



Wanaka draft Masterplan feedback submissions June 2019

Submission 1.

Sent: Tuesday, 11 June 2019 10:51 AM

Subject: Have Your Say Form

Name: Jennie Taylor

Topic: Town centre plan Wanaka

Your Comments:

I love the proposed plan, I'm for it. We need less cars and more green space. Well done!

I am a: Resident/ratepayer

Submission 2.

Sent: 14 June 2019 3:56 PM

From: George Ritchie, St.Columba Church Secretary

Below are the views of the Wanaka Anglican Church.

Further to the Wanaka Town Centre Master Plan the Wanaka Anglican Church community has some reservations related to the development of Brownston street as an arterial route to by pass the town centre.

Factors influencing this reservation is the proximity of Church and Community activities adjacent to both Brownston street and McDougall street and the increased traffic flow through what will become an exceptionally busy intersection.

Both these streets may of necessity be widened to cope with the parking and increased traffic flow and the implication this has for the safety of pedestrians and children.

It is to be hoped that as the Plan is developed the Upper Clutha Anglican Parish will be consulted.

Submission 3.

Sent: Friday, 14 June 2019 10:09 PM

Subject: Have Your Say Form

Name: Isaac Davidson

Topic: Road through golf course

Your Comments:

This is a terrible idea that has been visited previously. Due to the conditions of the lease of land that was gifted to you it would be huge sign of disrespect and arrogance to overturn a person and family's wish's who could of greatly profited from this land without gifting it to

you to protect in the interests of a sporting reserve with the purpose of golf. I coach in my own time at my own cost a group of 5-8 year olds who benefit a great deal from this community facility. Not to mention this club has one of the strongest memberships in the South Island if not the country. The cost of upgrading and renewing a new back 9 seems a horrendous as a rate payer considering there are clearly better alternatives.

I am a: Resident/ratepayer

Submission 4.

Sent: 24 June 2019

Subject: Wanaka draft Masterplan

New Zealand Golf would like to note that we see Councils across New Zealand as important partners in supporting our vision of providing unique, inclusive and lifelong enrichment through golf.

New Zealand Golf approaches situations like this with a very open mind, we review our internal and national information in conjunction with Sport New Zealand's insights, the Regional Sports Trust, Golfing District and the club to assess what the best outcome is for both golf and the local community. We do take the stance that there must be viable options and that these are in the best interests of the community. Specifically, in relation to the proposed Wanaka Town Centre Master Plan (WTCMP) we are disappointed that the consultation process has excluded us.

With regards to Wanaka Golf Club, New Zealand Golf has been in touch with the club and Golf Otago. From what we have identified, there has been no formal consultation with either of these organisations nor with New Zealand Golf. Whilst we are not against making adjusts to the golfing provisioning in Wanaka, this must be done in consideration to the wider golfing network and the needs of the community. To this point; with there being no other golf course located in the Wanaka urban area, we are reluctant to support the reduction of the Wanaka Golf Club without proper investment in an 18-hole facility. This also aligns with the Queenstown Lakes District Council Queenstown Lakes – Central Otago Regional Sport and Recreation Facility Strategy.

Wanaka Golf Club has been a part of the Wanaka community since 1922 and moved to its current location in the 1930's. In 1967 with the gifting of land to the Crown and this being specified recreation for golf, the club expanded to 18 holes. The Golf Club is one of the busiest and most played in the South Island. It also has the 8th largest membership base in the country and largest in the South Island with over 1000 members. The course is already one of the shortest 18-hole courses in the country.

Something that needs to be noted, over the past 90 years the land which the golf club has been situated on is curated by the Golf Club, all the maintenance, improvement and care has been at the cost of the golf club. It costs Wanaka Golf Club an average of \$24,000 per hole per year to maintain or \$440,000 for the full 18-holes. This is a large investment in the maintenance which has not been paid for by rate payers who often bear the burden of maintaining sports facilities. With the proposed road to run through 2 holes (from the information that we have been able to identify this will more than likely be 4-holes to enable a safe intersection to golf course road), we would expect an investment from the Council to re-establish the full 18-holes to the same quality as they are today with no reduction of the golfing foot print.

The Wanaka Golf Club is one of New Zealand's most iconic courses with stunning views being a large draw card for the domestic tourism market. It is also a space where the local community gets active with the course having an estimated over 30,000 rounds per year (this based off minimum competitive rounds for handicapping purposes, it is likely to be much larger). There is also a misconception that golf participation is declining. This is not the case. What we have found is that the market is shifting and that there is an increased desire for more casual, flexible play. This is harder for us to capture as they don't necessarily enter scorecards. What we know is that golf is the largest club-based sport for adults with over 500,000 active participants each year.

We would welcome the opportunity to be involved with helping to create the future vision for Wanaka or any other of the towns that fall within the Queenstown Lakes District, as we do truly believe that we are enriching people's lives through the love of golf.

I look forward to chatting with you.

Kind regards,

Matt Southerden | **New Zealand Golf**
National Facilities Manager

Submission 5.

Sent: 24 June 2019

Subject: Wanaka draft Masterplan

Hello QLDC staff

I have already completed the online response form regarding the Wanaka Town Centre Master Plan, but wanted to make a further submission.

I believe the proposal to construct a road through a part of the Wanaka Golf Club is poorly thought through, complicated and unnecessarily extravagant. I show an alternative on the attached plan, which I consider avoids the disadvantages of the proposal shown in the Master Plan and has a major cost advantage. I understand the underpinning objective is to link the existing commercial areas of Anderson Rd and Ballantyne Rd with an easy and swift route that will be practical for all traffic.

My alternative proposal as attached involves minimal construction work yet achieves the same outcome with only an additional 150-200m of route distance to link Anderson Rd with Ballantyne Rd. I suggest rather than altering the existing roundabouts at Anderson/SH and at Caltex Corner, these be left unaltered and instead construct a new roundabout at Hedditch/SH as shown. It would require a small area of land from the Dept of Conservation site but this is well clear of buildings. Ballantyne Rd could then be swung slightly over its northernmost 100m to join into this new roundabout, saving on the cost of swinging it the other way to the Caltex roundabout. Although there might be a complex process to acquire perhaps 2000m² of land from DoC it would be no more complex than acquiring a much larger area (likely 10,000m²) of land from the Crown Reserve Golf Course.

The currently proposed roundabout at Golf Course Rd/Ballantyne Rd would be a 4-way roundabout rather than 5-way, and should include a pedestrian underpass for golfers and for the public. There is an existing 20m strip of land alongside the 18th hole of the Golf Course which is intended to be a road. This could be continued eastwards to join directly to the already-proposed roundabout on the SH by the new Mt Iron carpark. This would give a better link from the SH to Golf Course

Rd. Although I have only discussed this verbally by phone with Allan Dippie I understand that he would support this in principle.

Advantages of this proposal are:

1. Cost of extra roundabout at Hedditch would be offset by savings in not having to alter the two existing roundabouts at Anderson Rd and Caltex Corner, and also from making the proposed Golf Course Rd roundabout a 4-way rather than 5-way intersection.
2. Cost of swinging the end of Ballantyne Rd to Hedditch would be less than cost of swinging it the other way to Caltex Corner - shorter distance, and much simpler.
3. Avoids an awkward 'acute left' turn off the Highway into Ballantyne (at the Caltex roundabout).
4. Cost of acquiring 2000m² of land from DoC would be a lot less than cost of acquiring 10,000m² of land from the Golf Course.
5. No need to pay compensation to Golf Club, or pay costs of constructing replacement holes 10 and 15.
6. No need to pay for a high fence and/or hedge along the length of proposed road through the Golf Course.
7. No need to pay the substantial cost of constructing 500m of proposed arterial road - this is the biggest saving.
8. No need to pay compensation to the property owners in McPherson St for loss of value arising from having roads on both their front and back boundaries - this could be a significant claim.

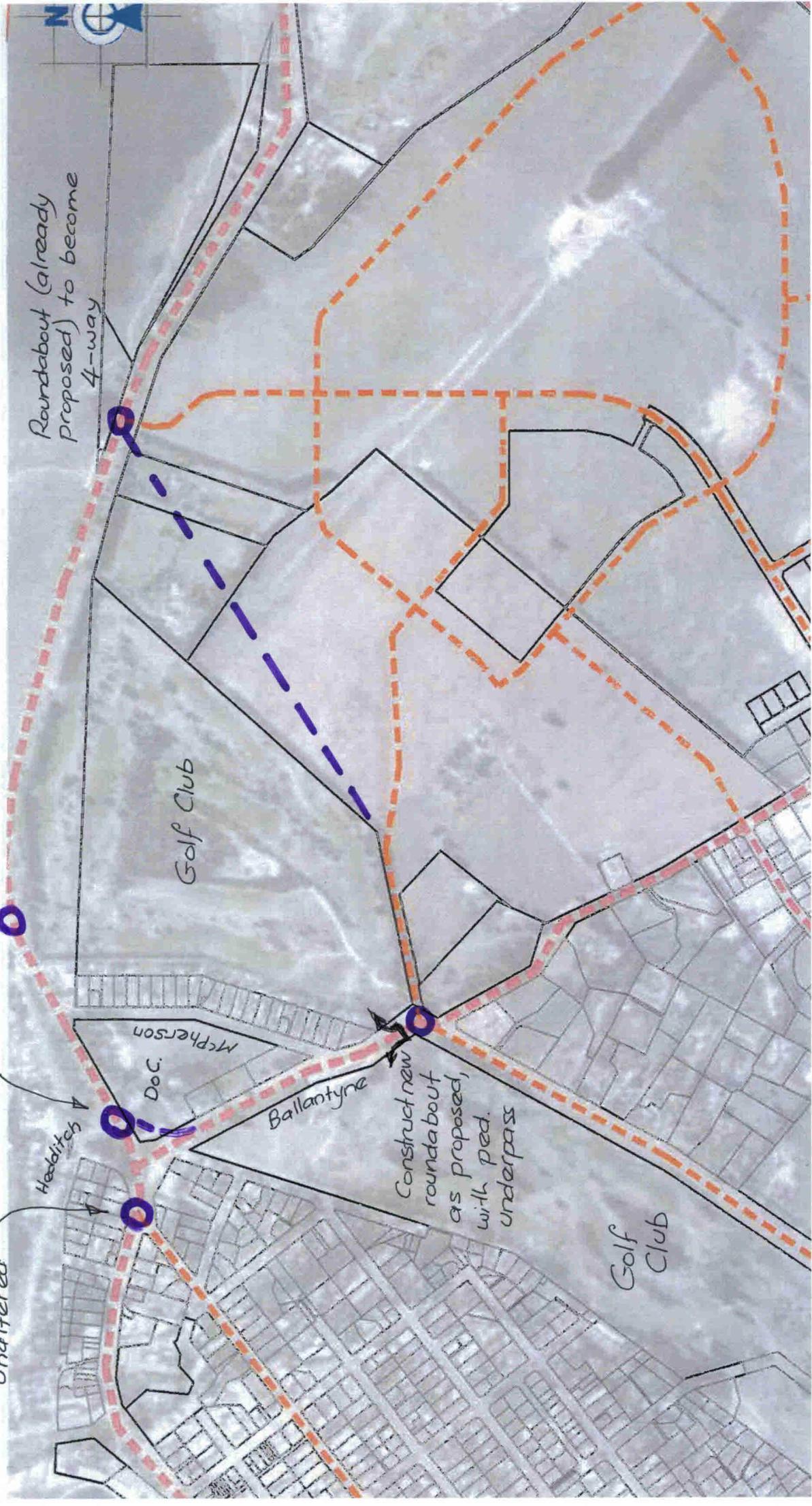
I urge QLDC planners to reconsider the Golf Course road proposal in light of the above. The outcome would be just as practical, and massively less expensive. It would be a better outcome for the Golf Club, but most importantly it would be better for the ratepayers who would otherwise end up paying for the current proposal.

Thanks for the opportunity to make this submission - if there is an opportunity to speak in support of this proposal I'm happy to do so.

Please acknowledge receipt of this submission.

Regards,
John Carter
Registered Professional Surveyor

See inserted diagram as part of submission



Leave existing Anderson Rd roundabout unaltered

Roundabout (already proposed) to become 4-way

Construct new roundabout at Hedditch St

Leave existing roundabout unaltered

Construct new roundabout as proposed, with ped. underpass

Suggested Alternative to avoid road through Wanaka Golf Course

Submission 6.

From: The Dicksons

Subject: Wanaka Town Centre Masterplan

Date: 25 June 2019 2:03 PM

Wanaka Town Centre Masterplan – Submission

TOWN PLANNING

One of the basic concepts in effective town planning is recognizing the interrelationship of land use and transport capability. They are two aspects of the same entity and one cannot exist without the other and they must be considered and planned together. Without transport capability there will be no land use and vice versa.

In the Town Centre Masterplan it seems the whole emphasis is on pedestrian amenity and cycling. Pretty pictures are shown of pedestrian spaces full of people but the plan does not deal with how those people will actually get to the town centre. Without adequate access they will not come.

For the centre to thrive there must be good accessibility and in Wanaka for the near future this is vehicle access and parking. This necessity is well known to developers of supermarkets and shopping centers whose first priority is to ensure people can get there, and good road access and parking is a top priority. This is in contrast to the proposals for the Town Centre where road access is downgraded and parking made more remote.

MISSING IN ACTION

There are a number of issues which are important but which are not dealt with in the Masterplan.

Costs

The Masterplan does not deal in any way with the costs of the various proposals and this is a serious omission. Some idea of costs is essential if meaningful comment is to be made on the proposals. Without them it is much like asking people if they would like a Rolls Royce, Many would say yes but the reality is most of us have something like a Toyota. Cost is a vital part of decision making. Without some information on the costs, any comments can only be taken as uninformed.

I assume that the considerable costs of the proposals will be borne by the ratepayers of Wanaka. While the changes may encourage visitors to the Town Centre, if they can walk far enough, benefits to residents would seem small. The area will be less accessible and most useful shops will probably move out of the centre, similar to Queenstown where useful shopping is now at Frankton. The main beneficiaries of the “improvements” would seem to be commercial activities catering for visitors, not the bulk of ratepayers. How much should the ratepayers generally pay?

Three Parks

The Masterplan makes little mention of the 3 Parks development. This development will have a major impact on where activities choose to locate. Already most “useful” activities have left the town centre. Smiths City, Selectrix, the butcher, Mitre 10 and the medical centers have all gone. The only useful shops left are New World, Paper Plus and the

chemists, and New World is about to largely go. The Masterplan needs to discuss the implication of these changes on the Town Centre.

Ballantyne Road

The Masterplan does not seem to recognize Ballantyne Road as an important arterial access to the town. With the upgrading through to the State Highway near the airport, Ballantyne Road will become an important access to the town, especially for trucks to the business areas. This will require two-laning the Cardrona bridge, a major intersection with Riverbank Road and an improvement at the SH junction by the DOC Centre. This latter upgrade is shown on Page 20 as a cross intersection with Hedditch Street but not on other diagrams in the plan. This Hedditch Street connection is important as it enables the use of Lismore Street to take traffic from Lakeside Road away from the town centre.

Global Warming

The Masterplan talks of a 30 year horizon. The government though has a policy of the country being carbon neutral by 2050, also about 30 years time. If this is achieved there will be significant changes to society with both car use and air travel affected. Continuing to plan as a projection of current trends is not facing reality. Either carbon use will be curtailed or global warming will continue apace with consequent effects on society. The issue should be recognized. Travel both locally and internationally will be affected.

ACCESS

Roading

The proposed changes to roading fall into two groups. Firstly there are changes outside the town centre. These, including the golf course route are supported but are needed anyway to cater for the general growth of the town.

The second group of roading changes proposed are within the town centre. These consist of closing Ardmore Street where it adjoins Pembroke Park, making Ardmore Street from Pembroke Park to Lakeside Drive one-way and forming a new road from the eastern end of Dunmore Street to Brownston Street through the Arts Centre and carpark. This link is then to continue via Russell St across the golf course to Ballantyne Road. The changes to Ardmore Street will reduce access to the centre and the Dunmore Street extension will reduce parking around the library area. Closing Ardmore Street is not supported, it is needed for access to the town centre and lakefront as well as general circulation.

Parking

Major changes to parking around the centre are proposed, 435 spaces in the lower part of the town and adjacent to the lake are to be removed and 765 space created in Pembroke Park along Brownston Street, in Lismore Park and on part of the golf course. These proposed spaces are remote from the waterfront and on average about 500m. from the centre of town, well outside the normally accepted 250m. walk for convenient walking, and Lismore Street is a stiff climb above the town.

The proposed parking will make both the town and the waterfront relatively inaccessible and deter use. I for example am unlikely to walk 500m. to visit the town chemist. Visitors will also be unlikely to walk with their kids and picnic gear from Brownston Street to the lake. The proposed parking changes will have a major adverse effect on the accessibility of both the town centre and the beach which is one of our prime visitor attractions.

I also question the feasibility of the parking provision. The current angle parking in Brownston Street by Pembroke Park is about 80 spaces. To provide an additional 400 as proposed would require an intrusion into the reserve of 30-40m. I do not believe this is acceptable. A land swap from closing Ardmore Street which is only 20m. wide would not give enough space. About 260 spaces could perhaps be fitted into a 20 m. strip from a land swap

Similarly it is proposed 200 spaces could be provided on the golf course. In the past I have looked at parking on this area and consider about 140 space could reasonably be provided on the flat area. If a road was put through the area as proposed this number would be reduced to about 100 spaces. 100 spaces may also be difficult to fit on the limited flat area of Lismore Park. The areas proposed would seem to be able to provide at most 400 space not 765.

I would also note that all the parking proposed is on land held as recreation reserve and it is by no means certain that this amount of parking for town centre activities would be permitted on land held as recreation reserve. I imagine there will also be strong public opposition to the use of so much reserve land, about 2.2ha., for town centre parking. It is also to be noted that while nice pictures are given of how the downtown area will look, no drawings or plans are presented to show the impact of the proposed parking on the affected reserves, there are just blobs on the plans. Legally closing Ardmore Street will also require notification and hearings.

