequately test the masterplan concept, particularly its key moves such as congestion and parking. Ardmore Street and Helwick Street felt lively during the trial and the pedestrianisation of Ardmore reinforced how integral it is to seamlessly link the built environment of the town with the lake. However, we believe that not enough thought had gone into and allowances were not made for the change in road layout and lack of parking (changes that would be made should the Masterplan go ahead). We believe that if more or alternative carpark spaces, or in fact alternative transport options were created for the trial then the response from the locals may have been more positive. r+m would like to see many of the key moves go ahead but these will require further testing.

### **Key move 06A: Transforming Wanaka - a cycle network**

Strengthened cycle connections is an appropriate move for Wanaka considering the traffic congestion and desire for more alternative transport options. Cycle ways around Central Wanaka are especially needed, for example Ardmore Street, and McDougall Street. If Brownston Street is to become the main vehicle thoroughfare moving the main cycle way to a

pedestrianised Ardmore Street needs to be considered. Consideration should also be given to additional bike stands and strengthening existing connections in the residential areas.

**Key move 06B:** Transforming Wanaka  
- a bus network

Though the r+m team can see the appeal of a bus network we question the feasibility of it in the near future with our current population. In the future it would be useful to investigate a bus service which performs as a loop around Wanaka 'Central' and then broader connections to the regions satellite towns i.e, Cardrona, Hawea and Luggate. We question why Anderson Road was not included in the initial bus network routes. We see this as a useful connection road for many residential Wanaka areas.

**Key move 07:** Transforming Wanaka -  
new road options

A) Anderson Road to Cardrona Valley Road via Golf Course road link. We agree that this change would help with congestion, especially by providing relief to existing intersections, however this is likely to be a significant landscape change that should be carefully considered.

B) West Coast to Queenstown via Riverbank Road link. We can see how this would improve safety at this intersection with the addition of a roundabout. We think this change should be a high priority for QLDC. From a landscape perspective we can see no reason why this change shouldn't go ahead.

C) Wanaka Airport to Queenstown via Mount Barker Road. Though we can see the logic behind this road change we disagree with this move as it would have significant implications to the landscape character along Mount Barker Road.

**Key move 08:** Options for the town  
centre - Gateways

We agree with these moves. Changing the speed limit and creating gateways to Central Wanaka would be a positive move towards framing our town centre and strengthening our character/identity.

**Key move 08:** Options for the town  
centre - East/West and North/South  
Streets

Though r+m agrees with the vision of maintaining views and incorporating the wider landscape we have concerns about the live-ability of the residential streets. We believe that the 'blue' streets could also be tree lined - allowing views to the lake to be framed and incorporated.

**Key move 09:** Options for the town  
centre - Movement

r+m agrees with the movement key changes. Our main concern is the plans reliance on Brownston Street and the level of change that would be required to allow this to be a main thoroughfare considering its current level of congestion.

**Key move 09:** Options for the town  
centre - Parking

Way-finding to proposed parking will be important, as these public parks would not be immediately obvious for visitors to our town.

A) Concern for the proximity of the carpark to town and a need for the

pedestrian connection from the carpark to Central Wanaka.

B) This carpark would be difficult for visitors to find, more consideration should be given to the circulation between the carpark and key attractions. The geography of this carpark would make it inaccessible for many pedestrians. The two routes from town would be the steps behind Urban Grind or Little Street which a very steep street. In addition, there would be significant change to the landscape character and appropriate mitigation should be taken into account.

C) This carpark makes sense however r+m would question what will remain as 'private' parking and what would be available for the public.

D) Additional parking along Pembroke Park would be a logical move however we would like to see a form that is less rigid. There is opportunity for the parking to occur in nodes, with landscape mitigation carefully considered.

**Key move 10A/B:** Options for the town centre - Pembroke Park

r+m agrees that Pembroke Park should be better integrated with Lake Wanaka. The removal or reduction of Ardmore Street would be a good step toward reducing the barrier between the park and lake. r+m believes that there is an opportunity to create multifunctional spaces within the park. The design of the new Pembroke Park should take into account the climatic conditions of Wanaka, especially its hot and windy summer. Shade and shelter should not be omitted from the design for the sake of views to the lake.

**Key move 11A:** Options for the town centre - Ardmore Street closure

r+m agrees with the pedestrianisation of Ardmore Street. We believe a partial closure of Ardmore Street with some areas of strategic parking could work just as well. We think that disability and parent parking should be given special consideration for the town centre re-design. It is important that the town centre remains usable for everybody. As with our recommendations above for Pembroke Park the climatic conditions should be considered. Wanaka has extreme weather it is very hot and windy in Summer, and bitterly cold in winter. The space between the lake and the shop fronts should be designed in a way that promotes a variety of activity and creates spaces for a mix of uses. There is a risk that the area between the shop fronts and the lake becomes a 'no-mans-land', careful design should be able to create and define spaces effectively so that the waterfront feels lively and active.

**Key move 11B:** Options for the town centre - Ardmore Street closure

r+m's preferred option for the town centre would be Option C with consideration given to our feedback given throughout this letter.

**Key move 12:** Options for the town centre - Streets

r+m agrees with the vehicle and pedestrian balances of each of the proposed street changes. We would question the balance of Brownston Street, this street is going to become the main arterial route through Central Wanaka, we would question if Brownston Street has the capacity to also support

significant pedestrian and cycle circulation. Though this would be an ideal outcome, however we are dubious about its feasibility given the current congestion of this street.

**Key move 12:** Options for the town centre - Laneway Network

r+m supports the strengthening of the laneway network across the town centre.

**Key move 13:** Options for the town centre - Civic Heart

r+m would prefer to see option B as the new civic heart. This would allow the town to utilise its existing facilities and the central location will help with creating a multifunctional spaces. The area is currently under-utilised which is shame seeing as Bullock Creek has such great amenity values to offer.

**Key move 14:** Options for the town centre - Gardens

r+m would prefer to see option B implemented. Lismore Park is currently under-utilised creating the gardens here would be a good opportunity to show another part of Wanaka with spectacular views. It would also allow the proposed carpark to be better utilised.

**Key move 14:** Options for the town centre - Market Locations

r+m believes that option B would be the most appropriate market location. Markets are a way of creating lively and engaging spaces, they provide a diversity of activity that is desirable for the waterfront.

**Key move 14:** Options for the town centre - Play opportunities

- A) Play along Bullock creek would help children to engage with nature and would complement the potential civic heart (option B) well.
- B) The area around the current Masonic Lodge would be a good location for a potential play area, especially if it were to be incorporated with the proposed civic heart. However, r+m feels that re-branding would be necessary, as 'Masonic Tower' does not sound particularly appropriate for a childrens play area.
- C) Lakeside play trail doesn't seem needed as the beach is already book-ended by playgrounds at the Dinosaur Park and Wanaka Tree. Is the lake and park not a play ground enough?

In conclusion, and in principle we agree with all the key moves proposed by Queenstown Lakes District Council. r+m are aware that QLDC will be taking into consideration all the feedback they receive before developing a more detailed Masterplan. We have critiqued these key moves based on the information provided. The main points we would like considered through the development of the Masterplan is the particular climatic conditions of Wanaka, addressing current issues of congestion and 'dead space' within the town, and creating a town centre that is liveable and accessible for residents and visitors alike.