This issue of parking provision is crucial to the Masterplan, if either the quantity of parking proposed or planning approvals cannot be obtained, the whole basis of the plan which proposes the removal of 435 existing spaces from the town centre and waterfront is undermined.

AMENITY UPGRADES

The Masterplan shows large areas across the bottom of the town centre converted to paved and landscaped pedestrian spaces and liberally filled with people. These are very large spaces and to achieve the effects shown will require both very large amounts of money and a very large number of people. Wanaka at present does not generate anywhere near these numbers of people, and with the restrictions on access proposed, is unlikely to in the future. Such large open spaces if not busy with people can be soulless and uninviting. The area between the town and the lake edge and from Dungarven Street to Bullock Creek is over 2 ha. This is far more than can usefully be just filled with pedestrians, and in my opinion needs other activities in it. In my opinion it is large enough to contain a road, parking as well as very good pedestrian areas.

As part of the improvements the parking area serving the dinosaur park will be lost making this prime attraction almost inaccessible for families. As well, the bus bays adjacent to the toilets which serves long distance bus services will be lost. These will need to be relocated, desirably where passengers can make comfort stops and this will take up kerb space elsewhere in the town centre. It will not be as convenient or attractive for users.

PEMBROKE PARK AND ARDMORE STREET

It is proposed that Ardmore Street be closed so that Pembroke Park flows to the lake edge. This sounds good and looks well on plans. However I believe the concept is flawed. Pembroke Park is an active recreation ground where team sports are played. Not a lot of other

activities apart from through walking take place. As such it has no strong connection with the lake edge.

In contrast, the lake edge is a busy passive recreation area where people walk, sit on the beach and admire the view and in summer play in the water. It is used by family groups with picnic gear and other impedimenta. It is little connected with Pembroke Park activities. For the lake edge reserve to function effectively and give enjoyment to both visitors and locals it needs good vehicle access. However the Masterplan proposes that all convenient vehicle access is to be removed, the nearest parking being on Brownston Street some 300m. away across the park.

In my opinion this will lead to the lake edge reserve becoming nearly unused, a waste of one of Wanaka's prime attractions. To achieve good usage of both Pembroke Park and the lakefront, Ardmore Street needs to be retained and parking provided to serves both reserves. Ardmore Street also has an important access function for the town and closing it will increase congestion on Brownston Street, further reducing access to the area.

SUMMARY

The plan consists of two parts. One of these is roading improvements outside the town centre. I support these proposals, they are needed for the growth of the town irrespective of the town centre plans. It is to be noted though that Ballantyne Road upgrading needs to be included in the proposals from the State Highway near the airport right through to Ardmore Street where it should meet the upgraded Hedditch Street.

The rest of the proposals concern "improvements" to the town centre. The basic elements of these improvements are:

- Closing or restricting Ardmore Street from McDougall street to Lakeside Drive, and removing some 435 parking spaces from the waterfront and the lower part of the town centre.
- Developing some 765 additional parking spaces. The proposed spaces are all on recreation reserves occupying some 2ha., They are on average 500m. from the centre of town, well outside the normally considered 250m. acceptable walking distance, and from my examination the numbers proposed cannot be reasonably accommodated in the areas shown. I would anticipate considerable public opposition to this scale of use of recreation reserves for town centre parking. Town centre parking would be contrary to the reserves act.
- The waterfront area is to be landscaped and pedestrianised but in my opinion the very large area will generally be largely empty due to the limited number of people in Wanaka, especially with the proposed curtailing of accessibility. There is and will not be enough people to fill the area

In my opinion, the proposed changes will dramatically reduce the accessibility of both the waterfront and the town centre and result in a reduction in visits to the area. Recreation use will move elsewhere to where parking is available and shopping will move to 3 Parks. The Town Centre proposals will have a very negative effect on the town as well as being very costly.

ALTERNATIVES

I attach sketches I have developed as part of previous submissions on town centre development proposal. I am of the opinion they still have relevance and would give a better balance between access to the town and the lake, parking, improved amenity and cost than the current proposals.

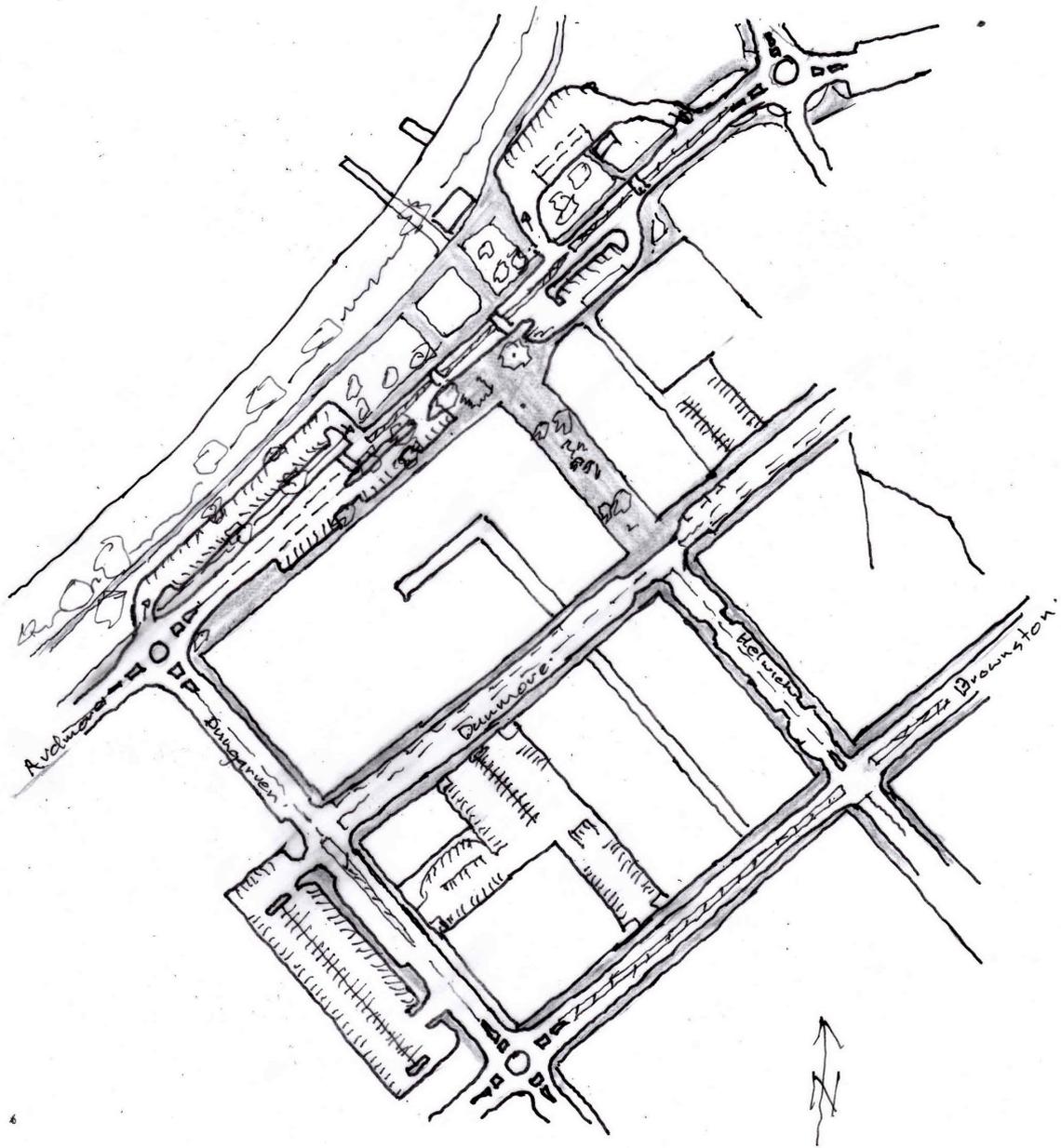
Graham Dickson
BE(Hons), DipTP, FENZ



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

WANAKA WATERFRONT

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



Wanaka Town Centre Roading

S.D. 2019.

To be read in conjunction with the previous more detailed plan of the waterfront area.
Lower Helwick Street is closed or a shared space, Roundabouts in Dunbarren calm traffic and ease access.

Submission 7.



26 June 2019

Peter Hansby (and)
Wanaka Master Plan Consultants/Councillors
QLDC

Dear Peter and the Wanaka Master Plan Team

Re: Submission from the Wanaka Golf Club Incorporated re Wanaka Master Plan

Thank you for coming to the Golf Club on Monday 24th June to allow us to show you one area of the course that will be affected by the proposed new Bypass road linking Anderson to Golf Course roads.

The Wanaka Golf Club Inc. is opposed to the proposals in the Master Plan affecting the Course:

1. Holes and course affected by Proposed Bypass Road through the course

Eliminate our 10th (par 5 hole) and 15th (par 3 hole). Partly reduce our 16th (par 5 hole) in length and destroy the 18th Green thereby severely reducing the effectiveness, if not eliminating that hole as well. Also due to the safety distance the new road will need to be from the course from ball strike, the new road will also compromise our 11th hole making it inaccessible without major course alteration. We do not think your engineers have calculated the amount of space required for what you propose in the Plan.

We have had qualified Civil Roading Engineer members advise us of their reservations about the proposal and believe there are much more affordable options for QLDC.

Quote "The approach angle coming in parallel to the tree line is too sharp. Therefore the new alignment will need to sweep away from the tree line along the 10th hole then curve back towards Ballantyne Road which impacts on the 18th green. Also in order to avoid impacting the 9th green, private land would need to be purchased on the east side where there are big trees to enable an appropriate sized roundabout to be constructed for all 4 legs.

Some traffic modelling based on wider growth within the District needs to be carried out by QLDC to determine where new roads should go, and to test the potential value of a new road through 3 Parks linking to Golf Course Rd. Intuitively, this looks a good option and should be discussed without delay with the developer. This would complement potential future improvements at the SH84 Ballantyne intersection"

The proposed new road could potentially expose the clubs Green Keeping Sheds, which house large mowers and machinery, also the workshop and hazardous chemical areas. Currently this area is hidden

from the public view beside the 11th Fairway and not easily accessible. For reasons of burglary and Health & Safety, this operational area is better suited not being close to a public road.

The WGC is currently a short course at only Par 70 when Par 72 is desired. This cost to acquire land to re-construct and re-jig the entire Back 9 holes in order to keep two par 5 holes and a course to the standard required will be very costly to QLDC and a major compensatable disruption to us. Our back 9 is already some distance from the clubhouse and starting point, moving the holes even further away is not desirable.

2. Crossing Ballantyne road to reach the other side of the course

If a Bypass road was to be constructed as per the Plan, this would create much more traffic flow to Ballantyne Road/Golf Course Road intersection, which would mean trying to cross Ballantyne Road would be more difficult for golfers and the public because there would be two roads to cross not one. If the Bypass road was alternatively opposite Golf Course Road heading into 3 Parks running along the outside of our 18th hole, this would direct traffic away from the golfers crossing point and would be easier for Golfers to cross the road. If the Bypass road was to create 2 roads for golfers to cross to be able to reach the other 9 of the course, we would expect provision for an under or overpass in your plan for safety.

3. Destroying Recreation Reserve Land gifted for the purpose of recreation to build infrastructure

The Crown was gifted the land by means of a land transfer to the Crown back in 1967. The purpose of the land transfer to the Crown was to ensure that the land remained Recreation Reserve and not be used for anything else. The family that gifted the land support the WGC in preserving it for recreation purposes. The land was always intended to be developed and used as part of the Wanaka Golf Course run by Wanaka Golf Club Inc.

4. The Lease agreement already entered into

The WGC has, in effect, a perpetually renewable lease. The next renewal date is 2033. All the maintenance, improvement (including capital expenditure) and care for the land have been at the cost of the golf club to date. It costs Wanaka Golf Club an average of \$24,000 per hole per year to maintain or \$440,000 for the full 18-holes. This is a large investment in the maintenance which has not been paid for by rate payers who often bear the burden of maintaining sports facilities.

QLDC has not paid for the land and has not contributed anything towards the development of the land. QLDC is not the beneficial owner of the land. It merely holds the land as a trustee for recreational purposes only. This proposed Plan suggests QLDC has certain rights to the land, which it does not.

5. Proposed Parking on part of the WGC Leased land

The Master Plan proposes 200 car park spaces for the area of land below the club house, opposite the Police Station. This land is utilized by many members and non-members as a free practice area. The WGC maintains a free green, bunker and chipping area for this purpose. Junior Golf Lessons are taken on this space in summer. The general public use it for other purposes other than golf.

The WGC has plans to utilise this land in the future as the club continues to grow, there is no other space for us to grow, and we are growing at an alarming rate now with highest membership on record at 1072 members, the largest club of any sport in the South Island. Rounds per annum are 40,000 with 7,000 visitor rounds. Potential for an extension to our Practice area, driving range, pitch and putt course are possible plans for the WGC.

6. Proposed Pedestrian Link through the WGC 5th hole.

The WGC made an agreement with QLDC back in 1997 to do a land swap for the paper road Youghal Street in exchange for SO 19223 part of the Wanaka Islands. The WGC constructed a cycle way/path around the outside of the Course to be used for the public as a cycle/walk way. The Paper Road was to be removed. The Master Plan has used this old paper road as a proposed Pedestrian Link. We feel the path that is there now would meet your criteria for cyclists/pedestrians and would like to see the Plan reflect what is there now.

Other issues with how the Plan has been presented:

The Community Reference Group was led to believe there was a paper road along the hedge at no. 10 hole (behind MacPherson St. houses) when in fact there is no paper road, this led to false support for a road through the golf course at the March workshop. We have spoken to people in that Reference Group who said if they had known that there was no paper road there, they would never have supported it. Similarly, incorrect information on the QLDC website stating that QLDC *owns* some of the reserve golf course was incorrect. Misinforming the public at a crucial time of voting has no doubt led to votes in favour of the proposals that negatively affect the WGC.

We feel there are too many unanswered questions about the proposal. QLDC has not done the research to be able to confidently state that this proposal is viable for ratepayers. No research on the expected traffic flows between Golf Course Rd and SH84, the compensation cost of construction of such a road plus new golf holes versus upgrading existing roads/intersections or building a road with funding from 3 Parks developer. No research on pedestrian traffic flows.

No research on the prolonged public process to re-designate the land. How could QLDC possibly convince the WGC to relinquish its rights under the lease to 2066?

The Wanaka Golf Club Inc. therefore request QLDC completely delete the Road through the golf course, delete the proposed 200 car parks on the club's leased land and fix the Pedestrian Link on the Proposed Master Plan.

Thank you and best regards,

Kim Badger

Manager

Wanaka Golf Club Inc.

On Behalf of the Wanaka Golf Club Incorporated.

Submission 8.

Wanaka Town-Centre Masterplan Submission

The problem with the Wanaka Masterplan is perhaps symbolised by its very first word. The town name now appears with a 'dash'(called a macron). This is a guide to pronunciation. It could be applied to any language, but the current fashion in New Zealand is to apply it to Maori words, after many decades of not being used. So an outside consulting company arrives and its first act is to tell locals how to pronounce the name of their town, while suggesting it is just here to facilitate a 'community conversation'. And 'Wanaka' isn't even a Maori word. All this implies a commitment to fashion rather than substance, or the possession of real local knowledge.

The core problem with the Masterplan is that it perpetuates the problem it is trying to eliminate. It aims to move people and traffic away from the Town Centre. Yet all the planning implies both will keep coming. What is required is to remove the reasons why people come to the town centre. So there needs to be planning which puts far greater emphasis on the development of semi-autonomous sectors. So around Wanaka township, both to the north and south, the development of things like small shopping precincts and green-waste collection points. And the further development of autonomous towns at Luggate, Hawea, Albert Town, even Cardrona. All this aimed at cutting down the necessity to come to the Town Centre. Queenstown is finally embracing this concept with all the development that is taking place at Frankton and surrounding areas.

The Plan lays out five 'Big Moves' to take place over a 30-year horizon. But this again is a wrong approach. Wanaka is changing too rapidly for this to be a useful way of thinking. No-one can predict what the long-term shape of the town will be. What is required is enough flexibility to respond to changing circumstances, and to not over-commit to predicted future problems that may not occur. The principle of Ockham's Razor should be used: the simplest solution that will address the problem. So parking seems to be a current issue. So start with the obvious things: time-limited parking in the large carpark opposite the supermarket where many people currently leave their cars all day. And some time-limited parking in the town. Rather than thinking of parking buildings or reclaiming current green-areas on the town edge which are too far away anyway for it to be likely people will actually use them.

One idea that I think will not work is the apparent idea of removing the road at the Lake Front and making Brownston St the sole access point for in-town cross-town traffic. This street is already producing bottlenecks at the Brownston-SH84 roundabout and if Lake Front Road were removed they would become impossible. Both roads need to be retained.

The plan however which makes the least sense, indeed no sense, is the proposed 'by-pass' road linking Anderson Road with Golf Course Road. A 'by-pass' from where to where? This idea seems to imply there is a problem with traffic which is actually seeking to by-pass Wanaka currently doing so by heading through the town centre. The proposed 'by-pass' road will solve this 'problem'. There already effectively currently is a 'by-pass' road very close to the proposed new one. This is the residential street called MacPherson St. It runs parallel to the proposed new road, about 50 yards closer to the town. It is known amongst locals as the 'cut-through' road. It operates in the same way

as the proposed new road would. Almost all of the traffic heading down this road is 'directional'. It is not seeking to by-pass the town. It is heading from the north of the town, down Anderson Road, to the industrial area of Ballantyne Road. And back again. Traffic flows are particularly heavy from 7am to 9am as workers get to work. They are light on a Sunday, when businesses are closed. Following the principle of Ockham's Razor, the lowest cost way to discourage using the town centre as the way to head towards the Cardrona Valley and Queenstown, assuming this actually was problem, would be to remove the signs just prior to and at the SH84/Brownston Street roundabout telling motorists Brownston Street is the designated route.

The Plan is confused about the status of the golf course that the proposed new road would run through. On one map the golf course is described as a 'green area', on another as the site of the new road. A major road through a green area? Also, what about the poor residents of MacPherson St? Currently they have a major traffic corridor running at their front doors. Now it is proposed there be another one at their back doors. Will the current one be closed if a new one is created? The proposal smacks of someone with no knowledge of the area noticing that Anderson Road and Golf Course Road could easily be joined by a line on a map, and without consideration of any other factor, proceeding to join them. Golf Course Road is currently fairly lightly used. Many people prefer to access the Cardrona Valley by going down Ballantyne Road then turning right into Riverbank Road. It is also unsatisfactory that a road, which is planned to become far busier, should run so close to the golf course.

The proposal would of course destroy the golf course. This is a major amenity for the town, and a very valuable green space close to the town. It must absolutely be retained and protected, just as Pembroke Park has been. I have no doubt that any proposal to destroy it by putting a road through it will be vigorously opposed by several groups who will come at the issue from different directions, meaning protest will be large, just as the protests regarding Pembroke Park were.

Moving traffic from the north side of Wanaka to the south side, and principally the industrial areas off Ballantyne Road and the Refuse Dump and Greenwaste Centre can be easily accomplished using the existing road network. Traffic coming down Anderson Road can either: 1) turn right at the roundabout and head down SH84 and then turn left onto Ballantyne Road, or 2) turn left at the roundabout and then turn right into Riverbank Road. In addition, when the road linking SH84 with Ballantyne Road through the Three Parks development is completed, they will have the option of turning right into this road. To encourage these two options, MacPherson Street should be closed at its northern end, becoming a no-exit street accessible only from Ballantyne Road. There is no need to create the proposed new 'by-pass' road, in the process destroying the golf course.

The proposed new 'by-pass' road is a classic case of a 'solution' to a 'problem' which doesn't exist. There is no problem with traffic moving into the town centre which could be moved further away from the town. Traffic moving into the town centre principally is seeking to go into the town centre. Traffic which would go down the proposed new road is not seeking to avoid the town centre. It is seeking to get to the industrial area of Ballantyne Road. This can be easily achieved at low cost by utilising the existing road network, which would at the same time protect the valuable green space of the existing golf course.

Roger Boyd

Submission 9.

From: Chris Norman

Sent: Friday, 28 June 2019 3:00 PM

WANAKA TOWN CENTRE MASTERPLAN : LETS TALK : JUNE 2019

Please accept this feedback submission via email, as the web based submission form is limited in space and difficult to make a meaningful submission. For your ease of collating information, I have tried to follow the questions and format of the web based form.

I have been a resident of Wanaka for 16 years and I am in the 45+ year age group. I have long had an interest in the Wanaka Town Centre and have been involved as a community representative in the 2009 Wanaka Town Centre Strategy; the 2011 Wanaka Town Centre Character Guidelines, and a member of the Wanaka Urban Design Panel since 2008.

Accordingly I support QLDC initiatives to deliver a world class vibrant, functional and safe town centre environment. I am supportive of the objectives of the current consultation process and generally supportive of the intended Big Moves but I do see some issues in the execution of some of the proposals.

BIG MOVE 01.

I believe that you are right with the aim to provide a strong connection between the lake and town. However I am concerned that the proposal provides cross-town traffic in the shared movement zone between the town and lake. I support the idea of traffic within shared space, but when it provides a shortcut across town it will continue to be a through route and diminish the intention to make the waterfront a destination in itself.

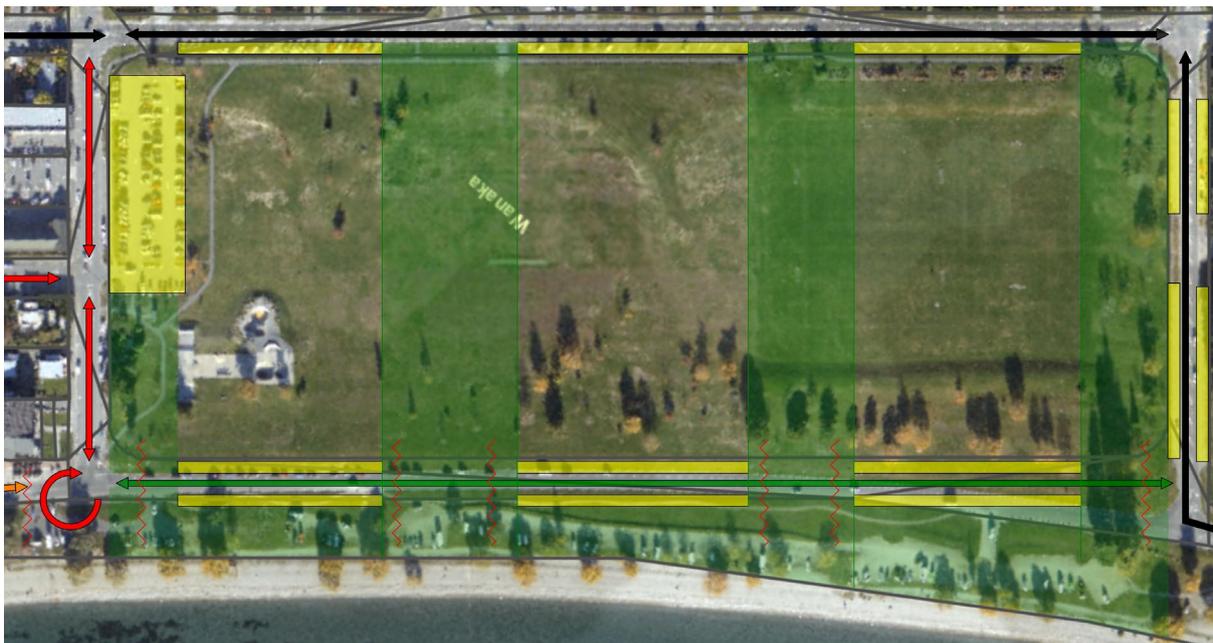
For reasons of accessibility for all, I believe it is very important to allow traffic into the town centre and there are many global examples of where pedestrians and cars successfully share space. If Lower Helwick Street were to become one way traffic (albeit I suggest in the opposite direction to your plans and aspiration image on Page 16) it would allow short term parking, disabled parking, drop off zones and loading bays for businesses. Once traffic reached Ardmore Street at the lakefront, it could turn either east or west to further seek limited amounts of parking (similar to your aspiration image on page 12) or to exit town in the desired direction.

Please refer to the indicative diagram below, which uses red for two-way streets and orange for one-way streets.



BIG MOVE 02

Again I agree with the aims set out in Big Move 02. However I believe that the removal of Ardmore Street between Dungarvon Street and McDougal Street is wrong. It is not only important that the town centre remains accessible to many; it is vitally important to the town centre, that the lakefront also remains easily accessible. Many visitors to the Roys Bay waterfront will also visit the town centre; providing the desired vitality and commercial success of the town. The August 2016 Lakefront Development Plan had the traffic calming and parking along the Ardmore St / Pembroke Park frontage about right. That plan could have done with more pedestrian thresholds that could mirror the view shafts created by existing breaks between parking bays along Brownston Street. This section of Ardmore Street should be treated as a shared space and treated more as an access road within Pembroke Park. There are many successful 'Drives' within public parks. Through traffic could be deterred by re aligning the access into the park access road part way up McDougall St.



The 'Big Move' suggestion of bays of car-parking along Brownston Street will provide very poor amenity for not only the residences along Brownston Street but for all the traffic travelling along this proposed Primary Movement Network. Closures of traffic along Ardmore Street during events such as Wanaka Challenge have demonstrated that Brownston Street alone cannot support through traffic and parking access (into Pembroke Park for these events). Retaining Ardmore Street would be a cheaper option than changing infrastructure and designations and in my mind is a more desirable option that masses of parking on Brownston Street; I would rather carry the baby & the picnic hamper from Ardmore Street than across the park.

I do support the idea of a 'New Street' between Dunmore St and Brownston St, as it will provide easy access into town relieving some pressure off Helwick & Dungarvon Streets. It will also provide more direct access to the current car-parking area behind QLDC offices.

Making this car-parking visually obvious to visitors will take pressure off traffic and parking in the centre of town. This parking area and the existing Dungarvon St carpark should be limited to 2 hours to stop workers filling the car-parks up. All other parking in the town centre streets could be limited to 20 minutes. I agree with new parking areas to Hedditch St/ Lismore Park ; Ballantyne Road/ Stratford Terrace and Hedditch St/ SH86 as they can provide longer period parking for town centre workers.

I don't believe that Lakeside Drive should still be treated as a Primary Movement Network as it will only serve to provide congestion along Upper Ardmore Street which should be a town centre

destination, not a through street. Traffic should be diverted off Beacon Point Road onto Lismore St so that through traffic can be diverted around the periphery of the town centre.

If QLDC are serious about making big moves to shift through traffic away from the town centre, another option to be explored would be to look at the possibility of continuing Warren Street to Stratford Terrace. At first glance the topography through this section of unformed legal road may seem prohibitive, but a bridge over Bullock Creek and some cutting higher up the paper road may provide a reasonable gradient. Developing this route would take a lot of pressure off Brownston street with a direct link between the Meadowstone area of town with Ballantyne Road and Three Parks.



I believe the limitation of the only bus stop being at Dungarvon Street would not be conducive to people catching public transport. Local buses should have stops at the junctions of Lakeside Drive/ Ardmore Street and Dungarvon Street /Ardmore Street. I have indicatively shown these in the first diagram above as the semi circular areas that could also serve as drop off areas, taxi stands and turn around areas for general traffic.

BIG MOVE 03

I generally agree with the aims of visual connections and bringing nature into town. It is worthy of note that Wanaka is generally in the sub alpine area, which may have different material and vernacular references.

Care will need to be given to ensure that the 'green streets' do not block views of the lake from the town centre. The image on Page 19 although indicative may demonstrate that the right tree selection is important to avoid blocking views.

BIG MOVE 04

I support a strong civic heart and believe the area around the masonic lodge could serve as a good civic centre with sheltered public space away from the lake winds and with a strong connection to

the Bullock Creek green belt. The pedestrian area will link in well with the intention to promote more pedestrian laneways within town.

BIG MOVE 05

I agree with the aims for a community focused town centre. Community focused towns are much more appealing to both locals and visitors. Popular tourist spots globally are in danger of being over-run with tourists and tourist business, which then lose the towns authenticity and character, making them less desirable to all.

I am unsure that the town is big enough to develop six distinct precincts. Geographically the areas shown are different but there is some merit in maintaining some consistency in character as the existing Town Centre Guidelines suggest.

I look forward to further informed development of the proposed Big Moves and more good work from QLDC.



Submission 10.

From: Paul & Bridgit Parker & Valerie Parker

Sent: Friday, 28 June 2019 3:14 PM

Subject: Draft Wanaka Centre Masterplan

Hi All,

Overall some really great planning initiatives & suggested solutions to counteract or help to manage some of the many increasing growth pressures we have and will increasingly have in the future. In reference specifically to these effects on our Town Centre in terms of arterial & CBD roading, parking, traffic & pedestrian movement, public transportation, retail/high density versus residential medium & low density areas & our quality & number of amenities. The pressure as we see it is & increasingly will be coming or be caused primarily by unprecedented organic residential growth followed by secondary changeable visitor or tourism growth.

The number of roads & traffic direction leading in and out and around the CBD, by-passing arterial routes & roundabouts & parking need to be carefully planned with impact of any changes any likely flow-on considered- on the ease of movement(congestion), proximity & access or difficulty of parking & the retailers, Food & beverage & service businesses.

The plan has some very forward- thinking and useful & logical changes- more roundabouts & roundabout improvements, good by-pass routers, excellent new parking areas(GolfCourse/Russell Street), Lower Lismore Park, Edge of Pembroke Park & questionable- the 35 parks on or next to the reserve across from Hedditch Street. They are all strategically sound and logical options although not sure that the Hedditch Street parking area is necessary especially considering it will only provide 35 parks(Unless you plan in the future to expand this to the whole reserve between Heddich St & MacPherson Street.) I would like more rationale on this planned move.

We appreciate that the orbital parking areas will take congestion of cars away from the CBD but also encourage & allow more pedestrian access & walkways into & around town. Not sure able removing the 10 existing car parks on upper Ardmore St near the Wanaka Hotel side. Can you enlighten us as to that reasoning & plan?

We also question the changes including the closure of Ardmore street from McDougall Street to Dungarvan street for the purposes of pedestrian access and less congestion from vehicles? If so why allow one way access from Dungarvan to the Ardmore/Helwick St intersection & continue up lower Helwick St? Is this for occasional traffic for off-loading passengers/goods or general traffic? What detailed rational do you have for this change?

We saw the effects when the trial occurred and it was manic with locals skateboarding on Ardmore street instead of cars and more locals walking with dogs with some leaving their cars at home or some distance away. Some if not all businesses showed a short-term downturn in foot traffic & a negative conversion to fewer sales. There are obviously going to be some positives and negatives but with a plan not to expand the CBD or high density zones nearby nor grow the number of CBD retail/business despite forecasts for a population doubling to 24,000 within 10-20 years- does this make sense? Unless- of course you have factored in all this growth or existing businesses move if you plan to create in 3 parks another Remarkable Park/5 mile development such as in Frankton area.

On the same issue of CBD boundaries you are planning for the green space areas to act as boundary markers for this purpose? 95% Golf Course, 3/4 Hedditch St reserve, ¾ of Lismore Park Pembroke park marked as the Gateways. We suggest we do need to be mindful that we are sacrificing our

green spaces by not allowing the CBD to expand back to Tenby Street and even include zones North of Hedditch St towards Mt Iron??

We do like the idea to keep the Lake Front area a shared space but also encourage more free-walking from bars & cafes & restaurants to the lake.. There was nothing worse than the cars & traffic as the view as one sat outside these cafes unable to see or connect with the lake. All pretty logical moves.

Cycle paths or cycle ways look good although with 200 new car parks on the border of Golfcourse & Russell & Brownstown St this create a lot more pedestrian & other traffic trying to access the Town Centre along these already busy roads.

The overhead Pedestrian underpass is a no-brainer but what were the considerations in terms of costs & rationale versus an overhead pass? (Cost, safety!!!!)

We would love to see a public bus/ transportation system to the outlying areas as crucial especially with more growth in residents & visitors alike staying outside of the CBD but know it is economically not viable at this time but will the council be looking to fund/subsidise this suggested system?

Our Civil areas are under increased pressure as you will appreciate with the LWCentre already not able to accommodate events, conferences, gatherings, weddings etc & especially since the Peak Function Centre stopped providing these services, upgrading streets and pedestrian safe walkways and especially the landscaping and spaces-we hope they stay green & designated open-shared spaces. Overall as suggested we support the aim to develop precincts for different purposes in principle.

We can appreciate the purpose of encouraging family play opportunities by restricting traffic flow about we still feel businesses and the connected mix & purpose for being in the town centre will all fit & work for everyone. It is still a pretty small space & CBD considering the planned growth. That is our major concern & question. When you try to be all things to all people without expanding the CBD/Town boundaries- that could prove to be more difficult & idealistic than anticipated. But we look forward to being fully engaged in the future process.

Thank you for the opportunity to submit in the process.

Warmest regards

Bridgit, Paul & Valerie Parker

Submission 11.

From: John Brimble

Sent: Friday, 28 June 2019 3:26 PM

Subject: FW: NZ Golf and the Wanaka Town Centre Proposed Master Plan

Good afternoon Peter,

Sport Otago the Regional Sports Trust for Otago supports the sentiments expressed by Golf NZ (see submission 7) in regard to the Wanaka Masterplan and the potential impact on the Wanaka Golf Course. We are surprised at the lack of contact and dialogue that has failed to occur with the Wanaka Golf club regards the proposed ring road that would impact substantially on the Golf course. From an active recreation standpoint the Wanaka golf course represents a major community asset

that attracts the largest membership of any golf club within Otago. The current proposal would severely constrain the club in losing potentially up to four holes of the course. This course apart from meeting the needs of the local population also attracts international use serving the requirements of overseas visitors to the area and provides them with a quality experience. Any downgrading of the course through loss of holes and constraints imposed by an arterial roading system will impact negatively on the attractiveness of the course as a venue.

We are of the view that further thought and the need to explore other options are of paramount focus for the Queenstown Lakes District Council. We are an advocate for community open space with this Golf course being a major benefit to the local community promoting active engagement in physical activity therefore benefiting the well being of the community. This linked to Pembroke Park on the lake front are the jewels in Wanaka and contribute to its unique environment.

We encourage the Council through its planning staff to engage in meaningful discussion with the club to develop a more long term sustainable and practical solution to the issues that are being attempted to be resolved. Our Sport Development advisor based in Wanaka Kelvin (Tiny) Curruthers would be pleased to work with and assist the Golf club in these discussions and ensure that the views and concerns of the members and wider community are heard and taken account of.

Regards,

John Brimble,
CEO, Sport Otago

Submission 12.

From: George Ritchie

Sent: Sunday, 16 June 2019 8:12 PM

Subject: Wanaka Town Centre Master Plan

This is a conceptual plan which considers the opportunities which will exist over a 30yr time frame.

In principle the overall plan has my approval, but there are aspects within the plan that I cannot support and require further consultation and debate.

Traffic movement and parking are major issues and before considering the implications as a result of the changes, has research been carried out into the age of ratepayers and the requirements of the elderly. eg what proportion of ratepayers are over the age of 60.

The document considers in detail traffic movement with Brownston street set up as an arterial route to bypass the town centre. The intersection with McDougall street will be critical to establish smooth traffic flow. Whether lights or round about it will need to be of sufficient size to accommodate large trucks and buses in addition to normal traffic.

It is noted the additional intersections Dungarvon - Russell – Ardmore streets and Anderson road, and my comments are the same as for Brownston street.

There is plenty of width to widen Anderson road and the intersection with SH 84 can accommodate a larger round about.

It is impractical and will only precipitate a fight with the Golf Club to put a new road to join up with Golf Course road, when traffic flow could follow SH 84 until they can access the Three Parks round about and then through to Ballantyne road following on to Riverbank road. Either road provides

exits from Wanaka and by passes the centre of town. The existing “Reserves” and “Green Belt” have to be protected.

Parking – it is noted the plan considers exchanging part of Pembroke Park (south side) as a means of closing Ardmore street between Dungarven street and McDougall streets.

While it has merit there are implications for the preservation of the Reserve – the retention of the “Green Belt” and the management of the “Flood Plain”.

In addition the plan does not provide protection for the “Millenium Walkway”

Other considerations are the widening of Brownston street to cater for the arterial road and the implications for the health and safety of pedestrians and children wishing to access the park.

Parking for cars has to be adequate in the town centre to cater for the elderly and those with disabilities. These members of the public should not be expected to carry their goods over an extended distance.

Footpaths – for the use of pedestrians – not cyclists, electric bikes – not scooters or electric scooters – not skateboarders as at present.

A footpath has to be designed for both sides of Lakeside road with adequate pedestrian crossings to cater for the development 65 – 99 Lakeside road.

Lighting – footpath and road lighting has to be upgraded.

I have already commented over Stage 3 of the Lakefront Development Plan

George Ritchie

Submission 13.

From: David Whiteside

Sent: Wednesday, 26 June 2019 9:30 AM

Subject: Wanaka Town Centre Masterplan

I wish to make the following Submissions for your consideration.

The Masterplan proposes to close that part of Ardmore Street adjacent to Pembroke Park, add this area to Pembroke Park, and take part of Pembroke Park adjacent to Brownston Street to be converted to a Carpark.

This is not acceptable or feasible for the following reasons:

1. Closing this part of Ardmore Street will have a very similar effect on traffic flows as did the trial in March, which resulted in unacceptable traffic chaos on Brownston Street.
2. People wanting to picnic on the Lakefront will not want to park on the other side of Pembroke Park. To access the Lakefront, they will be forced to carry ail their picnicing gear across Pembroke Park, or if there is an event or sporting game in progress, they will then be forced to walk and carry their gear along the Park boundary to one of the side streets, then down to the Lakefront, then back along the shore to their chosen picnic site. People with mobility issues will also be faced with these same problems.

Solution:

These problems can be easily solved by narrowing Ardmore Street and making it one way from McDougall Street to Dungarvon Street, and converting all the remaining area (which your Masterplan intended to transfer to Pembroke Park) into a car park. This solution retains the integrity of Pembroke Park, and solves all the problems listed above.

I therefore object strenuously to this part of the current Masterplan.

I wish to appear in person at any hearing/s on these Submissions to further explain my reasons.
David Whiteside

Submission 14.

From: Sue Webb

Sent: Thursday, 20 June 2019 3:56 PM

Subject: Town centre masterplan

To whom it may concern:

I think you have done a good job putting a plan together for discussion. My main concerns were making sure that replacement car parking is put in place before current ones are removed. I also believe that Wanaka needs some form of public transport in the near future.

I am strongly opposed to paying for parking close to the town centre.

That would be most unfair to local people who pay their rates and should not have to pay for parks that are already there. As locals we often need a short term park to go to the bank or pharmacy etc. If in the future we happen to get a parking building then it would be reasonable to pay for a park as there is a new cost to cover.

Sue Webb

Submission 15.

Sent: Wednesday, 12 June 2019 10:46 AM

Subject: Have Your Say Form

Name: Frances Copland

Topic: Wanaka Lake Front and Town Plan

Your Comments:

Very disappointed lack of consultation. Parking being moved from Lakefront unacceptable, this is what is appealing about Wanaka that you can park and picnic at lakefront. We do not want to follow and copy Queenstown. Roding plan stupid surely trail showed all the back up. Taking Golf club land unacceptable. No consultation with businesses over closing streets, in fact no consultation anywhere. Community Board Meetings not held as no business to discuss. Yeah Right when collecting signatures for petition to save the Millenium Walkway The comments and distrust of this Council Community Board and Staff dismayed me. There is such unrest in our Community that I have never witnessed before. Remember this is supposed to be a Democracy and not a totalitarian state

I am a: Resident/ratepayer

Submission 16.

Sent: Tuesday, 25 June 2019 5:03 PM

Subject: Have Your Say Form

Name: Barry and Isobel Lawrence

Topic: Wanaka Town centre Masterplan

Your Comments:

I have to disagree that it is a masterplan. More of a kill Wanaka business plan.

You say that the biggest percentage of locals are in favour of it, I have yet to find one person in favour and what about the business' I really feel sorry for them.

Are you trying to make it like Queenstown with no handy parking especially for older people.

We refuse to go into Queenstown at any time as you have to walk miles to get into town.

It is obviously designed solely for tourists and not for the local ratepayers who will foot the bill

I am a: Out of town ratepayer

Submission 17.

Sent: Thursday, 27 June 2019 4:45 PM

Subject: Have Your Say Form

Name: Roderick McLennan

Topic: Wanaka Draft Plan.

Your Comments:

Re: Wanaka Town Centre Masterplan.

1. Contrary to your claim, there has been minimal consultation with ratepayers and especially with retailers.
2. Your plan for the lakefront is totally wrong. Wanaka has a growing retired population and a growing population of young couples with young children. How are both going to access the waterfront if they have to park 200-300 metres away.
3. Apart from banning campervans from the waterfront. it needs minimal Intervention.
4. Ardmore must remain open along the waterfront otherwise there will be even worse congestion as it will be such an obstacle course getting to Mt Aspiring Rd and onto Glendhu Bay, Treble Cone and Mt Aspiring National Park.
5. A road through the Golf Course is ludicrous. It would destroy the character of the Wanaka course (and the course). As it is on Crown land and not QLDC land it will be difficult to obtain Govt approval for this proposed road. Obviously the Golf Club will appeal any decision and with 1100 members vehemently opposed to such a road, they will be well funded to fight this proposal.
6. Although we are not wealthy we are prepared to help fund Wanaka action groups opposing these ill thought out proposals.
7. When you see how impossible it is to get into the Queenstown CBD with essentially only one access road, it is unbelievable what is now proposed for Wanaka. Obviously the QLDC have not learnt by their mistakes.
8. I feel so strongly about the character and future of Wanaka that I would also strongly

support those that are suggesting Wanaka leaves the QLDC and join Central Otago District Council. Sincerely, Rod McLennan.

I am a: Resident/ratepayer

Submission 18.

From: Nicole Huddleston

Sent: Thursday, 27 June 2019 9:58 PM

Subject: Wanaka Town Centre Masterplan Feedback

I DO NOT support the closure of Lower Ardmore Street to traffic. This is a key route for getting across town. It also provides access to parking that I would not like to see lost, namely the main car park by the Log Cabin/Dinosaur Park.

I DO NOT support a 'Shared Movement Zone'. Don't see how you can successfully merge people, cars, bikes etc.

I would, however, like to see the road surface of Lower Ardmore changed. The humps should be removed as these confuse people and a cobbled surface could be laid to slow cars down which would add to a 'village' feel. Put in proper pedestrian crossings if you want to make walkways from the town to the lake.

The Dinosaur car park should be retained for short term parking of up to one hour for free and then significant charges for any hours after that to encourage turnover. Entry/exit barriers should be installed with tickets issued on entry just like the ones at Queenstown airport. No charges between 6pm and 8am.

For me, Lower Helwick Street is the natural street to be pedestrianised. Perhaps this could be set out and used for events like Cuba Street, Wellington on a Saturday night. You could, possibly, make access one way from north to south to restrict vehicle movements out onto Ardmore St. on the days/hours it is available for vehicle use.

I feel council is scratching around for parking solutions and what it is coming up with is not close enough to the town centre for visitors, shoppers or amenity users. All of the sites proposed are more suitable as overflow/long term parks. It needs a site/s within the 'commercial centre'. I suggest a multi storey car park on land off Brownston Street, either the land beside Bullock Creek or the area currently used as the Brownston Street car park and the Wanaka Hotel. This could also incorporate the BP site as this is likely to relocate. This could be 2-3 stories high and still be no higher than the nearby buildings with the 'New St' and Ardmore St providing access. Parking could be free for the first hour to cater for those running quick errands. A deal could be struck with the hotel to service their guests. Free parking after 6pm - 8am.

As has been seen now, over two summers, no one is interested in parking as far away as the rugby grounds (McDougall St) when they are visiting the town centre. I equally feel people visiting the lakefront, would not be interested in parking in the proposed car park on the south side of Pembroke Park.

Any bus hub needs to be centrally located. Perhaps the BP site would be ideal for this.

I DO NOT support merging Pembroke Park with the lakefront. As Ardmore St should remain open as a thoroughfare, angled parks on the lake front side could be the best solution. I realise this could

impact on the 'millenium tiles' but, presumably, a path will still exist along here, so, they could be relocated with the path. Alternatively, could you use the strip of park that was proposed for angled parks on the park side and realign the road allowing enough space for the parks on the north side.

If you really want to stop people parking 'on the grass' you need to fence it off, or, possibly have high unmountable kerbs.

The 'New Street' could be a good link as you are forced to loop into the town centre and out again currently to go to the library. However, what impact would this have on extensions to the library or Lake Wanaka Centre, if deemed necessary in the future? Parking would still be needed in this area, so, if the above multi storey suggestion is not adopted, another area would need to be provided.

Not convinced traffic lights are a necessity anywhere. Roundabouts preferable.

Suggest Lismore St/Hedditch St is upgraded to become part of the 'primary route' network. The intersection opposite the Doc site should be upgraded to a roundabout, joining up with Ballantyne Road and Hedditch.

The Caltex corner roundabout should be left as it is. Roundabouts on Brownston with its junctions with Dungarvon and McDougall should be a priority and put in place irrespective of what happens with this plan. Dungarvon roundabout is desperately needed and I am disappointed council has just spent money on kerb realignments in this area when fitting in a roundabout will probably mean that work is ripped up.

Before making any decision on the need for a road on either side of the golf course, council should await the opening of Sir Tim Wallis Drive and see what impact this has on movement behaviour around town. However, I don't think we should take the view that ALL cross traffic should take this route forever and negotiations should be entered into now with a view to a new (fast) 'bypass' road being built on the far side of the golf course which could link up with Ballantyne/Golf Course Rd and a roundabout built. If land is not acquired now, it may not be available in ten years time. This is another area where I would urgently place a roundabout to ease traffic flow and for safety. An exit spur could be planned for, even if a link road is not yet created.

I have some reservations about Golf Course Road itself being used as a busier main route. It is a danger to drive along with flying golf balls at the moment. The road should be realigned as much as possible to the south and, perhaps, trees/hedging planted to catch stray golf balls on the north side.

Another route that should be added to the 'primary network' is Aubrey Road / Anderson Road. With Northlake rapidly developing, this is a junction that will need upgrading. Ideally a roundabout would be placed with a 4th leg added providing direct access through neighbouring land to the Northlake development. To convert the 'private' Peak View Ridge (which is/was under consideration) is unacceptable - the proposed volume of traffic needs to join higher up, directly onto the junction. Anderson Road should be widened, where possible, to provide good size lanes (car and cycle) with parking provisions for nearby homes/businesses.

Plantation Road should be reinstated to the way it was and the Anderson Rd/SH roundabout realigned to include this junction. Failing that, a roundabout is needed at Link Way/Anderson Rd as this junction is under pressure during the rush hours.

A safe cycling network is a priority, particularly along Lakeside Drive. No new roads should be built from now on without providing for cycles/pedestrians. Aubrey Road is a bit of a design failure in this

regard. Unless an area is deemed 'rural', all footpaths should be properly formed. The Kirimoko side of Aubrey is just a mess.

Some more electric vehicles points should also be planned for and disabled parking has become a bit of a joke with many, what appear to be, able bodied people taking advantage of using relatives passes to park in these spots. This may settle down when the 2nd supermarket opens, or, possibly, it is a sign that our ageing population is growing and more of these are needed.

Could we also have some covered bike parks, particularly if electric bikes are the way forward as these should not be parked in strong sunlight.

The idea of 'green streets' seems to be a romantic notion. We have seen what happens to trees planted in established areas - they get vandalised. A number of years ago, council tried to make Kings Drive a tree lined street and put in about 30 trees. The majority were very quickly destroyed and about 10 have survived. The survivors are randomly placed, so, not creating a 'look' of any sort. Council also gave people the choice to have a tree outside their house or not. Some chose not to as they preferred to (illegally) park on the reserve strips.

We do not want to have happen to Wanaka what has happened to Queenstown. Our town centre should not be turned over to visitors, we want to be encouraged to go down there every day, not just when there is an event on.

Finally, as this current draft plan is so off the mark, I would urge council to do another round of community consultation BEFORE seeking endorsement by others.

Submission 19.

From: Trevor Williams

Sent: Friday, 28 June 2019 1:52 PM

Subject: Wanaka Town Centre Masterplan Submission

Wanaka Town Centre Master Plan

Submission by TJ Williams

Introduction

I oppose the Wanaka Town Centre Master Plan. If adopted it will severely disrupt vehicle access to the town Centre and will encourage migration of commercial and business enterprises away from the Town Centre. I have read and discussed Mr. Graham Dickson's submission with him and agree and support it, including his alternative plan for the Ardmore Street/Lakefront area at the town centre.

The document for comment is very vague on facts and lacks professional rigor. There is no information on costs nor any indication of what input to the plan there might have been from Planners (Land-Use or Landscape) or Traffic Engineers. There is no traffic data either.

Costs

Mr. Dickson draws attention to the lack of cost information in the document and rightly describes this as a serious omission. It could be argued that this is a concept plan only and the costs will be assessed as the detailed plans are developed. However, this is a major project and once adopted by

the council will commit all future works in the town centre area to follow the masterplan. This commitment will be very costly and to proceed in ignorance of the cost impact is irresponsible in my view.

It should be possible to make “ballpark estimates” of the major works envisaged. The works are spread out over a lengthy period and this it might be argued makes it difficult to get realistic cost data for decision-making. I contend that this is not so and the use of discounted cash flow techniques to produce a net present value of the costs would provide a sound basis for decision making.

There is an indicative delivery timeline on page 23 for the various elements of the plan. With the ballpark estimates mentioned above and this timeline, it should be possible to provide a ballpark cash flow or budget by years of the expenditure required.

Using this cash flow and discounting it to the present using a suitable discount rate would produce a “ballpark” total cost of the project in today’s dollar values.

This total cost would allow the council & the public to understand what financial commitment they are making by approving the project.

Statutory Law Matters

The masterplan proposes to close and stop Aspiring Road between Dungarvon St. & McDougall St. and create a carpark along the north side of Brownston Street bordering Pembroke Park. It is intended to, in effect, swap the land occupied by Aspiring Road for the reserve land bordering Brownston St, and extend Pembroke Park across the closed Aspiring Rd to the esplanade reserve along the lake edge. Carparks are also to be located on the Golf Course Reserve off Ballantyne Road and on the west edge of Lismore Street.

All these actions will require statutory consents under the Reserves Act and the relevant Act dealing with Roads. These consents are ultimately subject to central Government approval, and cannot be decided unilaterally by the Council. The recent forced removal of Council imposed temporary speed limits that did not comply with the relevant statute is a recent example of Statutory law over-riding Council decisions.

Stopping Roads and using Reserves for non-recreational Parking require the consent of the relevant Government Ministers. Both actions require public notice be given calling for objections. It is certain that there will be strong objections by Wanaka people to these actions. Central Government would be unlikely to consent to works that are objected to by a significant number of citizens. This reality alone renders most of the Masterplan unworkable.

Vehicle Access

The “activation trial” last March was a disaster for vehicle access to the Town Centre & and severely inconvenienced people wishing to enter the town centre or pass through it for business or shopping. Queues in Brownston Street from the Caltex Roundabout extended back beyond Dungarvon. The Anderson Road/SH84 roundabout was frequently choked by stopped vehicles queuing back from the Caltex Roundabout. All of this chaos was during a relatively quiet period of activity in the town. If the activation trial was held at Christmas or Easter etc. the Town would have gridlocked!

I pointed this out to the Deputy Mayor in the activation trial information tent, and his response was “it’s what the traffic will be like in 10 years, so get used to it”. In fact, it was the traffic situation NOW

during the trial - in 10 years with the trial in place & the roads as they are now, the town would be paralyzed!

The plan envisages replacing the roundabouts on the State Highway at Anderson Road and Brownston Street with Traffic Signals. Recent thinking in road design is favouring roundabouts over traffic signals as accidents on roundabouts tend to be less severe for the people involved than those at traffic signals. This is a detail at this stage but if the traffic capacity at these two intersections is to be increased and roundabouts are retained, then considerable enlargement of them would be needed to allow multi-lane operation.

If Aspiring Road from Dungarvan to McDougall St. is closed, then Brownston Street would be the only access between the Western Suburbs and the town. I believe its carriageways would have to be widened to use its full legal width to accommodate the large traffic volume forced to use it. There is no mention of any widening of Brownston St in the plan, only intersection improvements. At the very least the carriageway should have two full-width lanes with a 3m flush median to allow it to function under high traffic volumes, and accommodate turns at intersections.

Parking

435 Parking spaces are removed, and 765 additional ones provided. The removed spaces are all in the Town centre or on its border, and the additions are all remote from the town. This is a drastic downgrading of the attractiveness of the town centre to citizens.

Lismore Street is the closest of the new spaces but is up a very steep hill from the town and few shoppers would use it to park. Commuters working in the town would be the most likely users as at present. Extra spaces along the western half of Brownston St are also remote, as are the ones at the Golf Course practice area.

The long-awaited shopping and business area of the Three Parks Development is now imminent with the completion of the new supermarket due in a few months. It will have ample parking for customers and will be an extremely attractive alternative to the town centre for shopping and business. Removing convenient parking from the Town Centre will considerably downgrade it as a shopping destination. Note that the supermarket will have a café, and this will be a very attractive amenity for shoppers.

The plan envisages 400 spaces along Brownston Street. This would require about 3 rows of parking spaces occupying at least 30m of land along the Brownston St frontage. In addition, Brownston Street needs widening to its full legal width for traffic flow so no parking could be provided along it. The Aspiring Road reserve is 20m wide, so the "swap" proposed would reduce the area of the reserve.

Community Consultation

The masterplan document emphasizes the favourable responses to some aspects of the activation trial such as some closure of Ardmore, relocating parking away from the lakefront, connecting Pembroke Park to the lakefront, etc. I contend they are little more than uninformed "wish lists". If the respondents knew the costs of the changes proposed and the drastic downgrading of vehicle access to the town centre that would result, maybe the response would not be so favourable. It is disturbing also that major stakeholders such as business owners, land developers etc. were not formally consulted. The contention that there has been extensive consultation may be so, but most of the feedback was uninformed and not a strong endorsement of the masterplan now before us.

Environmental Aspects – Climate Change

There is a strong anti-car attitude in the current government's policy on transport matters. This is reflected in the attempts to impose reduced speed limits on the country's roading system, encouraging the use of public transport etc. Much of this is aimed at reducing greenhouse emissions from motor vehicles

New Zealand has an electricity system that is about 85% emission-free as it uses hydro-electric and geothermal energy sources. There are strong indications that electric cars and trucks will soon be affordable enough to be widely adopted. In this country these vehicles will use an almost emission-free energy source so there will be no need to restrict their use to save emissions. The masterplan extends to 2050 when I believe electric powered vehicles will be universal, and the plan should reflect that. The age-old urge for personal mobility that is well entrenched in this country should be accommodated in our planning.

Conclusion

I oppose the masterplan in its entirety. It needs a lot more detailed information on costs, road and intersection design. The document is not a sound basis for Council decision making so this should be delayed until more detailed information is available. Such delay would allow the effects of the Three Parks Development and Wanaka Airport proposals to be accommodated in the plan.

The plan should not rely on excessive encroachment on public reserves and should not exclude the use of vehicles in the town centre and beside the Lakefront. I support the plan submitted by Mr. Graham Dickson including his alternative plan for the Ardmore Street/Lakefront area at the town centre.

Date : Friday, June 28, 2019

Trevor J Williams

BE(Civil) FENZ MICE MNZIS
Retired Civil & Municipal Engineer

Submission 20.

From: Wanaka Town Centre Business Group

Sent: Friday, 28 June 2019 2:55 PM

Subject: WTCBG submission

Wanaka Town Centre Master Plan

Preamble

The members of the WTCBG accept that, as a consequential change in tourism patterns, the growth of Wanaka, the advent of Three Parks and the changing needs/desires of the wider community that improvement and beautification of the Central Business District (CBD) and the lakefront is a necessary step in the evolution of the town.

WTCBG and the Property Owners Group (POG) have far more at stake in relation to the proposed Master Plan than any other party. Aside from WTCBG's concerns around the CBD and adjacent parking, proposed one way streets and shared pedestrian zones, the central issue is the Council's failure to properly consult with the above in the first instance. This will result in a number of initiatives contained in the Master Plan ultimately being found to be impractical or legally flawed.

Examples of the later include parking areas on reserve land, the roadway through the golf course and the proposed roading and parking changes relative to Pembroke Park and the changes of the boundaries of said Park.

Background to this Submission

It is understood that stakeholders were identified by the Council's consultants, Stantec & Jasmac and the consultative process implemented in August 2018. Mistakenly, the Queenstown Lakes District Council (QLDC) considered that the interests of the town centre being, primarily the property owners and retailers, would be represented by Ignite Chamber of Commerce. As a consequence retailers and land owners were not directly or indirectly consulted until late March 2019.

The Council also undertook an 'Activation Trial' over a four day period including a weekend. When surveyed WTCBG members confirmed that there had been a universal decline in turnover. The declines ranged from a high of 61% to a low of 21% ie the Activation Trial gave a clear indication of the detrimental impact that road closures in Lower Helwick and Ardmore Streets would have on the businesses in those areas.

The WTCBG considered that because of the materiality that the Activation Trial had on businesses trading in the area that reference would have been made to same in the Master Plan given that it will be necessary for the Plan to be economically viable.

Both the retailers and the property owners have now formed incorporated societies to directly represent their respective interests. WTCBG currently represents 67 retailers which comprise 84% of the retail businesses in the Wanaka CBD. As a result of this both the WTCBG and POG consider that they have not had adequate time to properly assess and analyse the full implications of what is proposed in the Master Plan and because of the time constraints are reserving their respective positions.

In the interests of not wanting to impede progress in relation to securing the funding from central government and QLDC both parties have agreed to make submissions on the Master Plan presented to the public in draft form.

From discussions with Mr P Hansby, General Manager Property and Infrastructure for QLDC and the QLDC Project Manager together with the representative of Stantec, WTCBG has been assured that:

- a) the Master Plan is conceptual and the Plan's prime purpose is to demonstrate to central Government that the town needs infrastructural investment and why; and
- b) timing was of the essence if the Plan was to be included in the QLDC's 10 year Long-Term Plan for central Government funding as the timetable for same has been set.

Hence, there was little or no ability to undertake a full revision of the Draft Plan to take into account the concerns of the WTCBG and POG. On the basis of the assurance noted above WTCBG will not require an immediate full revision of the Draft Plan at this point but reserves its position in relation to that point should the assurances prove not to be correct.

Submissions

As a consequence of not being involved in the consultative process from its commencement, together with the need to maintain the timetable momentum to have the Master Plan included in the 10 year Long-Term Plan to secure the necessary funding, we have not had time to fully consult with all members. Therefore, this submission highlights the key areas of concern on the basis that the Master Plan is conceptual and will be the subject of change.

In addition reliance has been placed on statements made by Mr Hansby that, moving forward, both the WTCBG and POG will be included in the consultative process which will also be undertaken 'in good faith'.

WTCBG submits:

- **Objective, Vision & Big Moves**
 - The five Big Moves for this programme define a nice 'park' not an economically viable town centre. The Plan must include the requirement for an economically viable town centre.
 - The Ministry for the Environment's website, under the NZ Urban Design Protocol attributes for successful towns and cities that 'they incorporate economic, environmental, social and cultural factors'. It appears the 'economic' factor has been missed from the stakeholder meetings until raised by the WTCBG. This needs to be rectified.

- **Parking**
 - No change in the number of parks on Helwick Street and in the immediate surrounds. The loss of short-term carparks cannot be compensated by the addition of distant long-term parking.
 - No reduction in short term parking spaces, understood to be a minimum number of 200 in, or close to, the town centre. Ideally the current number of parking spaces would be increased.
 - Subject to the above, we concur with the proposal to remove carparks from the foreshore and support angle parking on Ardmore Street. (As set out in the Lakefront Development Plan May 2016 and endorsed by the community and QLDC).
 - In relation to the Big Moves, change the fourth bullet point of the second of the Big Moves, to read – 'Provide in the CBD sufficient and convenient parking for locals and visitors'
 - The introduction of paid parking in the town centre is supported.
 - Campervans of all types and sizes, to be directed to specific parking areas on the outskirts of the town.

- **Traffic movements**
 - Helwick Street to remain two way.
 - The full length of Ardmore Street to remain open (refer Lakefront Development Plan May 2016).
 - Proposed new access ways to the CBD from Brownston Street etc to be revised to more easily access the CBD.

- The WTCBG conditionally supports a 30km speed zone on Helwick and Ardmore Streets on the basis that there will be no pedestrian/shared zones on such streets.
- The establishment of appropriate pedestrian crossings would also be supported.
- **Street Beautification**
 - We would support the beautification of Dunmore Street.
- **Consultative Process**
 - That the QLDC (and if appropriate its consultants) meet regularly with POG and WTCBG during and post the next phase and investigative process to develop an updated Master Plan that better reflects the needs of the town and the town centre business community.
 - Survey and promotional material issued in this process to date appears to be biased towards certain outcomes. WTCBG requests that future communications, whether they be surveys or promotional, on this matter be more balanced and even-handed.
 - That the Master Plan be reviewed in three years when the impact of the Three Parks development on the CBD will be more certain.
- **General**
 - Due to the time constraints the Submissions as set out above are not exhaustive or necessarily complete and the WTCBG reserves its position in relation to same.
 - In the interim we will be encouraging members to continue to liaise with us in relation to their suggestions and/or concerns.

Signed

Chris Hadfield
Chairman
WTCBG
28 June 2019

Submission 21.

From: Chris Steven

Sent: Friday, 28 June 2019 4:52 PM

Subject: Wanaka Golf club

Wanaka Town Centre Master Plan and Wanaka Golf Club

Thank you for the opportunity of discussing the proposed master plan on behalf of the Golf Club last week. I also note that you and some counsellors have now had the opportunity of visiting the Golf Course and will be familiar with the likely impact of the proposals and the Master Plan.

The Golf Club is making a submission on the merits of the proposal. The purpose of my writing is to address the issue of the procedure adopted and to be adopted by the council. I discussed this matter with you during our telephone discussion on Wednesday 19 June. You indicated that this is a preliminary process and the more formal processes will follow.

You will now be aware of the significant impact of a bypass road through the golf course and the taking of land known as the triangle for the car park. It is concerned that it had not previously been consulted over the proposal and, as set out in its submission, believes that the ramifications of the proposed bypass (and really, only one option is offered in the master plan) are glossed over.

It is also concerned that support for the bypass proposal (the snapshot page (8) of the master plan refers to 96% support for a Wanaka bypass) is achieved without carefully considered options and by glossing over (inadvertently or otherwise) the impact on the golf course. The club is concerned that when it comes to the more formal processes, entitling it to write to make more extensive submissions and to appear before the council, the club will be hard put to get a fair hearing and will perceive that the council has already made up its mind on the strength of what the club feels is uninformed public opinion. In its submission, the Golf Club points out that some of those attending the workshop were under the impression that there was in fact a paper road and the location of the proposed bypass and were influenced accordingly.

While clearly the council is entitled to test the water on some of the proposals, it should do so within a structured framework. It is my view that much of the master plan requires adoption of the special consultative procedure. To the extent that any of these proposals will be incorporated in the long-term plan, the procedure is mandatory. The procedure is also mandatory if the council proposes to restrict traffic in favour of pedestrians (Local Government Act 1974).

Council is of course obliged to notify any proposed revocation of the recreation reserve, receive submissions, and hold hearings. It also has to deal with the fact that the Golf Club has a proprietary interest (as lessee) in the land.

I invite you to take on board the fact that of all of the entities affected by the proposal, the Golf Club is likely to be the most affected because its toll operation has potentially jeopardised and, to date, no consideration or acknowledgement has been given to that fact.

The Golf Club wishes to ensure that no decision is taken or pursued without a thorough investigation of the ramifications and a cost benefit analysis of the options – both of which will require input from the Club.

Wanaka Golf Club does not ask that the council cease the current process but that the council take on board the Club's position and does not take any decision or other action that might prejudice the participator reprocess that the council is obliged to follow.

It would be helpful to both parties if they could agree on the processes going forward. That of course presupposes that council is minded to proceed with the contemplated bypass.

Yours faithfully
WANAKA LAW
Per
Chris Steven

Submission 22.

Sent: Friday, 28 June 2019 10:06 PM

Subject: Wanaka draft Masterplan

Sustainable growth sounds good but your attempt to cater for it may not what the Wanaka community wants. You say you have listened - Really? Wanaka is very different from Queenstown because the people living here don't want Wanaka to be like Queenstown, as you might have heard many many times. Why is it that we are forced to dream big for the future? Why does our current lakefront need to be beautified? People, even visitors like this rusty feel which is Wanaka. Please stop spending our money on what we don't see much point.

Bruno.

Submission 23.

From: Diana Power, Cancer Society NZ

Sent: Friday, 28 June 2019 11:17 AM

Subject: Wanaka Lakefront Masterplan

See submission attached

WANAKA LAKEFRONT MASTERPLAN

To: Attn: Wanaka Lakefront Masterplan
Queenstown Lakes District Council
Email: services@qldc.govt.nz

Details of Submitter Diana Power
Health Promoter, Central Otago & Lakes District
Email: diana.power@cansoc.org.nz

Address for Service Cancer Society of NZ, Otago and Southland Division Inc.
State Highway 8
RD2 Roxburgh 9572

Date 28/06/19

OIA We do not wish to be heard with regards to this submission

Background

The Cancer Society of New Zealand, Otago & Southland Division is a non-profit organisation, which aims to improve community wellbeing by reducing the incidence and impact of cancer for those living in the Southern Region. The Cancer Society has three key work streams including; the provision of supportive care for people and their families who are impacted by cancer, funding of cancer related research, and health promotion activities. Our supportive care team provide mobile face-to-face services for the Wanaka community.

Cancer is a major cause of disease, disability and death in New Zealand. Although cancer is unlikely to be eradicated, current evidence indicates around 40% of cancers are potentially preventable. The health promotion work stream aims to advocate for the health of the community and build health into all public policy areas to help create a future with less cancer. We aim to work collaboratively in the community to create social, cultural, and physical environments that support health and wellbeing and reduce the population's risk of developing cancer.



Comments

Thank you for the opportunity to provide further feedback on the Wanaka Lakefront Masterplan.

The Cancer Society is pleased to see a pedestrianised street and cycle ways through Helwick St and in front of the CBD to the lake. Having a seamless transition from the park to the lakefront, uninterrupted by traffic encourages the general public to be physically active by reducing reliance on cars and improving the ambience and safety. These pedestrianised areas allow an increase in tree planting which is aesthetically pleasing as well as providing shade for shelter from Ultra Violet Radiation. All ideas are practical and contribute to community wellbeing.

Recommendations:

The Cancer Society would like to see these positive additions.

- 1) Water fountains
- 2) A Smokefree CBD and foreshore

Water Fountains

The addition of water fountains offer a healthy, self-help means of hydration and having a few strategically positioned fountains will encourage people to want to stay and socialise or continue with their physical activity by providing a free water source for the community. This also aligns with Wanaka's vision to be environmentally responsive. London City recently undertook a public water fountain project to help reduce single-use plastic in the city, and used water flow meters to help assess drinking fountain use. More visible and promoted water fountains could contribute to a more environmentally-friendly Wanaka.

Smokefree CBD and foreshore

As the area is being redesigned to be more community focused and attract more people to the space the Cancer Society would like to see the whole area Smokefree. This will enhance community wellbeing as well as improving aesthetics in the area. Community wellbeing will be protected due to less exposure to second-hand smoke and de-normalisation of the behaviour, particularly important for the younger generation. A Smokefree outdoor area will add to the aesthetics of the area. Recent results of the Fresh Air Pilot project showed that Smokefree outdoor dining increased pleasantness of outdoor dining areas, and reduced litter. It will discourage butt litter ending up in the lake and will enhance the impressive vista. This is in keeping with 'the Vision' of the Master Plan, "Environmentally responsive and reflects the natural qualities of the inspirational landscape that surrounds Wanaka" and would add to and complement the already Smokefree Wanaka Parks and Reserves.

Towns and cities around NZ are starting to embed the Smokefree message and creating signage to fit with their own branding. For example, "Lets Clear the Air" in Invercargill. This helps enhance a place's ownership of the message. The Cancer Society would be happy to support the council with signage ideas, surveys, and tools to help measure community thoughts, acceptance, awareness and/or impact of a Smokefree area.

As mentioned above the Fresh Air Pilot Project results were recently released. Smokefree outdoor dining has shown to be positive for public and business owners alike. Main findings were:

Businesses:

- 100% of the 7 pilot venues have chosen to remain Smokefree.
- There are now 16 venues in Queenstown on the website

Customers:

- 671 feedback forms were received.
- 95% (635) in support of the venues having Smokefree outdoor dining areas.
- Only 4% (24 people) not in support.

When asked if they'd be more or less likely to visit the venue again because of the SF outdoor dining areas:

- 73% (492) were more likely,
 - 21% (144) said no difference
 - & only 4% (25) said less likely.
- Combined More likely & No difference was 94%.

For a copy of the executive summary or the full evaluation results please get in touch.

Submission 24.

From: Barbara East

Sent: Friday, 28 June 2019 2:45 PM

Subject: Submission to the Draft Wanaka Town Centre Masterplan

Submission on the Draft Wanaka Town Centre Masterplan

On page 4 of the brochure, it states that you can find online all the documents listed on that page. When you go to the Document Library Section of the masterplan at Lets Talk, the documents listed there are a different set of documents and the Wanaka Town Centre Strategy 2009 is missing. As you can see below, the vision and objectives are very similar to those in this masterplan and the 53 page document goes over in detail all the options identified.

5. Vision

The working party has identified a vision for the future of the Wanaka town centre.

All of the projects and actions outlined in the strategy seek to achieve this vision.

The vision statement is a result of consultation with key stakeholder groups and a series of workshops and open days. In a nutshell, the vision is the desired future and direction that the community expects over the medium-long term. This core vision is:

“A relaxed yet vibrant town centre, well connected to the landscape where locals and visitors naturally choose to congregate..”

This vision statement incorporates the following elements that the community finds important for its town centre:

- A village atmosphere with a strong ‘local’ identity and character.
- Naturally acknowledged as the social, commercial and administrative heart of Wanaka.
- Where locals and visitors choose to meet and interact.
- Warm, welcoming and safe, a vital and ‘fun’ place, in a peaceful yet vibrant setting.
- Has buildings which are visually exciting and complementary to the public and private open spaces, courtyards and gardens in which they sit.
- is pedestrian friendly, having good connectivity and linkages.
- is easily accessible from other parts of the region by vehicle, foot and cycle.
- has well defined traffic routes and easy access to convenient and well positioned parking facilities.
- is ‘sustainable’.
- acknowledges its historical and cultural roots.

6. Objectives

The vision flows into a number of objectives which will help achieve the vision for the town centre:

- The Wanaka town centre is the main social, commercial and administrative centre for the upper Clutha.
- The town centre is nestled into the landscape and in particular is linked to the lake and the mountains.
- The town centre has a character and amenity which attracts residents and visitors.
- Traffic flows around the town easily but does not dominate the pedestrian nature of the town centre.
- The town centre has adequate car and cycle parking to provide for residents and visitors alike without compromising the town centre’s character and amenity.
- A pedestrian friendly and safe town centre which provides attractive and permeable pedestrian circulation and good quality public spaces.
- New developments (buildings and streetscapes works) are in keeping with surrounding scale and form, are of good quality and have a distinctive and consistent design.
- Contains civic facilities and space for community groups which are easily accessible.

It would have been very useful I believe, to have had this document available to view as this strategy was a 20 year strategy. Most of the projects undertaken since then have come out of the strategy: the Brownston/Ardmore and the Lakeside/Ardmore roundabouts, the Upper Ardmore Street upgrade, extension to the footpath in lower Ardmore Street etc Many other projects are still listed in the strategy waiting to be programmed.

This masterplan is for 30 years which I believe is too long a timeframe. The future is too uncertain to be able to plan that far ahead and I can’t see that the plan has taken into account the fact that another

town centre at 3 Parks is in the process of being built right now. This must surely have a major effect on the activity in the lakeside town centre and before we commit to enormously expensive projects (multi storey carparks, major roading changes, Pembroke Park extension/land swaps) we surely must have some understanding of the impact of having two town centres.

In this draft Masterplan, I don't know what the vision statement is inferring when it says "An **AUTHENTIC**" Wanaka town centre...". I feel that it is a bit of a misnomer. The definition of "authentic" is genuine, real, original. This masterplan is suggesting such major changes such as restricting large stretches of the magnificent Wanaka lakefront, closing roads, introducing one way systems that the original character of Wanaka will be lost.

I generally support the overarching objectives but think that the vision and objectives from the Wanaka Town Strategy 2009 were more descriptive and well written. I do not support however, the options outlined in this draft plan for achieving these objectives.

Public Transport and Cycling

I support the overarching concept of public bus transport and a safe cycle network.

Ardmore Street Closure

I do not support any form of road closure either a one way system or full road closure. One fact that the Wanaka road activation trials revealed, was that Wanaka cannot cope with just one cross route. The trial was carried out at a quiet time of year and a large proportion of residents steered clear of the town centre during that time, and still the traffic ground to a halt on Brownston Street. I believe that the bottom half of Helwick Street could be closed and the area from the bottom of Helwick Street to the beginning of the lakefront could be a shared space. Vehicles could still move slowly through in both directions but pedestrians would flow between them. The four courtesy crossings now mean that traffic moves very slowly along that stretch of road and pedestrians cross easily at the crossings. Turning it all into a shared space would just enlarge upon this concept.

There is a barrier now between the lakefront and the town centre in the form of planting and the views and access are restricted, though this planting was thinned out some years ago to enhance the views from the retail area. Before this was done, there was no lakeview at all between Dungarvon Street and Lakeside Road apart from the small plaza section opposite Helwick Street. This was done very carefully however as it is this vegetation which protects the front of the town centre from the wind. The value of this shelter should not be underestimated.

I don't understand what this section means:

"Extend plantings, materials and activities from the lakefront into the town centre."

Upper Ardmore Street has been extensively planted and is maturing nicely. In 5, 10 years time, it will be lined with beautiful large trees. What plantings, materials and activities are you suggesting are brought into the town centre? Rocks? Sand? Sunbathing? Swimming?

Pembroke Park

Pembroke Park is over 10ha and has always been rather underutilised. It is used for major events like the Wanaka A&P show, markets, cricket games and other sports. The skatepark is also very popular and is planned for further expansion. It seems to be completely unnecessary to try and bring the park all the way down to the lakefront. Doing that will restrict access to a huge stretch of the lakefront and will result in massive congestion in the upper part of the town centre. This stretch of Ardmore Street

should remain open for slow moving 2 way traffic with angle parking both sides. Trying to force people to only access this part of the lakefront by walking or cycling a considerable distance, will only push them into the lakefront vehicle accessible areas like Stoney Creek. That huge swath of park stretching right down to the lakefront may look very attractive in a glossy brochure but will end up devoid of people – just as the vehicle restricted areas were in the Wanaka activation trials.

In addition, the process of trying to do landswaps with large areas of Pembroke Park would tie the council up with a massive legal battle for many ,many years and would be hideously expensive – with no guarantee of success in the end.

Wanaka Bypass

We do need a bypass to reduce the need for vehicles to have to pass through the town centre but I am disappointed to see again the option of a road through the Golf Course. This option was thoroughly investigated as part of the Wanaka Transportation and Parking Strategy of 2008 and the Wanaka Community Board actually resolved to no longer consider that option. It was thought at the time to be economically and socially undesirable and of course, would tie Council up again for years with costly legal battles.

The obvious bypass option is through 3 parks onto Ballantyne Road and from there to Riverbank Road and Cardrona Valley Road. There are further developments like Bright Sky proposed along Cardrona Valley Road which could be a source of further links. I suggest that discussions take place with these developers.

Car Parking

I was interested to see that 33% of respondents preferred the option of a multi storey carpark off Brownston Street. However, 52% of people said No to paid parking. Unfortunately multi storey carparks are extremely expensive to build and the costs have to be recouped with paid parking. I don't believe a multi storey car park is appropriate to the scale of Wanaka right now, and at around \$30,000-\$40,000 per each gained parking space, is the most expensive of all the options. This may be an option that could be revisited if necessary in the long term.

I believe parking should stay on the waterfront but should be reconfigured to make it more efficient. All existing parking areas should be looked at to see if the configuration and time limits are the most efficient that they could be. We should manage the parking better to free up existing spaces. In winter, parks get clogged with ski field workers who are then taken up the mountain all day. Council used to work with all ski field operators before the beginning of the season to make sure that their workers were picked up from spots outside of the town centre. I think we need far more information about who is parking where, why and for how long.

Conclusion

This Masterplan's stated intention is to guide the town's transformation. What is so awry with the town centre at the moment that it needs to be transformed? Right now it is a small town with small town issues. Parking right outside your coffee shop can be difficult to achieve at times, the supermarket gets too crowded, you might wait for a couple of minutes at an intersection and pedestrian connectivity could definitely be improved. This is still a glorious place to live: beautiful, accessible to all, safe and generally unspoiled by big city solutions to small town problems. We don't need to transform our town centre. We need to keep moving ahead with the smaller projects like mini roundabouts at intersections which serve as traffic calmers, better cycling paths and assess the

effect that the growth of the new centre at 3 Parks will have on our little town centre. It may have such a significant effect that many of the major, very expensive options presented in this brochure will be superfluous.

I do not think that this draft Masterplan is on the right track. It would be preferable to revisit the Wanaka Town Strategy 2009 (which was supposed to be reviewed every year to make sure all the projects were on track) and the Wanaka Transportation and Study 2008 and see what needs updating in that very large and detailed body of work.

I would also ask – what is actually going to the WCB and Council for adoption? Is it the high level concepts? They are fairly generic and virtually the same as the vision and objectives in the Wanaka Town Centre Strategy 2009. So these have already been adopted. Are you going to take the highest polling options and recommend that these be further investigated? The public might have voted differently if they had been informed of the cost and difficulties in achieving some of these options. There is already a WCB resolution in place precluding any further investigation into the Golf course bypass option.

I suggest that the WCB continues driving forward with the smaller projects which will improve some of the issues we might have now and have conversations with developers to understand the effect that their developments may have on Wanaka.

Barbara East

Written submissions 25-38 via post to QLDC to follow:

- 25. Jill Blennerhassett**
- 26. John Blennerhassett**
- 27. Dan O'Regan**
- 28. Loris King**
- 29. Pam McRae**
- 30. Patricia Swale**
- 31. Margaret Young**
- 32. R Smith**
- 33. Delma Guy**
- 34. Tim and Cathy Scurr**
- 35. Amanda Grant**
- 36. D.J Shepherd**
- 37. Dale Kerr**
- 38. Vera Jacobson**

WANAKA TOWN PLAN 2019

Submission from: Jill S Blennerhassett

1. CAR PARKING

We need more car parking availability within the town area.

- a. The area behind the (old) fire station (Council land) could/should be ideal for a multi-level parking building
- b. The area behind the Helwick St (east) shops could be a multi-level parking facility and right within the town center.
- c. New World car parks could be subject to a number of considerations for expansion into general use.

2. ROAD AND LAKEFRONT ACCESS – VEHICULAR/PEDESTRIAN

I believe that the Ardmore Street/Mount Aspiring Road link should be kept open for vehicular traffic travelling both ways. They are subject to extensive use throughout the year:

- a. By tourists, not only a multitude of skiers during the winter, but by glacier, hiking and other outdoor pursuit enthusiasts during the warmer seasons.
- b. Please, do not forget the considerable local population who appreciate and expect the convenience of a town shopping/visit 'loop'. Your earlier 'trial' was hardly a howling success. For many residents of Meadowstone, Heaton Park, Far Horizons, Sunrise Bay, Rippon Lea, Tapley Paddock, the alternatives on offer are unattractive and wasteful of travel time and distance.
- c. By all means, encourage a free and safe 'boulevarding' about the lakefront area and restrict any encouragement for 'hooning' or danger to 'strollers', by suitable traffic controls as are necessary.
- d. Considerable modifications/improvements would be necessary at McDougall/Brownston intersection, Cardrona/Golf Course junction and Golf Course/Ballantyne junction to make this even a consideration.
- e. HOW ABOUT WAITING TO GAUGE THE EFFECT OF 'THREE PARKS' ON TRAFFIC, PARKING etc. BEFORE THROWING A LOT OF MONEY AND 'AGGRO' ABOUT?
- f. No objection to 'Pedestrian Only' precinct from Ardmore St to Dunmore St corner (no

3. THAT BEAUTIFUL FORESHORE!

Tourists (and locals) love our spectacular, yet restful, lakefront:

- a. Make sure that people, not campervans etc., occupy the lakefront ... regressed, unroaded ... safe and friendly for 'leisuring.'
- b. By all means allow copious parking ... why not angle-parks along the Pembroke Park border (no encroaching beyond the current chain fence!). Have access roads/parking on lake side, up to (but NOT beyond) 'walkers only' limit for those who don't want to view the lake from behind a row of campervans.



Jill S Blennerhassett

28th June, 2019

WANAKA TOWN PLAN 2019

Submission from: John B Blennerhassett

1. CAR PARKING
 - a. We need more car parking availability within the town area.
 - b. In the immediate future, the problem could be addressed by installing meters for 'in-town' parking (from Deputy Mayor, Calum McLeod 25/06/2019).
 - c. Defer major modifications until the EFFECTS OF 'THREE PARKS' impact is known.

2. ROAD AND LAKEFRONT ACCESS – VEHICULAR/PEDESTRIAN
 - a. I believe that the Ardmore Street/Mount Aspiring Road link should be kept open for vehicular traffic travelling both ways.
 - b. Delineate angle parking on both sides of Ardmore St without encroaching on Pembroke Park. LEAVE PEMBROKE PARK INTACT.
 - c. If we must have a 'trendy' 'pedestrians only' precinct, let it extend from Dunmore Street to Ardmore Street (only).

3. THAT BEAUTIFUL FORESHORE!

Tourists (and locals) love our spectacular, yet restful, lakefront:

 - a. Make sure that people, not campervans etc., occupy the lakefront ... regrassed, unroaded ... safe and friendly for 'leisureing.'
 - b. By all means allow copious parking ... why not angle-parks along the Pembroke Park border (no encroaching beyond the current chain fence!). Have access roads/parking on lake side, up to (but NOT beyond) 'walkers only' limit for those who don't want to view the lake from behind a row of campervans.
 - c. A grassed, welcoming, walking, picnicking etc. area looking north immediately onto the LAKE, NOT VEHICLES FROM (a well-thought-out limit).



John B Blennerhassett 28th June, 2019

re: wanaka town centre masterplan

i have 2 concerns

1. the time frame allocated for public consultation is a bit of a joke.

because of the nature of my work and having been involved in producing brochures like this i know the masterplan brochure takes months to co-ordinate / design / proof / print / book into the wanaka sun for distribution. so to put a time frame of 2 weeks for public feedback (which most people i know only found out about through talking to other people) sends the message that you dont really want to hear what our opinion is.

suggestion: how about allocating some of the funds spent on very expensive consultants to draft up plans - and making a job for a full time community liaison. i think its not right when staff at the font counter and councillors going about their general day get abuse from the public. thats not appropriate. people are frustrated because there is little / no public consultation (your probaly saying thats what we are doing now) but 2 weeks notice sends a message of "be quite locals, we know whats best"

please do better at consultation - the current status is not good enough

2. 02 big move - connected wanaka

yes i like the idea of a nice downtown - but the roading solution of driving all the traffic from lower meadowstone / billsway / aspiring side through brownstown st to get to mt aspiring school / primary school is a terrible idea. what happens when a delivery truck stalls or theres an accident on dungarvon / braownstone st?

this also forces all the traffic up anderson rd which is vastly residential - some kid is going to get knocked down. currently at the intersection of wilkin / anderson / reece crescent visibility pulling out is very difficult when traffic is parked on the side of the road as it usually is.

removing the parking down town and putting it in lismore / the current golf pratic green is fine if you are working in town and leaving your car there for the day. but theres no way im driving down to the lake with 2 kids and gear and parking there. kids have a meltdown + were stuck walking back though town (or across pembroke park) basically your telling us to drive out to 3 parks - hang out there and let the tourists hang out in our lovley pedestrianised lakeside district.

please give us some parking downtown so we can bring our kids / go to the shops / lake / get in and get out.

i think alot of wanaka residents would agree that quesstown is not a pleasureable place to A> get to B> live in - so can you please listen to local feedback and not turn wanaka into a tourists first / locals second place.

DAN O REGAN

WANAKA RESIDENT 28/6/19

1. I **oppose** any alteration to the boundary of **Pembroke Park** and the construction of any car parks being sited on this Reserve Land. **Bridgeman Green** a reserve, and **part of Pembroke Park** was not shown on any plan.
2. I **oppose** the construction of **any** car parks on **Lismore Park** and the **Wanaka Golf Course land – both Crown Land Reserves** and I **oppose** a road through the Golf Course.
3. I **oppose** any closure of **Helwick and Ardmore Streets**. Helwick and Ardmore Streets are the main retail areas (soon to be even more so,) and two way traffic is vital for pedestrians and traffic.

Brownston Street could not cope with the traffic flows when Ardmore Street was closed. This was verified in the trial period.

I **oppose** Ardmore Street being a shared space – traffic and people do not mix.

4. If Ardmore Street was moved towards the Pembroke Park boundary there would be space on the **Lake side of Ardmore Street**, to create a series of car space bays – **not continuous**, along this stretch of roading, to provide parking for mobility impaired people and families with children etc to access the Lake's most popular areas. This would not affect the Millennium tile walkway and still leave ample space for pedestrians, cyclists etc. on a promenade along the lake front.
5. With the traffic bays **not** being continuous the impact of cars on the lakefront would be mitigated. No campervans. A carpark building is over due at the rear of town.
6. I **oppose** 'green streets'. Wanaka's natural beauty is all around us. Larger trees and more planting on our streets is not acceptable as trees block neighbours views, create shading and leaves are a huge problem for drains etc.
7. I support a local public transport bus service and reducing the speed limit in the town to 30-40kph.

Loris King

(25th June 2019)

Loris K. King

The Queenstown Lakes District Council
Wanaka Town Centre Master Plan
21 June 2019

To whom it may concern,

I, Pam McRae, forward this submission to you with a lot of thought. I have been domiciled in the Upper Clutha since 1950.

Many of the changes in the masterplan I agree with. Forward planning needs to be considered for Wanaka if it is to be protected from its present rapid growth rate and lack of infrastructure. My submission is focused on four areas of the plan that I feel most strongly about.

1. Pembroke Park
2. Bringing the town to the lake
3. Recreational and Crown Reserves
4. Major roading suggestions

PEMBROKE PARK

I disagree with bringing the park to the lake in the Pembroke Park section of Ardmore St. I also disagree with using more park space to double the parking on Brownston St. I agree with keeping the memorial walk and the bike and footpath access on the foreshore in this area.

REASONS

For Practicality, safety, and accessibility.

Pembroke Park and the lake front, must be easily accessible to all ages, and all states of health, fitness and ability along Ardmore Street.

Historically this stretch of Ardmore St has achieved this, but unfortunately due to the large impact of tourism this now needs to be managed to allow everyone, once again, to have a memorable experience.

SUGGESTIONS:

Introduce angled parking in the area suggested below.

- a. No parking at all on the lake foreshore between McDougall St and Dungarvan St except for disabled
- b. This section of Ardmore St could be converted to a one way street, and the current parallel parking could be changed to angle parking.
- c. Speed reduction in this area could be achieved by making this a one way street with allocated pedestrian crossings.
- d. Signage at both ends could enforce a height restriction so campervans/trucks/horse floats do not park here for visual and safety aspects (ie for reversing out of parks)
- e. This area could use Time Zone parking for 3-4 hours ?.... but not for all day.

- f. Council retains its ability to consider one off times throughout the year where the rules can be relaxed so that large events such as the A&P show and multisport can be hosted.
- g. If parking was doubled in Brownston street it would not be safe for recreational users, and families with pushchairs, trikes, bikes and picnic supplies to be unloading these from the boots of their vehicles into mainstream traffic.
- H** Too great a distance to walk to the lake shore for the people mentioned above as well as the elderly and those with walking disabilities
- I** Disabled car Parks provided on the lakeshore would not cover many of the problems in H

BRINGING THE TOWN TO THE LAKE

I disagree with making Helwick, and the entire lower end of Ardmore St a shared space.

REASONS

I personally think for productivity and accessibility parts of it should remain a two way road.

I am not strongly opposed to the lakefront meeting the restaurants from Helwick St to Dungarvon St, if it is just for that one block (with village green concept, no shared space ie. no vehicles). However, I am not in commercial business, and maybe this does not make sense for those who own and operate those premises.

Should my 1 & 2 suggestions above be implemented, the council would in my view been successful in bringing the lake to the town.

3. RECREATIONAL AND CROWN RESERVES

I do not agree with putting any more car parks or roads on any of our recreation and crown reserves.

REASONS

- a. Preserve our green belts
- b. Respect those who historically had the foresight to gift land for recreational puposes.
- c. Don't let past planning mistakes mutilate and spoil our reserves. There are other ways of managing traffic and parking, ie: Round-a-bouts, traffic lights, pedestrian crossings, one way streets and a parking building.

4. ROADING SUGGESTIONS

I disagree with any roading going through the Wanaka Golf Course.

SUGGESTIONS:

- a. Two lane round about at Anderson Road.

- b. Create through traffic at Three Parks.
- c. Find a flow on solution at the Hawea Turn off that includes Riverbank road.
- d. Use Riverbank Road and Orchard Road as the first major bypass to Ballantyne road and the connections to Cardrona and the suggested new Studholme Road.
- e. Agree that Studholme Road bypass would help alleviate congested and heavy traffic on McDougall St.
- f. Although Mt Aspiring is a no exit road it carries a huge amount of traffic. It not only services the farming community but a wide range of commercial and recreational users. The Studholme road bypass would provide an alternative route for heavy stock trucks and users of Mt Aspiring National Park, Treble Cone Ski Field, Rocky Mtn, Mt Roy, Glendhu Bay Camping Ground and the Matukituki Valley and River.

Biking and Bus Connections

I agree with providing more bus and bike connections throughout the area.

My family has lived in this district for six generations and have witnessed the changes in Wanaka. Presently all of my children and grandchildren are domiciled in the Wanaka and Albert Town area.

Thank you for giving me, and the community, the opportunity to put forward suggestions and concerns for consideration as to the direction of future planning development for this beautiful town.

Pam McRae

PJ McRae
21-06-2019

From: Pam Mcrae [redacted]
Subject: Please download for my submission xx
Date: 19 June 2019 at 12:44 PM
To: [redacted]

PM



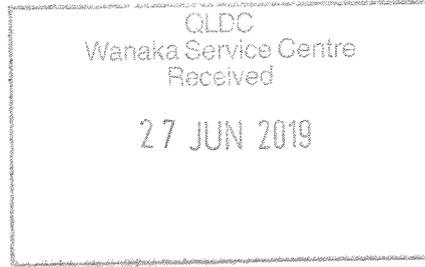
Sent from my iPhone

Queenstown Lakes District Council
Wanaka Office
47 Ardmore St.
Wanaka.

①

Pages 1 of 2

Patricia Swale



24 June 2019.

Submission Wanaka Town Centre Masterplan.

To the Council,

As a Ratepayer I have felt alienated, angry, devastated at the direction the way QLDC and the Wanaka Community Board are trying to develop and change the Character and Unique landscape of Wanaka.

In this incident I had received no communication to say this plan was out, and Feedback required within 18 days, as I have just seen advertised. How did this happen? Why had the QLDC. not posted this?

1. Oppose - any alterations to the boundaries of Pembroke Park, and the construction of car parks on it.
2. Oppose - any parking on Lismore Park - (it was originally talked about going on the Road Reserve Area.)
3. Oppose - any parking on the Golf Course.
4. Oppose - the closing of any part of Helwick or Ardmore Street - as this is detrimental to the whole retail area, and the public that use it.
5. Oppose - the use of Brownstown Street as main road. The trial proved disastrous - with the congestion and bottlenecks of traffic, and this wasn't even a busy time.
6. Oppose - the planting of larger treesets as in green street plan. This would cause blocking of views, shading, leaves, blocked drains, maintenance required, Overhead and Underground Services affected. Views for exiting properties onto the streets safely.

(2)

7(a) Oppose - the Closure of the Lakefront for parking as done in December 2019 as per area of Stage 2. Leave Cravel Park with curbing as is.

7(b) Support - moving of road along lake still as a two lane road, (in from where parks are now, nearer to Pembroke Park edge)
Putting intermittent parking blocks alongside lakeside road edge - These would not interfere with millenium Tiles etc.
Thus creating a safe area for families, etc to access and make full use of the Lake.

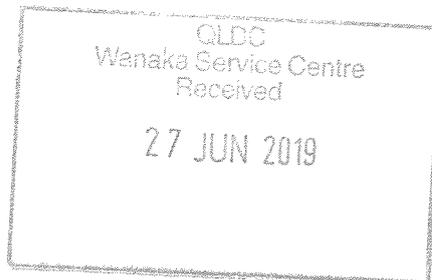
Yours sincerely,

Patricia M. Swale

Patricia M. Swale

24.6.2019

Ratepayer 106 Upton Street
Wanaka.



Queenstown Lakes District Council

149 Ardmore Street

Wanaka 9035

As a Wanaka ratepayer I AM HORRIFIED THAT YET AGAIN the Council is wanting to take a chunk off Pembroke Park!!! This time for parking places for your Wanaka Town Centre Master Plan!!!

When will you "Queenstown Mentality Thinking" Council realise,

[a] It is illegal, as the park is Crown Land

[b] Despite your efforts to make Wanaka into another nightmare like Queenstown, that Park is the jewel in Wanaka's crown.

High time you listened to locals who know the history of the Park and are practical.

Your 'Vision for Wanaka 2050 'was another example of writing for the sake of trying to sound 'cool'

Margaret Young

Margaret Young

R. Smith.

What Wanaka Town Centre Masterplan got right:

R1) Invest in a Multi-story carpark on New St (see 13- Civic Heart Location, plans A and B)

The 200 space multi-story carpark can connect directly with existing road and parking infrastructure via: Brownston St, the Russell St civic bypass, Ardmore St, and via New St to Dunmore St, and Dungarvon St.

The proposed carpark building on New St and the existing carpark lots on Dungarvon and Dunmore Streets form a parking circuit, which can extend to any new parking off a Russell St extension (Civic Heart). This supports a connected Wanaka, and an integrated parking infrastructure (Big Move 2).

The multi-story carpark gives a centralised, yet unobtrusive hub positioned in the middle of the commercial centre (Big Move 2), within easy walk of the entire CBD. This supports the 71% of respondents who want parking away from the waterfront, and the 48% of respondents who support paid parking close to the town centre.

R2) Extend Russell St into Ballantyne Rd by forming a new civic bypass road.

A Russell St extension would connect Three Parks traffic on Ballantyne Rd to Brownston St, without it having to go through the Caltex roundabout (see WTCM 2019 plans on pgs. 11, 13, 14, 17, and 20). This Russell St extension simplifies and formalises an existing town bypass used by locals.

This Russell St bypass supports the 96% of respondents which want a Wanaka bypass. It also avoids the obvious flaw in the existing traffic system which shunts almost all cross-town CBD traffic through the Caltex roundabout.

A Russell St extension can also be integrated with new car parking and civic buildings developed opposite the police station. (see WTCM 2019, pgs. 14 and 20). The Russell St bypass design can be integrated with easy pedestrian access to the civic centre (see 13 - Civic Heart Location, plans A).

R3) Create New St. This integrates traffic and pedestrian access to the multi-storey carpark.

This works in with both initiatives above to improve pedestrian and vehicular connection (see WTCM 2019 plans pgs.11, 13, 14, 15, 16, 17, and 20). It supports Big Move 2 (WTCM 2019, p. 7) - a pedestrian friendly town centre, with convenient parking for locals and visitors.

R4) The installation of traffic lights.

This acknowledges that Wanaka centre is a pedestrian centre as well as a traffic centre. Traffic lights will reduce the danger of cars having to cross uninterrupted traffic flow (e.g. the Macpherson Rd town bypass when it crosses onto SHW 84). The traffic lights will reduce the danger to pedestrians and cyclists of having to negotiate roundabouts designed primarily for cars.

What Wanaka Centre Masterplan got wrong.

W1) The alleged “barrier” between the lake and town centre is a convenient myth.

The fundamental assumption in that there is a "barrier" between town and lake is disingenuous and incorrect (see Big Move 1, WTCM 2019, p. 7). By definition a “barrier” is a gate or fence, or something which prevents connection, none of which is the case here.

The cynical assertion of non-connection, the mythical “barrier”, is a pretext for the annexation of recreational area within Pembroke park for an extra three tiers of car parking off Brownston St. The “barrier” assertion is also used to advocate for the removal of the Ardmore St connection to West Wanaka without any scientific or empirical evidence of the consequence and cost of that disconnect.

There will be a loss of direct lakeside access by car. The proposed new 4 tier car parking off Brownston St will create a greater visual barrier to lake views when driving to or from the town. The Brownston St views will become like the views of the Dungarvon St carpark; efficient, but as ugly as any carpark, anywhere. The Brownston St visual connection will be to a 4-tier carpark, and not to Lake Wanaka.

W2 The plan contradicts WTPS 2008’s definition of Ardmore St as a 'special character road'.

The plan ignores the retail, visitor, and recreational contribution of Ardmore St as a connector.

It fails to account for the loss of access to the lakefront and to West Wanaka which would result in the closure of Ardmore St along the length of Pembroke Park.

It fails to present the empirical evidence of the traffic disruption, as was evident in the trial closure earlier this year. There will be more traffic jams and congestion if Ardmore St is closed.

Recreational, residential, and retail access would be compromised.

W3 If Ardmore St is shut down, it would soon have to be reinstated within Pembroke park.

If Ardmore St had to be reinstated within Pembroke park, I believe that QLDC would not give up any new carparks created on the southern side. This would result in the net loss of land to Pembroke park.

A reinstated Ardmore St would, of course, have to have roadside parking for lake access, and probably lakeside parking bays for safety. Any projected short-term gain to the amenity of Pembroke park would be lost twice over; a net loss of land with the 4 tier carparking, and the eventual reinstatement of Ardmore St within the park.

First see how the extra load from Three Parks affects traffic flows in Wanaka before entertaining any major plans for road closure. Wilfully closing necessary traffic routes will lead to traffic congestion in Wanaka, like Queenstown has along it’s lakefront right now.

Professional independent traffic engineers should be engaged early on so that accurate projections can temper aspirational ‘Masterplans’.

QLDC have put the cart before the horse.

Delma Gury submission.

COMMENTS REGARDING MASTERPLAN.

TRAFFIC.

Don't close Ardmore St. - congestion in the peak periods is at full capacity and would put too much pressure on Brownson St.

Don't put a new road through Dunmore St to Russell St. You would be taking more parking space from behind old Fire Station and extra pressure on Brownson St, by having to create another roundabout or traffic lights, in proximity to the Caltex roundabout.

Don't make a new McPherson St road & take land off the Golf Course. This has been looked at before and found not practicable. The land was gifted to the Community by Mrs McPherson & the golf course is a great asset to Wairaka.

Ballantyne needs to be upgraded - maybe the roundabout at Caltex could be reconfigured to incorporate Ballantyne Rd.

Roundabouts into town & around town will need to be upgraded.

FOOTPATHS & CYCLEWAYS.

HAS THOUGHT been given to how children are going to get to the new School (those that aren't eligible to catch a bus) from town & Eastern side of town. The golf course footpath needs to be upgraded (after rain many areas underwater) and maybe an underpass to a footpath on Ballantyne road, this could be used by the Golf Club as well.

PARKING.

The carparks behind the old Fire Station should be reinstated. The LAKES DISTRICT COUNCIL should be buying land at 3 PARKS and building new premises for Staff & Commissioners, as well as land for parking. The new premises aren't in keeping with Wairaka visually pleasing!

Don't take the parking away around the Log Cabin and Children's play ground. How are young Mums, Grandparents going to get to this area easily.

Upgrade all parking areas along Lakefront, people need easy access to the lake for recreational use.

Put in angle parking along Pembroke Park (ARDMORE ST) as this

will create many carparks

What thought has been given if the road is closed along
Armore St, for all the activities that take part during the
year eg. the H.M.P. Show, CHALLENGE WANAKA; ALL THE BIKE
EVENTS; WALK BIRDS GOER WANAKA ETC. !!!

Date: 29th April 2019

Subject: Have your say form

Name: Tim and Cathy Scurr

Topic: Wanaka Town Centre Masterplan/Lake front and parking plan:

My comments:

Wanaka town first identify the whos the whys and the whats.

WHOS

Everyones convenience and time in all weather and times of the year, to park in the centre of town in a good, easy, dry and a safe place would be a wish for all kinds of weather and all kinds of people for all kinds of reasons.

All the owners of all shops and land already identified for all kinds of reasons.

WHY keep all kinds away from the centre of town and the lakefront, even if there is 3 Parks or another satellite centre. That should function on its own account

In recent years the planners have definitely slowed traffic down. Wanaka was designed for a lot of traffic flow as at peak times. Wanaka had up to 120,000 people most in cars at some stage going through and on the move stopping for various reasons, mostly the Roys Bay beachline from Christmas into New Year, it was easy to see what could be done to make it a lot better but guess what '**modern planners**' have slowed it down as fast as they could making it frustrating and dangerous, poorly thought out!!! But can be put right.

Parking on the beach front would take 400 to 500 cars off the road in all kinds of weather and the tourists and people could have quality time out. **The beach front is the destination for most, and the maintenance does'nt cost much.**

WHAT IF FOR TOWN PARKING: A two or three tier car park behind the old fire station with access off both Brownston , Ardmore and Dunmore Street. Maybe if the Masonic Lodge was to be given suitable land somewhere and were made an acceptable grant for a new premises and costs is worth discussion as an additional car park 2 to 3 tiers high would also be very attractive and Wanaka would be set up, I am sure. The car parking kept on the northside of Ardmore Street from the roundabout by the Community Centre up to the Caltex round about the land that's part of Ardmore Street would keep its value and use for what was expected.

WHAT IF: The Lake front is left basically unspoilt and natural just the way it has been for the last 167 years!!! **NO CONCRETE** anyway just in its natural, beautiful and unspoiled state as it always has been attracting and offering car parking all the way round from the wharf area to where the Wanaka Rowing complex is now. No formed cycle and continuous walkway on top of the beach is necessary, people can wander along all of this anyway. A safe two way cycle lane could be formed along the Lake side of Ardmore Street where it should be all the way along Aspiring road to Waterfall Creek . People can walk our Millennium trail right where it is and enjoy it!! The Ardmore/Aspiring roads

could be widened to accommodate the extra width for 2 way roading as well as a footpath along the north boundary of Pembroke Park/ Wanaka recreational Reserve to the post and chain fence of Pembroke Park, then the boundary of the Rec Reserve onward. The beach front for swimmers, exercise activities, birds and the rest parked cars where all people can rest, stay out of the wind, watch, hear and read, feel nature and watch the world go by in comfort in all kinds of weather. That's what weary travellers, visitors, locals and children like to do. It's what Wanaka can provide for all **don't kill the goose that laid the golden egg LEAVE IT ALONE** look after it as it is.

WHY: Is our money being wasted on superficial activities? **Probably.** Wasted development as next time the lake floods it will all be ruined. The domestic water supply for Wanaka is terrible, probably slowly killing us but certainly blocking all our house filters and most connections, also there is little being done to protect the water ways in the town belt from huge infrastructure roading damage plus housing destruction with services being cut, this is a serious deal.

PARKING

Question: Is Wanaka a tourist destination and what do they come to Wanaka to do?

Answer: If yes in all kinds of weather they can park and chill out, take in the unspoiled shore lake, mountains, birds, the waves coming in and the wind, all that is in peace around them, that's really special about Wanaka, its natural.

Question: Do locals from the outskirts and surrounding areas come to and spend time out in Old Wanaka.

Answer: To do their shopping as quickly as possible then often park their cars on the Lake Front while their children play, swim or eat their takeaways or packed lunch, read and have time out as all people need on all kinds of days, where else can they have some peace away from the hussel and bussel.

Question: Do out of towners, locals, the travelling public ride bikes along the the Lake front in all kinds of weather at all times of the year.

Answer: If the answer is **no** what else can they do outside of eating and drinking in busy places or resting in their vehicles out of the extremes of weather, with maybe a sleeping baby, a book or writing letters or talking on the phone or simply taking a break, time to think and rest. Quality time out as all drivers have to have

We generally support Submission 3 The Dicksons, 22/3/19 Wanaka Town Centre submissions, it is very good and would work and I am sure the most affordable. A couple of suggestions- the lower Helwick street remain open one way for service and supplies at least.

Also a major arterial road to access around town should be identified namely Gordon Road to the north across Ballantyne also a round a bout then straight across Three Parks area to Mt Iron-Highway 84 junction with another round a bout across to the Mt iron area on to Aubrey Road north. Then Gordon Road south straight to Cardrona Road a four lane to the junction of Orchard and Studholme Road and a double roundabout then Studholme Road to the north linking up via possible 4 lane all the way to a roundabout onto Ardmore/Aspiring Road. This route would take huge

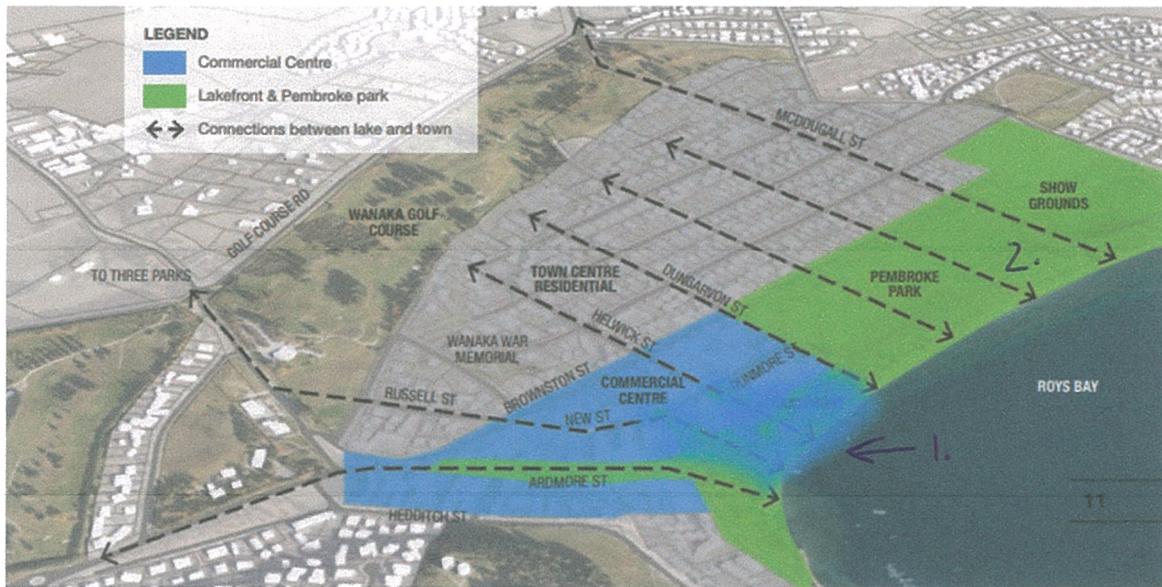
pressure off the interior old Town access roads at all times of the year, leave the Golf Course and other treasured places alone while linking up our town from side to side 3 Parks and all.

A legal area for pop up eaties caravans should be made on the Lake reserve west of the McDougall/Ardmore car park; this would be central to all happenings round this area and easily accessible.

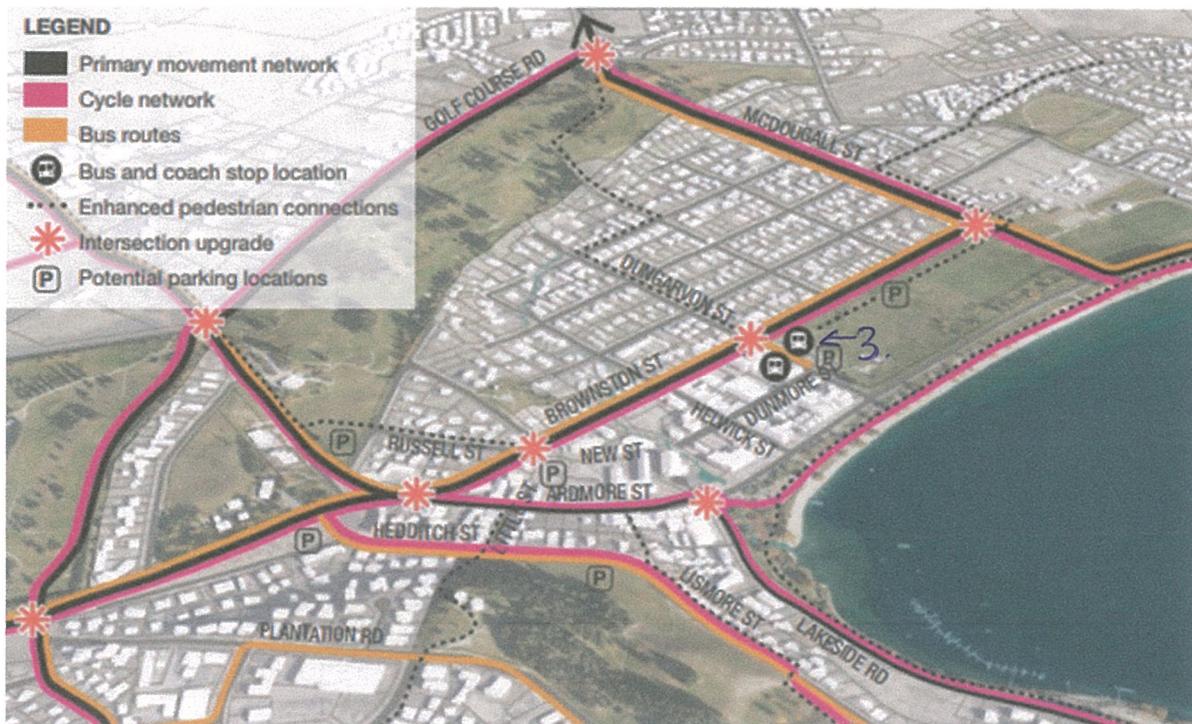
Save Wanaka's historic and unique values!!!!

Tim an Cathy Scurr

Amanda Grant



1. I strongly believe there is a missed opportunity if the commercial centre is not extended to the waterfront so operators on the water become part of the atmosphere. This small change means the space includes retail, dining and also experience. Kids on Peddle boats, Parents can browse shops or grab a coffee, grandparents can jump on a cruise, then all meet back at the same spot for dinner. Seamless flow of activity and something for everyone.
2. Aim for Pembroke Park to be a more relaxed space great for a picnic by the water, or a walk on a lunch break. It could be like the botanical gardens across NZ lots of native plants and open green spaces.

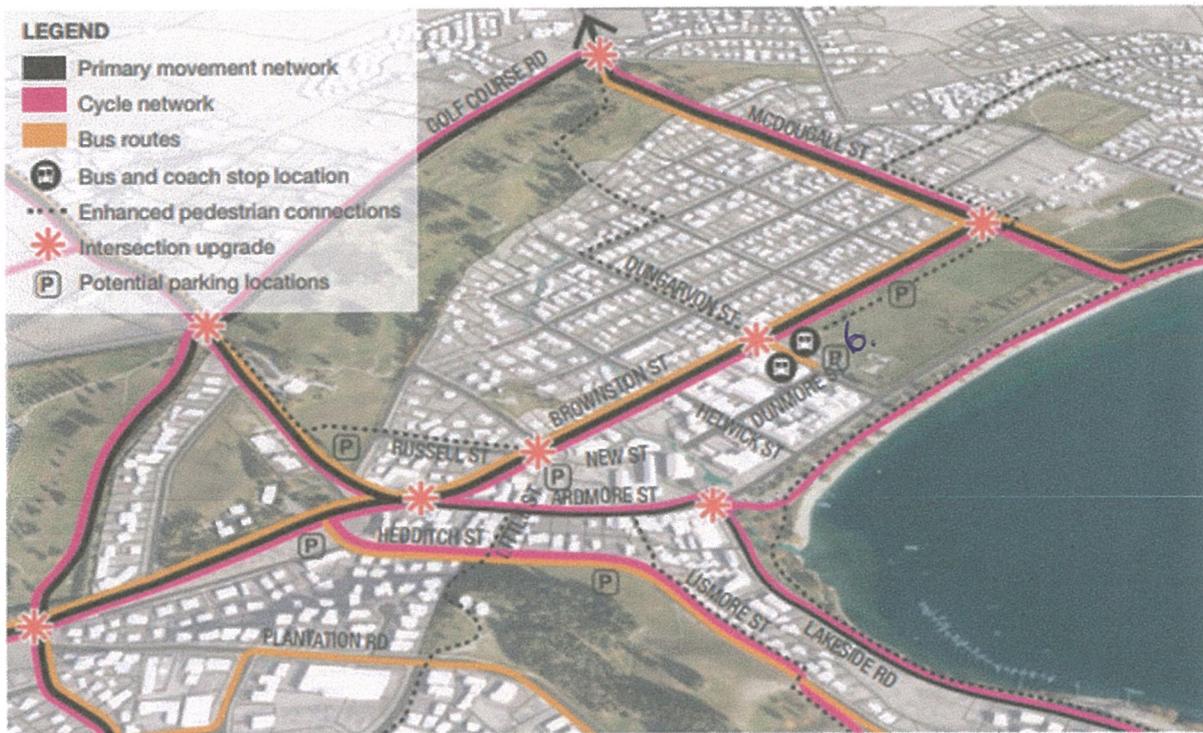


- Concerned the space allocated for bus & coach stop will not meet current demand let alone future demand. Monitoring the usage of the current bus stop would give insight to the issue. In summer there can be up to 10 Coaches parked and locked for an hour or more each during summer at any one time, this makes it impossible for transport options to access with easy for quick pickups.

Suggest this new 🚌 space be limited to Town buses, Intercity & Riches services while all coaches & tour buses pushed out to the show ground where they can park up without blocking services and their passengers can enjoy an easy walk along the beautiful promenade into town.



- Seems like the one way flow is the wrong direction? Would traffic from West coast and MT Cook not flow down Ardmore street adding congestion to the round about as they have to circle back?
- Pedestrianize lower Helwick



6. Would be nice to see the food trucks moved near an Enhanced pedestrian connection and away from the Primary movement network. This would be an opportunity to create another space and I believe should be investigated. Consulting the business owners would be a great start.



7. Would be good to see native & Fruit trees planted.

Submission on Wanaka Town Centre Masterplan

Do I support the overall direction of the draft Wanaka Town Master Plan?

I do support the need for long term planning for the future of the town and that it needs to be done in a manner that shows lessons have been learnt from examples confronting other high demand tourist/residential communities.

However I do not agree with all aspects of the current draft.

What do you think we got right?

I support the need for a Wanaka bypass and the objective of paid parking close to and within the Town centre and I support the need to make provision for a public transport system.

I would say in regard to the latter, that many current subdivision street width designs will make carriageways for public transport and residential/visitor parking problematic.

What do you think we got wrong or is missing?

- 1) I do not support the planned road affecting holes 10, 15 and 18 at the Wanaka Golf Course and am really concerned that Councillors saw fit to include this idea in the draft consultation document without any prior discussion with the Golf Club executive. Not a process that could possibly curry favour with the guardians of this asset. Furthermore the concept had been tested before and was roundly rejected by elected representatives at the time. The golf course is a key attraction for many visitors to Wanaka and that should not be forgotten.
- 2) I do not support the closure of Ardmore Street to vehicular traffic. Residents and visitors of all ages and stages have an expectation to be able to drive along a waterfront and be able to park and walk along the lake edge admiring the scenery, picnicking and undertaking water activities. Any parking should be restricted to cars or service vehicles and angled on the lakeside to permit safe access to lake edge especially for children and the elderly. Campervans should not be able to park along the western side of Pembroke Park keeping the vista much less cluttered for people walking along the millennium pathway and using Pembroke Park. Provision for campervan parking could be made on the existing hard surface areas of the Showgrounds if possible or elsewhere.
- 3) I don't buy into the idea that we need to bring the "lake" into town or 'remove the barrier' between the two when the reality is the lake is only 30-40 metres away and the "connect" currently is suitable and really useful when flooding occurs. I don't believe that further landscaping/gardens along the waterfront are necessary

because it will seriously interfere with the existing natural beauty. Any further development would undoubtedly attract rubbish, pedestrian damage, and create costly maintenance.

- 4) I believe Pembroke Park in its current state should remain, but would concede that land area between Ardmore St carriage way and the post and chain fence may be helpful to keeping Ardmore Street open and retaining the millennium pathway.

Do you have any further comments?

I do believe there has been substantial misjudgement by those involved in bringing this draft forward without having had serious preliminary dialogue and exchange of ideas with key stakeholders in the community such as business owners and groups, property developers, key property owners (where land may be required) prior to surveying points of view from all and sundry.

Also as mentioned at one of the meetings I attended, slides on a screen are meaningless if they cannot be read by the audience, especially if background colours obscure the print. Good marketing of the concepts proposed is important in winning the support of the Community.

I certainly acknowledge the difficulties getting feedback from the community that is helpful to decision makers and in the timeframes those decision makers would like. Everyone wants something different, they want it now and of course they don't want the rates going through the roof.

That said I would caution against hasty endorsement of a Masterplan that has not got significant buy-in from ratepayers, especially when the impact of Three Parks development remains largely unknown, but more specifically to avoid the potential for legal challenges that in my view are a waste of precious financial resources.

Given much of what is proposed in the plan is infrastructure development and is also intergenerational, I wonder if the Council (subject of course to balance sheet considerations) would consider using funding for Council commitments by borrowings from the LGFA (Local Government Funding Agency) to manage better the impact on rates. With interest rates at levels not seen for 55-60 years, this may well be the time to invest in those long life assets using borrowings.

David Shepherd



LET'S TALK WANAKA

THINGS YOU HAVE GOT RIGHT?

1 The allocation of parking in particular the 100+ spaces in Lismore Street and the area on corner of Ballantyne Road and Stratford Terrace.

THINGS YOU HAVE GOT WRONG?

1 THE ROADING PLAN (SEE FURTHER COMMENTS SECTION)

2 Road through the Golf Course (see alternative an less costly option in further comments section)

3 Streets as shared movement zones (see further comments section)

FURTHER COMMENTS SECTION Refer to attached plan

A Replace road through Golf Course with a road via Three Parks Roundabout on SH84 then from Tim Wallis Drive across the Three Parks area and along the back (east side) of the Golf course to link up with Golf Course Road.

This allows traffic from Luggate and Hawea areas the option to take an alternative route into town and reduce the present congestion at the Anderson Road roundabout which backs up to Puzzelworld between 7.30am -9.00am and again when traffic is heading out of town 4.30pm-5.30pm. The Planners have not taken the time to observe the traffic at this intersection that is happening NOW. This would be a less costly alternative.

B Turn Brownston Street into a ONE WAY from Dungarvon Street through to McDougal Street. This street is too narrow to cope with high traffic volumes at present so would give a better traffic flow.

C Scrap the idea to close Ardmore Street along Pembrook Park and turn the street from McDougal Street TO Dungarvon Street into a ONE WAY street as a shared movement zone with a reduced speed of 15km/hr and provide a better traffic flow and allow for angle parking along one side of the street adjacent to the Lake (huge cost saving and allows the parking to be taken off the lakefront). This will allow people to park and walk across to enjoy the lake. This street has a historical history in Wanaka and needs to be retained in some form or another. Retain TWO WAY TRAFFIC movement on the rest of Ardmore Street.

Closing Ardmore Street along Pembrook Park moves all the traffic movement onto Brownston Street. It will not cope now let alone the future. The land swap idea of Ardmore Street area to Brownston Street for extra parking will be a costly exercise and what will the town gain from this move. Its ratepayers money you are spending.

D Turn Helwick Street into a ONE WAY shared movement zone between Ardmore Street and Brownston Street

E Link Warren Street to Stratford Terrace (the land is a now a paper road and is immediately available to allow this link to be established) and by joining these streets up will give another option across town and spit the traffic off Brownston Street. May need some work to better link Stratford Terrace to Ballantyne Road.

F Urgent upgrade of Anderson Road from roundabout to Aubury Road to cope with the future traffic from North Lakes and Hikiwai Developments. As a first step take parking off one side of the road between the roundabout and Rob Roy Drive. In its present state two large trucks have difficulty in passing with parking on both sides of the road and add cyclists into the mix the road is dangerous.

FINAL COMMENTS

It is important to give serious consideration to local residents. They are the ones who support local businesses so while the introduction of a central plaza's area are seen by some as a great idea they are for visitors not the locals who tend to frequent businesses away from congestion and where parking is available.

The Cromwell Mall area is an example of a sort of central plaza that is dead from a business point of view because they did not give enough consideration to parking.

Remarkables Park and Five Mile in Queenstown are examples where the development is to suit local shopping habits. Will Three Parks do the same and leave the Wanaka Town Centre to tourists??? No wonder businesses are worried.

AND PLEASE THINK OF THE LIKELY COST TO RATEPAYERS. SOME OF THE IDEAS PUT FORWARD WOULD NOT BE CONSIDERED IF IT WAS A BUSINESS PROPOSITION BECAUSE OF THE COST AND WE IN THIS COMMUNITY NEED TO LEAVE THE TOWN IN A BETTER STATE FOR FUTURE RESIDENTS.

WanaKa-town-center-Master-peice

good

bad

Trees

Grass

~~lake~~

Electricity

Water

Flowers

bees

Mountain's

plastic

pollution

petrol

concrete

oil

farms

which is

Trees are good

because they give us fresh air to live in

Makes

more bees = more life

Electric cars are good/better

because fuel running cars contain fuel which is bad for our environment

Submission 39.

From: Jo Haines

Sent: Saturday, 27 July 2019 10:41 AM [Late submission]

Subject: Wanaka Town Centre Masterplan; Submission

I note that Submissions close on 28 July yet your webpage now states the submission period has closed.

As I have lived in Wanaka for approximately 20 years I have experienced great change and I am very interested in contributing to the future vision for the town.

Overall I am in support of the vision and for an enhanced Town Centre as set out in the QLDC Document. I realise that this document provides a framework for change rather than the specifics for the changes. In regard to this I fully support the following:

1. Some closure of Ardmore St
2. Relocating parking away from the lake front
3. Connecting Penbroke Park to the lakefront
4. Enhancing view shafts/landscape connections along E-W streets
5. Enhancing street tree corridors along N-S streets
6. Celebrating Bullock Creek as a Town Centre key natural feature
7. Increased pedestriation throughout Town Centre
8. A town plaza concept we have travelled in Latin America and love the central plazas
9. Safer cycleways and cycle routes to and through the town centre as well as along the lakefront
10. A major by-pass from a new roundabout at Anderson Rd
11. Brownson St upgraded as a connector road
12. Lower Helwick St visually connected to lake and enhanced a pedestrian mall

I am opposed to the idea of one way traffic along the lakefront and up lower Helwick St. The main problem I see with the artists impressions is the conflict between vehicles and pedestrians/cyclists related to the partial closure of Ardmore St. Given driver behavior and potential volumes of traffic I consider it unrealistic and unsafe to have such a scenario.

Regards Jo Haines